

**ARTICLE 120, Off-Street Parking and Loading Regulations** [Added effective 6-17-1951; amended effective 4-1-1975; 11-28-2003; 4-24-2009; 4-30-2010; 6-28-2013; 12-19-2014; 11-27-2015; 4-29-2016; 11-24-2017; 4-27-2018; 6-14-2019; 12-31-2021]

**§ 118-1200. Declaration of necessity. [Amended effective 4-1-1975]**

It is declared that the land uses described herein bring substantial numbers of automobiles into the area in which they are located. Unless provisions are made for off-street parking, such automobiles will be parked on public streets, including, in many instances, streets which are residential in character. Such on-street parking causes congestion, hinders emergency access and tends to have a detrimental and depreciating effect on the area subject thereto. It is essential that all structures and land uses provide a sufficient amount of off-street parking and loading spaces to meet the needs of persons making use of them. Accordingly, it is declared that the provisions of these sections are necessary for the protection of the public health, safety and general welfare.

**§ 118-1210. Motor vehicle parking and loading space. [Amended effective 4-1-1975]**

- A. Where, as of the effective date of these regulations, off-street motor vehicle parking and loading facilities are provided conforming in part or in whole with §§ 118-1200 through 118-1280 inclusive, such off-street parking and loading facilities shall not be reduced in quantity, reduced in area or otherwise altered below the requirements set forth herein. All off-street parking and loading facilities of five (5) or more spaces shall be subject to approval by the Zoning Inspector. [Amended effective 7-15-1983]
- B. Parking and loading spaces shall not be used for any other purpose or character of automobile parking or loading as to limit their availability for automobile parking or loading.
- C. A building in existence at the time of adoption of this regulation may continue to be used without adequate parking and loading as required by §§ 118-1210 through 118-1260 of these regulations. However, should such building be increased in area or changed in use so as to require additional parking or loading, such additional parking or loading shall be determined by applying the standards set forth in §§ 118-1210 through 118-1260. [Amended effective 2-27-1987; 7-28-1989]

**§ 118-1220. Amount of motor vehicle parking space to be provided. [Amended effective 8-31-2001; 9-26-2003; 11-28-2003; 12-24-2004; 11-25-2005; 11-23-2007; 1-30-2009; 4-27-2018]**

- A. Seating capacity [applies to Subsection C (6) and (7)] shall be determined on the following basis.
  - (1) Without fixed seating, possible occupancy shall be computed at the rate of one (1) person for each seven (7) square feet of floor area intended for patron occupancy.
  - (2) With fixed seating, possible occupancy shall be computed in accordance with the number of individual seats provided and at the rate of eighteen (18) inches in width per person in bench or bleacher-type seating.
- B. Active commercial floor area.
  - (1) Active commercial floor area [applies to Subsection C(12), (13) and (15)] is the area the use of which is directly related to parking generation and shall specifically exclude area devoted to the housing of automated equipment, service equipment, inventory storage space, space devoted to serving and maintaining the premises, employee service, common lobby area in office buildings, etc.
  - (2) Until the active commercial floor area is known, seventy-five percent (75%) of the gross floor area shall be the basis for determining the parking and loading required.
- C. The following off-street motor vehicle parking requirements shall be minimum:

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Use	Parking Requirement
(1) Single-family residence	2 parking spaces
(2) Two-family residence (Amended effective 7-19-1978)	4 parking spaces
<p>(3) (a) Multi-Family Residence (Amended effective 7-11-1980; 1-16-1987; 5-18-2001; 4-27-2018; 6-14-2019)</p> <p>(b) Residence (other) (Amended effective 1-11-1978; 9-29-1978)</p> <p>(1) Planned residential development</p> <p>(2) Planned residential development, elderly</p> <p>(3) Congregate housing (Added effective 7-25-1980)</p> <p>(4) Commercial planned residential development (Added effective 1-16-1987)</p> <p>(5) Housing for the elderly</p> <p><b>(6) Artist Live/Work Space</b> (Added effective 6-14-2019)</p>	<p>1) 1.3 parking spaces per dwelling unit;</p> <p>2) for mixed use developments, the greater of 1.3 parking spaces per residential unit or the aggregate, after applying any applicable mixed-use reductions listed in §118-1220E, of the total required parking spaces for commercial uses and residential units parked at 1 space per unit.</p> <p>2 parking spaces per dwelling unit</p> <p>1 parking space per 2 dwelling units</p> <p>1 parking space per 4 dwelling units</p> <p>1.5 parking spaces per studio or 1-bedroom dwelling unit; 2.0 parking spaces per 2-bedroom or larger dwelling unit (A dwelling unit with 4 or more rooms shall count as 2 bedrooms.)</p> <p>1 parking space per unit</p> <p><b>0.5 parking spaces per unit</b></p>
(4) Home occupation (Amended effective 6-12-1987)	2 parking spaces, plus residential requirement
(5) Auditoriums, stadiums, theaters and places of assembly (Amended effective 6-14-2019)	1 parking space per 5 seats, based on the maximum seating capacity, except that in the CBD, no parking is required provided the property is within 1,000' of a municipal parking facility.
(6) Libraries (Added effective 6-14-2019)	No parking is required provided the property is within 1,000' of a municipal parking facility
(7) Churches, places of worship	1 parking space per 5 seats, based on the maximum seating capacity
<p>(8) Hotels, motels and extended stay hotels (Amended eff. 6-12-1987; 8-29-1997; 12-19-2014)</p> <p>(a) Hotels &amp; motels</p> <p>(b) Extended stay hotels</p>	<p>1 parking space per guest sleeping room</p> <p>1 parking space per living unit, plus 1 parking space per worker employed at any one time, except for extended stay hotels in Washington Street Design District (WSDD), then</p>

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	only 1 parking space per living unit
(9) Clubs	1 parking space per 4 members, based on the maximum membership to be accommodated
(10) Sanatoriums and nursing homes (Amended effective 12-24-1992)	1 parking space per 3 beds, plus 1 parking space per 2 workers employed or to be employed at any one time
(11) Hospitals (Added effective 12-24-1992) (a) In-patient facilities  (b) Out-patient facilities and clinics  (c) Offices for private physicians	2 spaces per licensed bed  1 space per 250 square feet of active floor area  1 space per 200 square feet of active floor area
(12) Retail stores (Amended effective 1-27-1995, 1-27-2006, 3/1/2013; 4-27-2018; 6-14-2109) (a) Retail stores, including personal and business service establishments, and retail accessory to boutique manufacturing (b) Retail furniture stores (c) Nail Salons (d) Retail home improvement stores	1 parking space per 200 square feet of active commercial floor area, except in the <b>CBD and SSDD</b> , 1 parking space per 1,000 square feet of active commercial floor area.  1 parking space per 400 square feet of gross floor area  1 parking space for each chair or station  1 parking space per 350 square feet of gross floor area
(13) Banks and office buildings (Amended eff. 7-19-1978; 3-30-2001, 1-30-09; 5-25-2012) (a) Medical offices including physicians, dentists, chiropractors and related medical facilities  (b) Banks and Other offices  (c) Data recovery centers	1 parking space per 200 square feet of gross floor area; 5 parking spaces minimum.  1 parking space per 334 square feet of gross floor area; except for offices in development parks, 1 parking space per 370 square feet of gross floor area and except for banks in the SSDD, 1 parking space per 1,000 square feet of active commercial floor area.  1 parking space per 1,200 square feet of gross floor area and a utilization plan approved by the Commission.
(14) Stations  (a) Truck and railroad freight stations  (b) Bus and railroad passenger stations	1 parking space per 2 workers employed or to be employed at any one time  1 parking space per 100 square feet of platform and station area, plus 1 space per 2 workers employed or to be employed at any one time

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<p>(15) Restaurants (Amended effective 2-26-1993)</p> <p>(a) Restaurants, taverns</p> <p>(b) Take-out restaurants</p>	<p>1 parking space per 45 square feet of active commercial floor area</p> <p>1 parking space per 100 square feet of active commercial floor area, with a minimum of two (2) parking spaces required</p> <p>Notwithstanding the foregoing, in the SSDD, one (1) parking space per 200 square feet of active commercial floor area.</p>
<p>(16) Industrial and warehouse uses (Amended effective 7-24-1981; 11-27-1991)</p> <p>(a) Industrial and manufacturing establishments, <b>research and development</b></p> <p>(b) Warehouses and wholesale establishments</p>	<p><del>1 parking space per 300 square feet of active floor area</del></p> <p><b>1 parking space per 1,600 square feet &amp; 3 parking spaces per 1,000 square feet of any ancillary uses</b></p> <p>1 parking space per worker employed at any one time, plus 1 parking space per 5,000 square feet of floor area or fraction thereof; where the number of workers cannot be determined, 1 parking space per 500 square feet of active floor area</p>
<p>(17) Bowling lanes, paddle tennis, tennis courts</p>	<p>5 parking spaces per unit</p>
<p>(18) Boats (Amended effective 6-11-1975)</p> <p>(a) Marinas (Amended effective 4-29-1988)</p> <p>(b) Sight-seeing boats (public passenger carrier)</p> <p>(c) Fishing party boats (public passenger carrier)</p>	<p>1 parking space per mooring or dock space; 1 parking space per 3 boat rack storage spaces</p> <p>1 parking space per 4 passengers based on the United States Coast Guard rating of the boat or vessel</p> <p>1 parking space per 2 passengers based on the United States Coast Guard rating of the boat or vessel</p>
<p>(19) Motor vehicle service and gas stations (Amended effective 9-25-1992)</p> <p>(a) Motor vehicle service station (may include gas pumps)</p> <p>(b) Gas station (no motor vehicle service)</p>	<p>10 parking spaces, plus 1 space per 2 workers employed or to be employed at any one time</p> <p>1 parking space per pump island</p>
<p>(20) Car washes</p>	<p>1 parking space per 2 workers employed or to be employed at any one time, plus 10 reservoir spaces or reservoir space equal to 5 times the maximum number of vehicles capable of being processed at any one time, whichever is greater</p>
<p>(21) Funeral homes</p>	<p>1 parking space per 60 square feet of area intended for public occupancy</p>

Use	Parking Requirement
(22) Schools (a) Nursery or child day care center (Amended effective 6-12-1987) (b) Elementary (c) Middle (d) High School	5 parking spaces, plus 1 parking space per every 2 workers employed at any one time 1 1/2 parking spaces per worker employed or to be employed at any one time 1 1/2 parking spaces per worker employed or to be employed at any one time 1 1/2 parking spaces per worker employed or to be employed at any one time, plus 1 parking space per 4 students of school capacity
(23) Boarding- or rooming house (Added effective 6-12-1987)	2 parking spaces, plus 1 space for every 2 guest rooms
(24) Animal care center (Added effective 3-29-1996)	1 parking space per 10 animal suites and 1 space per 200 square feet of active floor area devoted to animal grooming facilities

D. Reasonable and appropriate off-street parking requirements for buildings and uses not specifically provided for shall be determined by the Zoning Inspector, upon consideration of all factors entering into the parking needs of such use and by comparison with the uses enumerated above.

E. Where one (1) establishment has two (2) or more distinct uses, each such use shall be measured separately for the purpose of determining the number of parking and loading spaces required. However, for mixed-use projects, the parking required for one use may be met in part by the parking provided for another use where it can be sufficiently demonstrated to the satisfaction of the Commission that the two uses have different peak hours, in accordance with the following criteria:

**MIXED USE PARKING OVERLAP CRITERIA**

		Reduction in parking requirement
Office	Residential	50%
Office	Hotel	50%
Office	Theater	50%
Office	Retail	30%
Office	Restaurant	30%
Residential	Retail	25%
Residential	Restaurant	10%
Retail	Restaurant	10%

Note: Must reduce the larger by the percent listed, but no more than the number provided by the lesser. For purposes of the mixed-use overlap, office includes medical office.

A use which occurs predominantly during the weekday and daytime hours shall not be changed to a use which does not occur predominantly during the weekday and daytime hours. Parking facilities for mixed use developments shall not limit the use of or place any restrictions on the shared parking spaces and shall not reserve or restrict the use of any parking

spaces for specific office or retail tenants or residential units. (Added effective 10-26-2007; amended effective 12-21-2007)

In addition to the mixed use parking overlap criteria above, the Commission may, by Special Permit, allow a mixed-use project, to reduce up to an additional ten percent (10%) of the parking required under these regulations, provided that: (Added effective 6-14-2019)

- i. the total square footage of the development exceeds 250,000 SF;
- ii. more than 500 parking spaces are required as part of the development;
- iii. the development, has three (3) or more distinct uses; and
- iv. it is demonstrated to the satisfaction of the Commission that the nature of the development, or its uses and the factors which determine parking demand, result in fewer parking spaces to meet actual parking needs than required by these regulations.

- F. All off-street parking facilities shall be located upon the same lot where the use occurs. However, in business and industrial zones, parking facilities may be located within six hundred (600) feet measured along adjacent streets. [Amended effective 3-2-1979]
- G. Any land use, the major use of which is during the weekend or evening hours, may meet fifty percent (50%) of the required parking facilities through the use of parking spaces provided for land or buildings the major use of which is during the weekday or daylight hours and is within six hundred (600) feet measured along adjacent streets. [Amended effective 3-2-1979]
- H. All off-premises parking sites as provided in Subsections F and G shall be subject to approval by the Zoning Inspector for accessibility, safety, convenience and ready identification. A long-term instrument, approved by the Zoning Inspector, which dedicates the use of such off-premises parking site shall be recorded in the Norwalk land records. A “long-term instrument” shall be defined as a legal instrument including, but not limited to a lease or easement, having a term of not less than twenty (20) years and which is filed in the Norwalk land records. The long term instrument may consist of a base term with a renewal option, provided that the total number of years identified in the instrument equals at least twenty (20) years. While the long-term instrument need only be for a term of twenty (20) years, if off-premises parking is provided as set forth in Subsections F and G, it **shall be provided in perpetuity**. At the termination of the initial long-term instrument, the parking easement or lease shall be extended for another twenty (20) year period or another long-term instrument must be entered into for off-premises parking. Any renewal or new long-term instrument shall be subject to approval by the Zoning Inspector. [Added effective 3-2-1979; amended effective 3-1-1985; 2-2-1990; 4-29-2016]
- I. Planned residential developments approved prior to January 11, 1978, without adequate parking as required herein, shall not, by reason of that fact, be rendered nonconforming. [Added effective 1-11-1978]
- J. All off-street parking and loading facilities, including all parking aisles and backup spaces needed for vehicle maneuvers into and out of parking spaces, shall be located to the rear of the required front setback line as now or hereafter established. The area between the street line and the front setback line, and on a corner lot, the side setback line along a street, except for the required access driveway and pedestrian sidewalk leading from the street to the off-street parking and loading area, shall be landscaped with lawns or other appropriate planting. Where the required parking space is provided by a garage or other covered space or by roof parking, the location of such garage or structure shall be in conformity with the zoning regulations relating to the class of building involved. [Amended effective 5-26-2000].

- K. All required off-street parking and loading spaces must remain available as approved for the specifically designated uses and cannot be used by the developer, owner or tenant for any other use than that for which it has been approved unless otherwise permitted in Subsection G. [Added effective 3-1-1985]
- L. Municipal parking in Norwalk Center. [Added effective 12-24-1992; amended effective 6-14-2019]
- (1) No off-street parking shall be required for a change of use within an existing structure provided the structure is no more than (1,000) one thousand feet of a municipal parking facility, as measured along a public right-of-way. [Amended effective 10-27-1995; 9-26-1997; 8-27-1999; 8-31-2001; 9-26-2003; 11-25-2005; 11-23-2007, 11-27-2009; 11-25-2011, 12-202013; 11-27-2015, 11-24-2017; 6-14-2019]
  - (2) Additions to structures listed on a local, state or national historic inventory are exempt from providing parking provided that:
    - a. A narrative, prepared by a Historic Architect, shall be submitted with the application describing in detail the proposed work to be done to the exterior of the historic structure. The Historic Architect shall be qualified for "Historic Architecture" as listed under 35 CFR Part 61 of the Secretary of Interior's Professional Qualification Standards and submit proof of same;
    - b. The proposed revisions are consistent with the Secretary of the Interior Standards for Rehabilitation, numbers 9 and 10, or as amended:

*"New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment."*

*"New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired";*
    - c. The proposed number of stories does not exceed four (4);
    - d. The lot area does not exceed one quarter (1/4) acre;
    - e. Any additions proposed above an existing structure is sufficiently set back from the existing façade so the addition does not detract from the existing façade and there is a clear delineation between the existing façade and the addition;
    - f. The Commission shall refer the application to the Historical Commission for review and recommendations, who may also refer the application to the State Historic Preservation Office for comment. If the Historical Commission does not endorse the application, a 2/3 majority vote of the Zoning Commission is required for approval;
    - g. The Commission determines the structure(s) in question contribute to community character or possesses a degree of historic significance (to be evidenced by its age, architectural uniqueness, or cultural value);
    - h. The proposed development complies with the bulk and height requirements in Schedule Limiting Height and Bulk of Buildings.
  - (3) For all new construction on properties with street frontage on West Avenue, Belden Avenue, Wall Street and Main Street, the principal use and structure shall be located between the street line of the above-mentioned streets and all parking facilities. Underground parking facilities, the roofs of which are less than three (3) feet above the center-line elevation of the street, shall

be exempt from this requirement. Properties with street frontage other than those noted shall provide a ten-foot buffer between all parking facilities and the street line.

- (4) Parking areas and structures located in CBD-W shall be set back twenty-five (25) feet from the mean high-water mark and shall be suitably landscaped to provide an appropriate transition between the public accessway and parking facilities.
- (5) The required amount of loading may be met on the same lot where the use occurs or on an adjacent lot, subject to approval by the Commission.
- (6) Wherever possible, vehicle access to parking and loading facilities shall be confined to less active, secondary streets and shall utilize a minimum of curb cuts. [Amended effective 10-26-2007]
- (7) A minimum ten-foot buffer is required for at-grade parking areas which abut a residence zone. Parking structures shall be subject to Subsection D.(2) herein.
- (8) For mixed-use projects, twenty percent (20%) of the parking required for the residential use may be met by the parking provided for the nonresidential use. However, where it can be sufficiently demonstrated to the satisfaction of the Commission that a nonresidential use occurs predominantly during the weekday and daytime hours, for example, offices, then up to fifty percent (50%) of the parking required for the residential use may be met by the parking provided for such nonresidential uses. A use which occurs predominantly during the weekday and daytime hours shall not be changed to a use which does not occur predominantly during the weekday and daytime hours.
- (9) By a 2/3's vote, the Commission may, by Special Permit, allow automated parking for developments requiring two hundred (200) parking spaces or more and located entirely within the CBD, subject to approval by the Commission. [Added effective 8-29-2008]
- (10) Curb-Cut Reduction Credit - The Commission may, by Special Permit, permanently grant a property a reduction of one (1) on-site parking space for each on-street public parking space added through the removal and or reduction of curb-cuts, provided the Commission makes affirmative findings that the proposed development will result in a significant community benefit such as:
  - (a) consolidation of two or more parcels into a meaningful master plan,
  - (b) excellence in design which enhances the pedestrian experience and overall streetscape (such as avoiding driveways interrupting the sidewalk), and/or
  - (c) other meaningful public amenities.

M. Municipal parking in South Norwalk [Added effective 3-28-2008; amended effective 4-3-2010]

- (1) No off-street parking shall be required for a change of use within an existing structure, where the subject property is located within an area defined as "Exempt Area for Change of use in South Norwalk" as shown on a map entitled "Designated Properties for Fees In Lieu of Parking in South Norwalk." This provision shall be effective until December 31, 2019. [Amended effective 11-25-2011, 12-20-2013; 11-27-2015; 11-24-2017]
- (2) The off-street parking requirement for the first two floors of any new mixed use building where the first floor is devoted exclusively to retail uses, the second floor is devoted exclusively to multifamily or office uses and the building is located within the designated area boundary as shown on a map entitled "Designated Properties for



Fees in-Lieu of Parking in South Norwalk" may be met in whole or in part by utilizing municipal parking facilities, subject to the following conditions:

- (a) The applicant shall present to the Zoning Officer proof that the appropriate number of annual parking permits has been obtained, or if the use is temporary, that six-month permits have been obtained; and
  - (b) Prior to receiving a zoning approval, the applicant shall sign an affidavit guaranteeing that the same number of parking spaces will be renewed annually as long as the use exists and shall establish an escrow account in an amount equivalent to three (3) years of such parking fees. Should the use be terminated prior to the end of the three-year period, a prorated balance shall be returned to the applicant; and
  - (c) All uses located above the second floor shall provide required parking or shall comply with the payment of a fee in lieu of parking requirements in Section 118-1222. Payment in lieu of parking; and
  - (d) This regulation shall not apply to properties proposing the demolition of any building listed on the Norwalk Historic Resources Inventory. External building modifications for any building listed on such Historic Resources Inventory shall be consistent with applicable design guidelines.
- (3) The provisions of this subsection (M) shall not apply to new structures or additions to existing structures, except as noted in paragraph 2.

#### N. Valet Parking Requirements

- (1) Off-street parking for a hotel, **extended stay hotel** and a hotel with a separate office space may be provided through the use of indoor valet parking facilities, subject to approval of an operating plan by the Commission. [Added effective 4-24-2009; amended effective 12-19-2014]
- (2) Off street parking for residential developments containing more than fifty (50) units and located in the Washington Street Design District may be provided through the use of valet parking, tandem spaces, compact and/or vehicle stacker devices, subject to approval by the Commission and submission of a Parking Operation and Management Plan. [Added effective 6-28-2013]

#### § 118-1221. Waiver of off-street parking requirement. [Added effective 7-24-1981]

- A. The Commission may waive the improvement of up to fifty percent (50%) of the parking spaces required by § 118-1220 of these regulations where it is determined that a building or use does not presently need the required number of parking spaces, provided that:
- (1) The applicant sufficiently demonstrates that the nature of the building or use and the factors which determine parking demand result in fewer parking spaces to meet actual parking needs than those required by these regulations.
  - (2) The site plan shows all required parking spaces, including those for which a waiver is requested. No structures or other improvements, except parking, driveways and underground utilities, may be constructed within the unimproved parking area, and said area shall be suitably landscaped.

- B. The Commission may require that the area for which a parking waiver has been granted be properly improved if, after public hearing, the Commission determines that the improvement of such parking area is necessary to meet the parking needs of the building or use. A legal instrument or bond with good and sufficient surety shall be posted to guarantee that the parking area, or a portion thereof, is properly improved. The legal instrument or bond shall be in force for a period not to exceed two (2) years from the date of issuance of a certificate of zoning compliance for the structure generating the parking requirement. [Amended effective 12-11-1981]
- C. A parking waiver may be amended by the Commission if an alternative parking layout which complies with the provisions of § 118-1221A is submitted. A parking waiver may be removed by the Commission if by reason of changes in the zoning regulations the parking spaces for which a waiver has been granted are no longer necessary to meet the parking requirement.
- D. For any hotel located on a property within the "Designated Properties for Fees in Lieu of Parking", the Commission may waive the improvement of up to fifty percent (50%) of the parking spaces required by Section 118-1220 of these regulations where it is determined that the hotel does not presently need the required number of parking spaces, provided that:
  - (1) The applicant sufficiently demonstrates that the nature of the building or use and the factors which determine parking demand result in fewer parking spaces to meet actual parking needs than those required by these regulations; and
  - (2) For a period of two (2) years after a certificate of zoning compliance is issued for the hotel, the owner or proprietor shall purchase parking passes from the Norwalk Parking Authority to adjust for any shortfall in the total number of required parking spaces and shall deposit a sum equal to the total number of parking passes purchased for two (2) years calendar years with the City. After the expiration of two (2) years, the Commission shall waive the continued purchases of parking passes where the applicant, owner or proprietor has demonstrated to the satisfaction of the Commission that fewer parking spaces have been sufficient for such hotel use, which waiver shall not be unreasonably withheld. [Added effective 4-24-2009; amended effective 12-19-2014]

**§ 118-1222. Payment in lieu of parking.** [Added effective 2-27-1987; amended effective 7-28-2000; amended effective 11-28-2008; amended effective 4-30-2010; amended effective **6-14-2019**]

- A. Purpose. Within the Central Business District and South Norwalk Business District, when the off-street parking requirement cannot be physically met on the subject property, they may be met in full or in part by the payment of a fee-in-lieu of parking to the city. Such payments will allow the City of Norwalk to acquire land, finance, design, construct and carry out capital repairs and perform other necessary and desirable actions to provide municipal off-street parking facilities in the designated area.
- B. Applicability. By a two thirds (2/3's) vote, the Commission may, by Special Permit, allow for a permanent reduction of all or a portion of the parking spaces required, provided the applicant pays a fee-in-lieu-of the required parking spaces, provided that:
  - (1) Funds collected from such payments shall be deposited and used solely in accordance with the provisions of Section 8-2c of the Connecticut General Statutes and hereafter may be amended from time to time
  - (2) A payment of a fee in lieu of parking shall apply only to new construction [Added effective 12-24-1992; amended effective 7-28-2000; 6-14-2019]

- (3) Payment of a fee in lieu of parking shall be limited to certain properties within 1,000 feet from a municipal parking facility.
- (4) Any off-street parking requirement met in this manner shall constitute a covenant running with the land such that a change in ownership shall not require payment of an additional fee, aside from required annual parking passes. [Amended effective 12-24-1992; 6-14-2019]
- (5) One (1) parking pass is obtained for each required space and not more than 25% of the space in a municipal lot are utilized to meet such off-street parking requirements.
- (6) The property owner shall present to the Zoning Officer proof that the appropriate number of annual parking permits have been obtained.
- (7) Prior to receiving a zoning approval, the applicant shall sign an affidavit guaranteeing that the same number of parking spaces will be renewed annually as long as the use exists and shall establish an escrow account in an amount equivalent to three (3) years of such parking fees. Should the use be terminated prior to the end of the three-year period, a prorated balance shall be returned to the applicant.
- (8) Properties that are within 1,000 feet of a municipal parking facility may not obtain a variance from the Zoning Board of Appeals-
- (9) The Commission shall conduct an annual review of the use of fee-in-lieu, in conjunction with the Norwalk Parking Authority to evaluate the effectiveness of the regulation and the structure of the fee.

C. The fee shall be determined as follows:

- (1) The payment of fee in lieu of parking for new construction shall be determined by the following formula:
  - (a) No. of spaces X \$20,000
- (2) The payment of fee in lieu of parking for a change in use requiring more parking shall be determined by the following formula:
  - (a) No. of spaces X \$15,000

D. Conditions of payment.

- (1) One hundred percent (100%) of the payment due for each designated property choosing to utilize this regulation shall be made to the City of Norwalk prior to the issuance of a zoning permit to the applicant. The city may accept twenty-five percent (25%) of the payment prior to the issuance of a building permit and the balance prior to the issuance of a certificate of occupancy at the discretion of the Commission.
- (2) Funds paid to the City of Norwalk as a fee in lieu of parking shall not be refundable for any reason.
- (3) Nothing herein shall be deemed to require the city to undertake the acquisition, construction, expansion or development of any particular off-street public parking facility.

**§ 118-1230. Layout and design. [Amended effective 4-1-1975; effective 5-30-1980]**

A. All off-street parking and loading spaces shall be arranged in an orderly manner to avoid unsafe conditions and to provide adequate access for vehicles and pedestrians using the area.

B. Parking stalls for full-size vehicles shall be provided in accordance with the following:

- (1) The minimum dimensions for each angle parking stall shall be eight (8) feet six (6) inches in width and nineteen (19) feet in length.
- (2) Parallel parking spaces, adjacent to curbs, sidewalks, driveways and buildings, shall be a minimum of seven (7) feet in width and twenty-two (22) feet in length.

C. Parking stalls for compact vehicles shall be provided in accordance with the following:

- (1) The minimum dimensions for each parking stall shall be seven (7) feet six (6) inches in width and fifteen (15) feet in length.
- (2) Compact parking stalls shall be permitted only for parking provided in a development park or in a parking structure for hotels and those uses set forth in § 118-1220C(3), (4), (13)(b) and (16), provided that: [Amended effective 12-10-1982; 5-26-2000]
  - (a) Not more than thirty-five percent (35%) of the parking spaces required by these regulations shall be for compact vehicles;
  - (b) The minimum number of parking spaces required by these regulations shall be in excess of fifty (50) spaces; and
  - (c) Compact parking stalls shall be grouped in contiguous, uniform stalls and shall have signs placed in appropriate locations indicating PARKING FOR COMPACT VEHICLES ONLY.
- (3) All or any part of the parking spaces provided in addition to those required by these regulations may be for compact vehicles.
- (4) To obtain approval of a parking layout with compact parking stalls, a site plan must first be submitted to the Zoning Inspector for approval which demonstrates that sufficient parking is capable of being provided to meet the minimum requirements of these regulations for full-size parking stalls. Upon such demonstration, the Zoning Inspector may then approve an alternate and different site plan containing compact parking stalls, in accordance with the requirements set forth herein. In no event shall the provision of compact parking stalls result in an increase in the floor area or the number of dwelling units permitted with the provision of full-size parking stalls.

D. Minimum aisle widths.

- (1) The minimum aisle width required to provide maneuvering space and access to parking stalls shall be as follows:

**Minimum Aisle Widths**

<b>Parking Angle (degrees)</b>	<b>Full-Size Vehicles</b>		<b>Compact Vehicles</b>	
	<b>Stall Width (feet)</b>	<b>Aisle Width (feet)</b>	<b>Stall Width (feet)</b>	<b>Aisle Width (feet)</b>
<b>0</b>	<b>7</b>	<b>12</b>	<b>7</b>	<b>12</b>
<b>45</b>	<b>8.5</b>	<b>13</b>		
	<b>9.0</b>	<b>12</b>	<b>7.5</b>	<b>12</b>
	<b>9.5</b>	<b>12</b>		

Parking Angle (degrees)	Full-Size Vehicles		Compact Vehicles	
	Stall Width (feet)	Aisle Width (feet)	Stall Width (feet)	Aisle Width (feet)
60	8.5	18		
	9.0	16	7.5	14
	8.5	22		
75	8.5	22		
	9.0	21	7.5	17
	9.5	20		
90	8.5	24		
	9.0	23	7.5	22
	9.5	22		

- (2) The stall width shall be measured perpendicular to the direction of parking. When columns occur along the side lines of parking stalls located within a building or structure, the width of the stall shall be determined by dividing the clear dimension between column faces, measured perpendicular to the direction of parking, by the number of stalls between adjacent columns whenever the width of the stall so determined is less than nine (9) feet. In such cases, the painted side stripe defining each stall adjacent to a column shall be placed at the face of column rather than at the center line of the column, and the space between the column faces shall be divided into stalls of equal width.
- (3) The aisle width dimensions as set forth in the chart in Subsection D (1) assume one-way circulation for all parking angles. At a parking angle of ninety degrees (90°) the same dimensions apply for two-way circulation.
- (4) For a parking angle of zero degrees (0°), add ten (10) feet to the aisle for two-way circulation.

- E. Where parking stalls of different dimensions share the same aisle, the parking stall requiring the greater aisle width shall govern.
- F. All access drives and parking and loading access shall be paved with an appropriate hard surface pavement that is durable, dust free and maintained in good condition. In Special Permits for multifamily dwellings containing twelve (12) or more units, the surface and subsurface driveways must conform to the following minimum requirements: [Amended effective 10-28-1983; effective 4-12-1985]
  - (1) A base of twelve (12) inches of bank-run gravel or eight (8) inches of processed aggregate.
  - (2) A wearing course of bituminous concrete that is two and one half (2 1/2) inches thick after compaction or two (2) courses of bituminous concrete one and one-fourth (1 1/4) inches thick each, after compaction.
- G. Individual parking and loading spaces, aisles, crosswalks and entrances and exits shall be suitably identified with lines and arrows, subject to the approval of the Zoning Inspector.

- H. The provisions of Subsections C, D, E and F shall not apply to the parking requirements for one- and two-family residences.
- I. Automated parking: Where permitted, an automated (robotic) parking system is exempt from the aisle widths and parking space dimensions required herein, provided that the facade of an automated (robotic) parking garage system is architecturally compatible with adjacent properties and complies with applicable Design Guidelines. [Added effective 8-29-2008]

**§ 118-1240. Entrances and exits; drainage; lighting. [Amended effective 4-1-1975]**

A. Entrances and exits.

- (1) Entrances and exits to parking and loading areas shall be by means of clearly limited and defined drives. Said entrances and exits shall be located to prevent conflict with pedestrian and vehicular traffic by providing for the stable flow of vehicles at all times. Entrances and exits shall be arranged to prevent any vehicle from exiting a parking area by backing onto or across a sidewalk and onto a street. [Amended effective 4-27-1990]
- (2) All entrances and exits shall comply with the provisions of the City of Norwalk Department of Public Works Roadway Standards. Entrances and exits onto state roads or highways shall comply with the applicable requirements of the State Department of Transportation.

- B. All parking and loading areas shall be suitably graded, drained and maintained to prevent erosion and stormwater runoff onto adjacent streets and properties. The Zoning Inspector may require that drainage plans be certified by a civil engineer and, in addition, may refer said plans to the Department of Public Works for its review and recommendations.
- C. All parking and loading areas to be utilized during the nighttime shall be adequately lighted. Such lighting shall be located to reflect the light away from adjacent streets and properties.
- D. Stable traffic flow. [Added effective 4-27-1990 [EN76](#)]
  - (1) "Stable traffic flow" shall mean that site-generated traffic shall not adversely affect pedestrian or vehicular safety, conflict with the pattern of highway circulation or increase traffic congestion to a level of service (LOS) considered unacceptable by the Commission.
  - (2) The Commission shall not approve developments which fail to maintain stable traffic flow unless provision has been made for the improvement of inadequate conditions.
- E. The provisions of Subsections A, B and C shall not apply to the parking requirements for one- and two-family residences.

**§ 118-1250. Buffer strips and internal landscaping. [Amended effective 4-1-1975]**

- A. All off-street parking and loading areas of five (5) or more spaces, located between a building or use and the street on which it fronts, shall be separated from the street with a buffer strip. Said buffer strip shall be a minimum of five (5) feet in width and landscaped with trees and shrubs to provide for driver and pedestrian safety and to improve the appearance of the parking area.
- B. All uses permitted in residence zones with off-street parking of five (5) or more spaces shall provide a buffer strip, a minimum of five (5) feet in width, on all sides which abut a residence zone or use permitted in a residence zone.
- C. All off-street parking and loading areas of twenty (20) or more spaces shall be provided with planting islands. Said planting islands shall be a minimum of eight (8) feet six (6) inches in width and nineteen (19) feet in length, and shall be landscaped with trees and shrubs to channel internal traffic flow, prevent indiscriminate movement of vehicles, aid pedestrian circulation and improve

the appearance of the parking area. The location and frequency of planting islands shall be subject to the approval of the Zoning Inspector.

- D. The treatment of the buffer strips and planting islands shall be subject to the approval of the Zoning Inspector. All buffer strips and planting islands must be kept free of rubbish and maintained to the satisfaction of the Zoning Inspector.
- E. Where parking and loading spaces abut sidewalks, buffer strips, planting islands or similar construction, a curb or wheel stop shall be provided to prevent vehicles from overhanging or otherwise damaging said construction.

**§ 118-1260. Off-street motor vehicle loading space to be provided.** [Amended effective 4-1-1975]

- A. There shall be provided clearly marked and posted off-street loading spaces to serve the following types of buildings and uses: hotels, hospitals, stores, office buildings, wholesale manufacturing and industrial buildings, warehouses and railroad and truck freight stations.
- B. The minimum area required for each loading space shall be ten (10) feet in width, twenty-five (25) feet in length and fourteen (14) feet height clearance. Each loading space shall adjoin a loading dock or entryway and be provided with adequate apron space for access and maneuvering.
- C. Loading space provided shall be based upon building floor area plus outside storage area, as follows: [Amended effective 11-27-1991]

<b>Loading Space Requirements</b>	
<b>Floor Area</b>	<b>Loading Space Requirement</b>
3,000 - 25,000 square feet	1 space
25,000 - 80,000 square feet	2 spaces
Over 80,000 square feet	2 spaces plus 1 space for each additional 100,000 square feet of floor area

**§ 118-1270. (Reserved)**[EN77](#)

**§ 118-1280. Norwalk Traffic Authority.** [Amended eff 4-1-1975; 3-2-1979; 7-30-1982; 5-26-2000]

- A. The off-street area of any lot may, however, be reduced by the portion thereof as is conveyed, with the approval of the Norwalk Traffic Authority, to said Norwalk Traffic Authority to be used for parking subject to the metering charges, management, control and regulations of such Authority.

Editor's Note 76: This amendment also provided for the redesignation of former Subsection D and Subsection E.

Editor's Note 77: Former ' 118-1270, Motor vehicle parking space to be provided in urban renewal projects, amended effective 4-1-1975, was repealed effective 2-27-1987.