

Agenda Item 11
Discuss Possible Text
Amendments per Packet



See explanatory notes within the following pages for explanation and intent.

include private buildings or leasable/saleable structures.

Public Water Supply. Any water supply which has received a Certificate of Convenience and Necessity from the State of Connecticut Public Regulatory Authority and the State of Connecticut Department of Health Services pursuant to C.G.S. Section 16-262m as may be amended from time to time.

Public Water Supply Watershed. The region, as determined by DEEP, which drains into a surface water supply which has been identified by the State of Connecticut as an existing **Consistent with State** source.

Recreational Vehicle. A vehicle commonly referred to as a camper, trailer, bus, boat trailer, motor bus used for recreational purposes. For floodplain management purposes as found in Section 15.2 of these Regulations, a vehicle which is: (a) built on a single chassis; (b) four hundred square feet (400sqft) or less when measured at the largest horizontal projection; (c) designed to be self-propelled or permanently towable by a light duty truck; and (d) designed primarily not for use as a permanent dwelling but as a temporary living quarters for recreational, camping, travel, or seasonal use.

Slope (Steep). The degree of deviation of a surface from horizontal, measured as a percentage, as a numerical ratio, or in degrees. Slopes greater than ~~25~~20% are considered Steep Slopes.

Soil. All unconsolidated mineral and organic material, of whatever origin, that overlies bedrock and can be readily excavated.

Soil Erosion. Detachment and movement of soil from the land surface by water or wind.

Soil Erosion and Sediment Control Plan. A scheme that minimizes soil erosion and sedimentation and includes, but is not limited to, a plan and narrative which conform with the Connecticut Guidelines for Soil Erosion and Sediment Control 2002, as may be amended from time to time.

Start of Construction. Start of construction includes substantial improvement and means the date the building permit was issued, provided the actual start of construction or improvement was within 180 days of the permit date. The actual start means the first placement of permanent construction of a structure (including manufactured home) on a site, such as the pouring of columns, or any work beyond the stage or excavation or placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, or filling; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure.

Street. Any existing state, or town highway, or a street shown (a) on a subdivision approved by the Planning and Zoning Commission; or (b) on a map or plan duly filed and recorded in the office of the Town Clerk of the Town of Montville prior to November 1963, provided such street shall have been suitably improved to the satisfaction of the Planning and Zoning Commission after October 13, 1970.



the structure. The market value of the structure should be either the appraised value of the structure prior to the start of the initial repair or improvement, or, in the case of damage, the value of the structure prior to the damage occurring. For the purposes of this definition, “substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include any project for improvement of a structure to comply with existing state or local health, sanitary or safety code specifications which are solely necessary to assure safe living conditions.

2.8 Housing, Dwelling, Family & Residential

~~**Accessory Dwelling Unit (In-Law Apartment).** A dwelling unit which is interior to a single family house, or an addition to the side or rear of the house, or over a garage, and which meets zoning setbacks. Units over garages may not exceed the garage roof line.~~

Accessory Dwelling Unit. A separate dwelling unit that (A) is located on the same lot as a principal dwelling unit of greater square footage, (B) has cooking facilities, and (C) complies with or is otherwise exempt from any applicable building code, fire code and health and safety regulations.

Accessory Dwelling Unit (Affordable). An accessory dwelling unit that is subject to binding recorded deeds which contain covenants or restrictions that require such accessory dwelling unit be sold or rented at, or below, prices that will preserve the unit as housing for which, for a period of not less than ten years, persons and families pay thirty per cent or less income, where such income is less than or equal to eighty per cent of the median income.

Apartment. A Dwelling Unit located within or accessory to a Principal Building associated with an approved Commercial use a. No more than two (2) Apartments shall be permitted on single lot containing said Principal Building. Any residential configuration of three (3) or more dwelling units on a single lot shall not constitute apartments as defined herein, but shall instead be classified and regulated as a Multi-Family Development or Middle Housing.

Cottage Cluster. a grouping of at least four detached housing units, or live work units, per acre that are located around a common open area (CGS 8-1a (4)).

Dwelling Unit. Any house or building, or portion thereof, which is occupied, is designed to be occupied, or is rented, leased or hired out to be occupied, as a home or residence of one or more persons (CGS 47a-1(c))

Duplex. A building on a lot containing two (2) dwelling units each having separate utility connections, designed for occupancy by not more than two (2) families.

Attached Single-Family Flats. A building containing three (3) or more dwelling units incorporated into a single building with internal stairways, elevators and/or corridors providing access to the dwelling units contained therein, with each such dwelling unit being located on one (1) living level within such building.



Community Residence. A Community Residence as defined in Section 19a-507a (3) of the C.G.S. as may be amended from time to time.

Convalescent Home. The term shall include (a) Home for the Aged; (b) a Rest Home with Nursing Supervision; (c) a Chronic and Convalescent Home with authorization to care for persons suffering from harmless chronic mental unsoundness; (d) a Children's Nursing Home; and (e) a Children's Nursing home with authorization to care for persons suffering from harmless chronic mental unsoundness. Above items are defined in the "Public Health Code of the State of Connecticut", as may be amended from time to time.

Convenience/Gasoline Sales Establishment. A premises at which common retail goods, including but not limited to motor fuels, lubricants, other motor vehicle supplies and parts, groceries and assorted convenience items, are made available for retail sale, in conjunction with the proposed or existing use of a gasoline filling station.

Day Care. Child care center, group child care home or family child care home as defined in Section 19a-77 of the C.G.S. as may be amended from time to time.

Existing Manufactured Home Park (MHP) or Subdivision. A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, as a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before July 2, 1980, effective date of the floodplain management regulations adopted by the community.

Expansion to an Existing Manufactured Home Park (MHP) or Subdivision. The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Farm. A Farm shall ~~be construed to mean~~ consist of at least five (5) acres of land and may includewith buildings which are mainly used for, or are incidental to farming or the keeping of Farm Animals. Farms are subject to the provisions of Section 17 and shall comply with all applicable sections of these Zoning Regulations.

Farm Animals. Any domestic animal that is owned or raised for the production of milk, food or is used or housed primarily for work, commerce, recreation or exhibition. This includes but is not limited to cattle, oxen, horses (includes mini-horses), sheep, goats, llama, alpacas, pigs, and poultry. The keeping of over twelve (12) poultry and/or chickens (hens) shall be included in this definition. Farm Animals shall be kept only on a Farm.

Farm Building. A building in which farm animals are housed or fed. No farm building or manure pile may be within one hundred fifty feet (150') of any property line. Farm buildings shall meet the height requirements of the principal structure.



- 4B.5.6 Adequate ingress, egress and maneuvering for emergency vehicles shall be provided.
- 4B.5.7 The map shall conform to all applicable requirements of Section 17 of these Regulations and all applicable requirements of the Town of Montville Subdivision Regulations.

4B.6 Middle Housing, Multi-Family Housing & Mixed-Use Developments

An applicant proposing to establish either of these uses shall comply with the provisions of all applicable sections of these Zoning Regulations including the following additional requirements:

- 1. The site shall be served by public water and public sewer systems unless alternate septic is approved by local health district and/or the Connecticut Department of Health, if applicable.
- 2. No outside storage or clothes drying area will be provided unless it is completely screened from view from any adjoining property or street.

Staff suggests commission reconsider this affordable ADU requirement. For instance, if parents wished to relocate to an ADU which is required as affordable, their pensions and SS could easily push them over the AMI threshold. This restriction defeats one of the principal purposes of the ADUs. Also, we have had on average 4 application per year, so the benefit is limited with respect to its assistance with achieving our affordable housing mandate.

th Section 18 and 18B respectively.
accordance with Section 18C and 18D.
,
, and equipped as determined by the
occupants of the development. Required
ted as open space.

- 8. Fire hydrants shall be installed as required by the Fire Marshal.
- 9. Architecture shall be in accordance with Section 18E
- 10. The Applicant shall submit all information as required under Section 16 and 17, as applicable.

4B.6A Accessory Dwelling Units (ADU)

Accessory Dwelling Units, as defined by these regulations, are only permitted on lots with a principal Single Family Home and subject to the provisions of Section 17 and Table 4B.16. ADUs shall comply with the provisions of all applicable section of these Zoning Regulations including the following:

- 1. Shall be an accessory use to a Single Family Home located on the same lot.
- 2. All ADUs shall be Affordable Accessory Dwelling Units. Suggest no affordable requirements
- 3. An ADU may be detached, attached or interior to the Single Family Home, or associated with a detached garage.
- 4. ADUs, including those associated with a detached garage, shall comply with principal structure bulk standards.
- 5. Maximum Accessory Dwelling Unit Size
 - a. For Single Family Homes under 800 square feet, the ADU shall not be more than 70% of the floor area of the principal structure.



- b. For Single Family Homes of 800 – 2,500 square feet in size, the ADU shall not be more than 750 square feet.
 - c. For Single Family Homes of greater than 2,500 – 3,000 square feet, the ADU shall not be more than 30% of the floor area of the principal structure.
 - d. For Single Family Homes greater than 3,000 square feet, the ADU shall not be more than 1,000 square feet.
- 6. One parking space shall be provided for the ADU and shown on the site plan.
- 7. Recreational vehicles, travel trailers, and any other wheeled or transportable structures shall not be used as an ADU.
- 8. Single Family Home may be converted to an ADU only in conjunction with the construction of a new Single Family Home at the size ratio prescribed herein.

4B.7 Telecommunication Towers

All applications shall be approved by the Connecticut Siting Council.

4B.8 Kennels

An applicant proposing to establish this use shall comply with the provisions of these Regulations including the following additional requirements:

1. The site shall contain at least five (5) acres.
2. All structures and animal enclosures shall be located no closer than one hundred feet (100') from the nearest property line.

4B.9 Keeping of Chickens (Hens)

1. Purpose. This regulation provides for the keeping of chickens (hens) as an accessory use to an owner-occupied, single-family residence for non-commercial, private home use with an approved zoning permit. It is not intended to limit the keeping of poultry for agricultural uses where allowed.
2. No more than twelve (12) chickens (hens) may be kept on a property under five (5) acres, but at least .50 acre as shown on the tax assessor's records, and shall be kept in a structure/enclosure at all times. No free range chickens (hens) are allowed.
3. All manure piles must be located no closer than seventy-five feet (75') to any well. Verification must be provided by the Local Health District. The compost/manure pile must conform to the State of Connecticut's Best Management Practices for Agriculture.



8.3 Special Permits

The following uses may be permitted if approved by the Commission in accordance with the provisions of Section 16 Special Permits of these Regulations:

8.3.1 Residential uses per Section 4B.16.

8.4 Minimum Lot Size

The minimum lot size in this district is 40,000 square feet.

Cluster Developments shall conform to the provisions of Section 16A.4 of these Regulations.

8.5 Minimum Lot Frontage

Each residential lot shall have at least one hundred fifty feet (150') of frontage on a street. Cemeteries are not required to have frontage but shall have a deeded access.

8.6 Minimum Setbacks

8.6.1 FRONT YARD 40 FEET

8.6.2 SIDE YARD 15 FEET

8.6.3 REAR YARD 40 FEET

8.6.4 No farm building or manure pit may be located within one hundred fifty feet (150') of a property line.

8.7 Maximum Building Height

<u>Use</u>	<u>Max. Height</u>
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Single Family Home	35'
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Duplex	35'
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Townhouse	35'
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<u>Attached SF Flats</u>	<u>45'</u>
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All Other Uses	35'
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Accessory Uses	15'
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R-40 REVISION:
Flats had been
omitted.

8.8 Environmental Protection

Any improvements proposed to be located within a regulated area, as set by the Montville Inland Wetlands and Watercourses Commission, or that may have any impact on the regulated wetlands or



9.3 Special Permits

The following uses may be permitted if approved by the Commission in accordance with the provisions of Section 16 Special Permits of these Regulations:

9.3.1 Adaptive Reuse Development

9.3.2 Residential uses per Section 4B.16

R20 REVISION.
delete duplicative.

9.4 Minimum Lot Size

~~a. Single Family Home:~~

- ~~i. a. 20,000 square feet when served by public sewers.~~
- ~~ii. b. 40,000 square feet when served by on site septic.~~

~~b. Duplex:~~

- ~~i. 20,000 square feet when served by public sewers.~~
- ~~ii. 40,000 square feet when served by on site septic.~~

~~c.~~ c. Cluster developments shall conform to the provisions of Section 16A.4 of these Regulations.

9.5 Minimum Lot Frontage

Each lot shall have at least eighty feet (80') of frontage on a street. Cemeteries are not required to have frontage but shall have a deeded access.

9.6 Minimum Setbacks

9.6.1	FRONT YARD	40 FEET	MULTI-FAMILY	40 FEET
9.6.2	SIDE YARD	10 FEET	MULTI-FAMILY	20 FEET
9.6.3	REAR YARD	40 FEET	MULTI-FAMILY	40 FEET

9.7 Maximum Building Height

Use	Max. Height
Single Family Home:	35'
SF Detached:	35'
Duplex:	35'
Triplex:	45'
Townhouse:	35'
Perfect Six:	45'
Cottage Cluster:	35'

Not allowed in
district; removed



<u>Attached SF Flats</u>	<u>55'</u>
All Other Uses:	35'
Accessory Uses	15'

R20 REVISION:
Flats height
omitted.

9.8 Environmental Protection

Any improvements proposed to be located within a regulated area, as set by the Montville Inland Wetlands and Watercourses Commission, or that may have any impact on the regulated wetlands or watercourses, shall require approval by the Montville Inland Wetlands and Watercourses Commission and meet the requirements of the health code of the State of Connecticut.

9.9 Off-Street Parking

Off-street parking shall be provided for each lot in this district in accordance with the provisions of Section 18 of these Regulations.

9.10 Signs

All signs in this district shall conform with the provisions of Section 19 of these Regulations.

9.11 Exterior Appurtenances

All Exterior Appurtenances shall conform to Section 18D Siting of Necessary Exterior Appurtenances.

9.12 Landscaping

Landscaping shall conform to Section 18B Landscape Design Requirements

9.13 Exterior Lighting

Lighting shall conform to Section 18C Lighting Standards

9.14 Blank Walls

All Buildings shall conform to Section 18E. Blank Walls



Building Height

<u>Use</u>	<u>Max. Height</u>
Single Family Home:	35'
Single Family Detached:	35'
Duplex:	35'
Triplex:	45'
Townhouse:	35'
Perfect Six:	45'
Cottage Cluster:	35'
Attached SF Flats:	55'
All Other Uses:	45'
Accessory Building:	25'

**R20M REVISION:
SF not permitted**

9A.6 Road Construction Standard & Road Dedication Requirements

All roads within a multi-family housing project in the R-20-M Zoning District, which are proposed for dedication to the Town of Montville as municipal streets shall be constructed in conformance with the Town of Montville Road Standard and Improvement Details, as may be amended. All access drives, roads and maneuvering lanes and aisles included in a proposal for a multi-family dwelling project on any lot in the R-20-M Zoning District which are not proposed for dedication as municipal streets shall be constructed of materials required pursuant to the construction specifications and improvement details contained in the Town of Montville Road Standard and Improvement Details. However, the horizontal and vertical layout of such driveways, maneuvering aisles, roads and access ways and drainage specifications shall only be required to comply with good engineering practices and best management practices for stormwater quality and stormwater runoff management based upon the unique characteristics of each project parcel and development design.

9A.7 Parking Requirements

Parking shall be provided in accordance with Section 18 of these Zoning Regulations.

9A.8 Signs

Signage shall comply with Section 19 of these Zoning Regulations.



An Integrated Development approach is proposed within this section as item 14A.12. This 'consolidated' development approach expands the overlay zone's flexibility by permitting as of right development to span multiple parcels without consolidation, or subdivision of land which bisects site improvements. It essentially removes setback requirements at common property lines, but requires setbacks along the perimeter of the development. To utilize this as an as-of-right application, the application must meet the criteria outlined in section 14A.12.3. All other applications would be subject to Special Permit as long as water and sewer is available at the frontage of a lot which is part of the Integrated Development.

14A ROUTE 32 OVERLAY ZONE (OZ)

14A.1 Purpose

The intent if this Overlay Zone is to promote economic development and housing diversity.

14A.2 Location

The Route 32 Overlay Zone consists of the areas designated on the insert map of the official Town of Montville Zoning Map.

14A.3 Permitted Uses

Commercial Uses and Residential Uses are permitted in accordance with Section 17 of these Regulations as follows:

- a. Residential uses per Section 4B.16
- b. Commercial Uses which are allowed in any Commercial District in Montville.
- c. Mixed Use and multiple structures are permitted on any lot. No residential units shall be allowed in basements.

14A.4 Bulk Standards and Density

- a. Bulk Standards shall conform to the underlying zone.
- b. Density for Residential Uses shall conform to Section 4B.16.

14A.5 Parking

Parking shall conform to Section 18 Off Street Parking



14A.6 Landscaping

Landscaping shall conform to Section 18B Landscape Design Requirements. When applications are subject to the provisions of Section 14A.5 above, only new buffer plantings may be proposed. All other landscape requirements shall be met.

14A.7 Exterior Lighting

Lighting shall conform to Section 18C Lighting Standards for all applications.

14A.8 Exterior Appurtenances

All Exterior Appurtenances shall conform to Section 18D Siting of Necessary Exterior Appurtenances for all applications.

14A.9 Blank Walls

All Buildings shall conform to Section 18E Blank Walls for all applications

14A.10 Signs

All signs in this district shall conform to the provisions of Section 19 of these Regulations. Government signs are exempt from size restrictions. When applications are subject to the provisions of Section 14A.5 above, alternative signs standards may be proposed subject to review and approval by the Commission as part of the Master Plan review and subject to the Special Permit Review criteria. A comprehensive sign plan and design document shall be provided for each sign, denoting a cohesive design palette.

14A.11 Sidewalks

Sidewalks shall be provided in conformance with Section 4A.2 Sidewalks.

A sidewalk shall be provided from each Building's main entrance to all public rights of way abutting the Lot and connect to existing sidewalks in said right of way.

Developments consisting of multiple buildings shall provide walkway connecting each primary building's primary entrance and parking areas. When feasible such walkways between buildings shall be in conformance with Section 4A.11.



14A.12 INTEGRATED DEVELOPMENTS

14A.12.1 Purpose

The purpose of an Integrated Development (“ID”) is to facilitate development within the Route 32 Overlay Zone by (1) managing access to Route 32 by consolidating land parcels and minimizing curb cuts along Route 32, (2) promoting cohesive site and building design, (3) providing flexibility in combining separately owned land and land interests for singular development and use, (4) encouraging the contributed use of shared facilities, rights of way, and public and private improvements and infrastructure; and (5) establishing vehicular and pedestrian circulation networks.

14A.12.2 Definitions

INTEGRATED DEVELOPMENT: Land consisting of two or more contiguous or functionally connected parcels of land and improvements thereon configured to be developed and used as an integrated unit, provided the applicant demonstrates at the time of application sufficient legal interests and rights in such property to use such land as necessary for the development’s complete viability. All land comprising an Integrated Development shall be located entirely within the Route 32 Overlay Zone

An Integrated Development may encompass more than one underlying zoning district and may include legally pre-existing nonconforming lots, uses, buildings, structures, or site improvements, subject to all other applicable provisions of these Regulations.

INTERNAL BOUNDARIES: Property lines, ownership boundaries, lease boundaries, public and private rights of way and easement boundaries, physical improvement boundaries, and other boundaries located between or within the land areas comprising an ID shall be considered internal boundaries for purposes of these Regulations.

14A.12.3 Eligibility for Site Plan Review

An ID subject only to review and approval under Section 17 shall meet the following requirements:

- a. Consist of residential, commercial, mixed uses, or other uses permitted pursuant to this Section 14A.
- b. Satisfy one of the following:
 - i. Has direct access to Route 32; or
 - ii. Has access to an existing approved local or state roadway which has direct access to Route 32 and (b) where at least one access point to the ID, measured from the access drive’s centerline to the nearest right of way line of Route 32, is no greater than 500’ and over which at least 80% of the traffic generation of the ID shall utilize the local or state roadway’s



intersection to Route 32, as determined by using standard traffic engineering practices employed by the CT Office of the State Traffic Administration.

- c. No portion of the ID shall be located more than two thousand (2,000) feet from Route 32.
- d. Be served by public municipal water and sanitary sewer infrastructure operated by the Town of Montville Water Pollution Control Authority (WPCA) and which exists in Route 32 right of way and both (water and sewer) connection points shall be 500' or less from the ID as measured from the point of the existing sanitary line to the point the new service enters the property of the ID's perimeter boundary. On-site potable water wells and subsurface sewage disposal systems shall not be permitted within an ID site unless approved under Section 14A.12.4.

14A.12.4 Special Permit

An ID that does not qualify for approval under Section 14A.12.3 may be permitted in accordance with the provisions of Section 16 Special Permit only if said development has direct access to public water and sewer along the frontage of one parcel associated with the ID.

14A.12.5 Master Plan Review

- a. An ID that qualifies for approval under Section 14A.12.3 may be developed in phases in accordance with a master plan approved under Section 17 Site Plan Review. An applicant may submit preliminary level plans for future phases rather than fully engineered drawings, provided that such preliminary plans contain sufficient detail to demonstrate zoning compliance and feasibility. Site plan review in accordance with Section 17 must be completed prior to each phase.
- b. An ID that does not qualify for approval under Section 14A.12.3 may be developed in phases subject to Section 16 Special Permit. For the Special Permit review, an applicant may submit preliminary level plans for future phases rather than fully engineered drawings provided that such preliminary plans contain sufficient detail to demonstrate zoning compliance and feasibility. Site plan review in accordance with Section 17 must be completed prior to each phase. Notwithstanding the above, said preliminary level plans must be based upon a Class A-2 and T-2 survey, and include detailed traffic studies, utility analysis to convey capacity and feasibility, and drainage calculations to support assumptions.

14A.12.6 Treatment as a Single Lot

For purposes of determining compliance with applicable bulk standards and other site development requirements, including, but not limited to, requirements for parking, loading, access, circulation, landscaping, buffering, screening, lighting, open space, coverage, and setbacks, an ID shall be treated as a single lot and any internal boundaries shall be disregarded as if they did not exist.

Notwithstanding any other provision of these Regulations, buildings, structures, parking areas, loading areas, drive aisles, pedestrian improvements, landscaping, utilities, drainage and stormwater facilities,



lighting, and other site improvements may be located upon or extend across internal boundaries within an ID.

14A.12.7 Setbacks and Buffers

Any setback, yard, buffer, landscaping, screening, or similar dimensional standard required by these Regulations shall apply exclusively to lot lines designated as the perimeter of the ID and shall not apply to any internal boundaries.

Notwithstanding any other provision of these Regulations, an ID comprised of parcels located in more than one underlying zoning district shall be subject to the following minimum setbacks:

<u>FRONT YARD</u>	<u>30 FEET</u>
<u>SIDE YARD</u>	<u>15 FEET</u>
<u>REAR YARD</u>	<u>15 FEET</u>
	<u>30 FEET (if abutting Residential Zone)</u>

14A.12.8 Building Height

Notwithstanding the bulk standards of the underlying zoning districts, the maximum allowable building height within an ID shall be the greatest maximum building height permitted within any underlying zoning district encompassed by the ID.

Alternative building heights may be permitted subject to the provisions of Section 16, Special Permit.

14A.12.9 Shared Improvements

Required parking, loading, vehicular access, pedestrian access, circulation, landscaping, open space, utilities, lighting, stormwater management, and other site improvements may be located throughout an ID and may collectively serve multiple buildings, structures, uses, land areas, or ownership interests.

Compliance with such requirements shall be determined for the ID as a whole and shall not be required independently for each building, structure, use, land area, ownership interest, leasehold interest, or legal description.



Notwithstanding Section 18.6 or any other provision of these Regulations, parking areas, loading areas, drive aisles, pedestrian improvements, landscaping, utilities, stormwater facilities, and other Site Improvements may be located upon or extend across an internal boundary within an approved ID.

Vehicular access and circulation shall be designed, to the extent practicable, to provide an integrated internal circulation system, facilitate connections among uses within the ID, and consolidate and minimize curb cuts providing direct access to Route 32. The Commission may require an applicant to provide for traffic connection between an ID and contiguous parcels not within the ID.

14A.12.10 Creation, Division and Reconfiguration of Land

Land within an approved ID may subsequently be divided, combined, conveyed, leased, or otherwise reconfigured provided that the overall ID continues to comply with the Town of Montville Zoning Regulations. In the event of the foregoing, the resulting parcel(s) shall be deemed to meet all applicable zoning requirements so long as such parcel(s) remain within the ID and the overall ID complies with these Town of Montville Zoning Regulations. Any such division or reconfiguration of land shall be in accordance with the requirements governing subdivisions, resubdivisions, or lot line adjustments, as applicable.

14A.12.11 Easements, Covenants and Maintenance

Where an ID includes land under separate ownership or control, the applicant shall demonstrate sufficient legal rights to construct, use, operate, access, and maintain the development as proposed. In furtherance, the applicant shall provide evidence of the anticipated longevity of the ID.

Cross-access easements, shared parking agreements, common utility easements, joint maintenance agreements, declarations, and such other instruments as the Commission determines reasonably necessary to ensure the continued operation and maintenance of the ID shall be subject to review and approval by Town Counsel and shall be recorded on the Montville Land Records prior to issuance of any Zoning Permit or endorsement of the final Site Plan, as applicable.

Such instruments shall run with the land or otherwise remain legally binding upon the affected land or interests for so long as necessary to maintain compliance with the approved Site Plan during the term of the ID and shall not be amended, terminated, released, or allowed to expire in a manner that would cause the ID to become inconsistent with the approved Site Plan or these Regulations, without prior approval of the Commission.



14A.12.12 Zoning Approval Does Not Convey Property Rights

Approval of an ID constitutes zoning approval only and shall not be construed to convey, create, expand, modify, or determine any ownership, leasehold, easement, access, development, or other property right.

The applicant and owners or parties in control of land within the ID shall be responsible for obtaining and maintaining all legal rights necessary to construct, use, operate, and maintain the development in accordance with the approved Site Plan.

14A.12.13 Applicability and Conflict

All other applicable provisions of this Section 14A and these Regulations shall apply to an ID.

Where the provisions of this Section conflict with another provision of these Regulations concerning setbacks, yards, buffers, landscaping, screening, parking location, access, circulation, coverage, or the location of buildings, structures, or site improvements in relation to an internal boundary, the provisions of this Section shall control.



18.0 OFF-STREET PARKING STANDARDS

18.1 General

No building or structure shall be erected, enlarged, modified, or its use changed unless permanently maintained parking and loading spaces are provided in accordance with the provisions of these Regulations. In addition, no alterations, improvements or modifications to an existing parking area or the establishment of a new parking area until a site plan in accordance with Section 17 of these Regulations has been approved by the Decision-Making Authority.

An existing parking area and appurtenances legally existing prior to the establishment of these Regulations or amendments thereto, which does not comply with the requirements of this section shall be considered a non-conforming use of land.

The Decision-Making Authority shall review the location of access drives across a public right-of-way proposed as part of a site plan. The applicant shall be responsible for obtaining an encroachment review from the DPW and/or State of CT DOT. Applicant shall be responsible for obtaining a traffic review from the State of CT Office of State Traffic Authority (OSTA) as required.

It is the intent of these Regulations to allow flexibility in addressing vehicle parking, loading areas, parking lot landscape design, storm water management and to promote transit orientated development.

18.2 Applicability

These Regulations apply to all uses in all districts.

18.3 **Parking Space Dimensions & Parking Reduction**

- 18.3.1 A parking space shall have a minimum rectangular dimension sufficient to provide one hundred eighty square feet (180sqft) of parking area exclusive of driveways and shall be permanently reserved for the temporary parking of one (1) automobile. Spaces may be either 9' x 20' or 10' x 18'. The dimension of the parking spaces shall be consistent for all spaces.



Always for compact spaces, a common approach; and clarifies the parking reduction allowance.

18.3.2 Compact parking spaces are permitted in parking areas of 50 spaces or greater. No more the 20% of the total number of spaces shall be designated as compact parking spaces. The size of compact spaces shall be 8' wide by 16' in length. Each compact parking spaces shall be signed as "Compact Vehicle Parking Only" and at a dimension and mounting height equal to ADA standards, in equal grouping with a minimum of five spaces in each group and located within close proximity to building entrance(s). Landscape islands shall be widened as required to ensure the end of all parking stalls at the drive aisle is aligned.

18.3.3 A parking reduction plan may be submitted to reduce parking requirements listed herein. Said parking reduction plan is subject to the review and approval of the Town Engineer and Decision-Making Authority. The final parking reduction plan may be required to identify a deferred parking area equal to or less than the reduction requested. Said deferred parking area location shall be depicted on the site plan and designated as future parking area. Said area shall demonstrates it can accommodate the required deferred parking quantity in a manner which meets these Regulations. All infrastructure shall be installed in manner to accommodate said parking and stormwater calculations shall be provided. Deferred installation of stormwater management areas are permitted so long as they are depicted on the site plan and accurately sized. The Decision-Making Authority shall accept parking plans; if one or more of the following criteria have been met:

- ~~1. A parking plan has been submitted by a Connecticut Licensed Professional Engineer which has been reviewed and approved by the Town Engineer and Director of Planning.~~
- ~~2. The construction of fewer parking spaces may improve stormwater quality while still satisfying parking demand.~~
- ~~3. Current parking demand will allow for the phasing of required parking spaces. The construction of the parking area and installation of the spaces may be phased according to the short term requirements as designated on the Plan, except that no less than fifty percent (50%) of the total spaces required shall be constructed as part of the short or current requirement. The balance of spaces not constructed shall be designated as reserve spaces on the site plan and laid out on an integral part of the overall parking layout, and must be located on land suitable for parking area development and either left in its natural state or suitably landscaped. Under any circumstances, the owner may construct the total number of parking spaces required or if the Decision-Making Authority determines that additional spaces identified as reserve spaces on the site plan may be required, the Decision-Making Authority shall notify the property owner concerning the Decision-Making Authority findings and owner shall construct the required spaces within six (6) months of such notification.~~

Loading spaces was not addressed in prior revision. Due to their visual impact, this addresses loading areas ONLY when they are provided. IT does not require loading spaces be provided.



18.4 **Parking & Loading Requirements**

~~A Parking Plan may be submitted by a Connecticut Licensed Professional Engineer which has been reviewed and approved by the Town Engineer and the Director of Land Use & Development in lieu of meeting the required quantity of parking listed herein.~~

Adequate parking facilities located off the street or highway right-of-way shall be provided to accommodate the motor vehicles of all occupants, employees, customers, and other persons normally visiting each building or premises at any one time in accordance with the following requirements:

18.4.1 For One-Family or Two-Family Dwelling Units: Two (2) spaces for each family unit; driveways may be included as a required space for single-family dwellings. For permitted home occupations, spaces shall be provided as required for the occupational uses specified herein:

18.4.2 Sixteen (16) or fewer Dwelling Units. There shall be no parking minimum.

18.4.3 Greater than sixteen (16) Dwelling Units:

- a. Studio and one-bedroom Dwelling Units: 1 parking space per Dwelling Unit
- b. Two or more-bedrooms Dwelling Units: 2 parking spaces per Dwelling Unit
- c. Fewer parking spaces may be proposed subject to the applicant submitting a parking needs assessment prepared by a Connecticut licensed professional engineer addressing how the following criteria supports the lesser parking ratio without impact health and safety:
 - i. available existing public and private parking that may be used by residents of the proposed development,
 - ii. public transportation options that may be used by residents of the proposed development that mitigate the need for off-street parking,
 - iii. projected future needs for off-street parking for such proposed development, and
 - iv. any relevant local traffic, parking or safety study.

18.4.4 For Business or Professional Office or Governmental Office Space: One (1) space for each two hundred fifty square feet (250sqft) of gross floor space.



room, or if dormitory accommodations are provided, at one (1) space for each two (2) beds. In those cases where golf courses are involved, parking shall be provided for at least one hundred (100) cars, and where tennis facilities are involved, parking shall be provided for at least four (4) cars per court.

- 18.4.18 Commercial Recreational Facility: One (1) space for three (3) users who could be utilizing the premises at any one single time plus one (1) space for each three (3) seats provided for spectator observance of the establishment's activities. If restaurant or other commercial facilities are included in the facility, additional parking shall also be provided in accordance with the requirements for such related uses as specified herein.
- 18.4.19 Automotive Services Including but not Limited to Gas Stations, Auto dealers, Auto Accessories, Auto Repair, Auto Body and Paint Shop, Muffler Installations, Tire Shops, Engine and Transmissions Overhaul Shops Excluding Convenience Store Gas Sales: Five (5) spaces plus two (2) spaces for each service stall, plus two (2) spaces for each pump. In addition, if motor vehicles are offered for sale and / or rent on the premises, one space shall be provided for each such vehicle offered for sale and /or rent. Furthermore, an attendant operated or self-service car wash shall have at least ten (10) waiting positions for each bay between the street line and such bay for cars approaching, and at a least two (2) waiting positions for cars leaving such bays.
- 18.4.20 Medical or Dental Offices: One (1) space for each one hundred fifty square feet (150sqft) of gross floor area.
- 18.4.21 Mixed Uses: A parking study in accordance with Section 18.3.2. shall be required for mixed-use developments that include more than sixteen (16) residential dwelling units in combination with one or more non-residential uses, whether the residential dwelling units or other uses are existing or proposed.

18.4.22 Loading Areas. Loading and unloading is prohibited in fire lanes and at public sidewalks accessing buildings and subject to enforcement and applicable laws.

When designated structured loading areas, with or without loading docks, are provided, loading areas serving non-industrial uses shall be located only in side or rear yards and landscaped in accordance with Section 18B.5. Loading areas are prohibited within side and rear yard setbacks.

Curb radius and circulation routes shall be provided to accommodate the typical vehicle movements serving the facility.



18.7 Drive Aisles

Drive Aisles shall be of adequate width to serve a particular design arrangement of parking spaces, the following being the minimum width permitted. Ninety degrees (90) parking shall be used unless there is positive control of traffic directions.

- 90° parking – twenty-four feet (24')
- 45° parking – thirteen feet (13')
- 60° parking – eighteen feet (18')
- 30° parking – eleven feet (11')

18.8 Surface of Parking Areas

All off-street parking areas shall be surfaced and maintained with a durable and dustless all-weather material as may be approved by the Decision-Making Authority. Parking areas shall be so graded and drained as to dispose of all surface water and proposed surfacing and drainage plans shall be submitted to and approved by the Decision-Making Authority. In no case shall drainage be allowed across any sidewalk areas.

18.9 Landscape Islands, Access Drives & Vehicular Circulation

Provisions shall be made for vehicular access to the lot and circulation upon the lot in such a manner as to safeguard against hazards to traffic and pedestrians in the street and to provide safe and convenient circulation in the street and upon the lot.

All parking areas shall be designed in such a manner that any vehicle entering or leaving the parking area from or to a public or private street shall be traveling in a forward motion.

All access driveways for parking areas and / or loading areas shall be located in such a way that any vehicle entering or leaving such areas shall be clearly visible for a reasonable distance to any pedestrian or motorists approaching such driveway from a public or private street.

all driveways providing connection between any parking and / or loading areas and any public street or public right-of-way shall be finished with bituminous concrete or concrete which shall conform with the Town of Montville Road Standard and Improvement Details as may be amended from time to time.

- 18.9.1 All parking areas shall include islands and medians as set forth is Section 18B Landscape and Site Design Standards
- 18.9.2 The entrances and exits to all parking areas shall be clearly marked. Access drives for one way traffic shall have minimum width of fourteen feet (14') ~~where one way traffic is anticipated and or a two way traffic shall have a~~ minimum width of twenty-four feet (24') ~~traffic is anticipated.~~ Additional width is permitted only to accommodate traffic volumes, emergency vehicle turning movements as directed by the Town and delivery/loading vehicles.

Clarifies 24' is required for two way traffic. 'Two-way traffic' was omitted.



- 18.9.3 All parking spaces in parking areas of more than fifteen (15) cars and all loading ~~are~~spaces shall be so located that vehicles entering or leaving such spaces do not block any entrance drive to the parking facility. In addition, all parking spaces shall be entered and exited along interior drives arranged perpendicular to access drives wherever possible.
- 18.9.4 No parking shall be permitted along access drives within forty feet (40') of the street line and at greater distances as may be required by the Decision-Making Authority depending on the traffic generation and parking lot size. Dead end parking aisle interior drives shall be extended ten feet (10') further than the last parking space to allow movement of a vehicle in and out of a parking space.
- 18.9.5 All exits and entrances shall be so located as to provide the least amount of interference with the movement of pedestrian and vehicular traffic. Each entrance and exit shall be at least twenty feet (20') distance from any residential property or residential district and at least seventy-five feet (75') distance from any street intersection, except entrance and exit onto a collector or arterial street which shall be one hundred fifty feet (150') from any intersection and where traffic circulation would be improved by having entrances and exits directly opposite to existing curb cuts or roads.
- 18.9.6 Where a lot has frontage on two (2) or more streets, the access to the lot shall be provided to the lot across the frontage to the street where there is lesser potential for traffic congestion and for hazards to traffic and pedestrians.
- 18.9.7 The street giving access to the lot shall have traffic carrying capacity and be suitably improved to accommodate the amount and types of traffic generated by the proposed use.
- 18.9.8 When necessary to safeguard against hazards to traffic and pedestrians and / or avoid traffic congestion, provision shall be made for turning lanes, traffic directional islands, frontage roads, driveways, and traffic controls within the streets.
- 18.9.9 Where topographic and ~~other~~existing conditions ~~are reasonably useable~~permit, provisions shall be made for circulation driveway connections to adjoining lots of similar existing or potential use; (1) when such driveway connection will facilitate fire protection services as approved by the Town Fire Marshal and / or; (2) when such driveway will enable the public to travel between two existing or potential uses, open to the public generally, without need to travel upon a street.
- 18.9.10 Where the lot has frontage on an existing street, proper provision shall be made for grading and improvement of shoulders and sidewalk areas within the right-of-way of the street and for provision of curbs and sidewalks, as approved by the Decision-Making Authority and in accordance with the pattern of development along the street. Where necessary to provide for suitable access for a system of neighborhood circulation streets, provision shall also be made for appropriate continuation and improvement of streets terminating at the lot where the use is to be located.



18B.4 Locating Plant Material. Conflicts with Existing & Proposed Conditions

1. General. All plant material shall be located and selected based upon its intended use and not interfere with pedestrian or vehicular movements;
2. Sight Lines. All plant material shall be selected, located, sized and maintained to not conflict with sight lines at intersections of roadways, driveways and drive aisles;
3. Branching Height at Drives and Walkways. All plant material branching shall have a minimum height and maintained at seven (7) feet clearance and ensure sight lines are not impeded at intersections.
4. Pedestrian Visibility. All plant material shall be selected, located and sized to not conflict with visibility of pedestrians entering and within crosswalks;
5. Existing Conditions. Should there be a conflict with existing utilities, ~~S~~steep ~~s~~Slopes or other conditions and which are not feasibly capable of being adjusted and prohibits meeting the requirements of this Section, all required landscaping for said location shall be provided within the property at another location as determined suitable by the Decision-Making Authority;
6. Proposed Utilities and Site Grading. Landscaping shall take priority over proposed utility infrastructure siting and routing and the establishment of final grades. If the Decision-Making Authority determines the necessity of a particular utility location, routing, or provider requirements, landscaping may be omitted or reduced at the affected area(s). However, the displaced landscaping shall be provided within the property at another location on site as determined suitable by the Decision-Making Authority.
7. Existing Vegetation. Existing vegetation may be used to meet these requirements on a one-to-one basis only when existing vegetation is in good health and the applicant implements preservation methods. The existing vegetation shall be maintained as outlined in Section 18B.10.

18B.5 Parking & Loading Area Landscaping

1. General Standards
 - a. This subsection is not applicable to automotive dealerships.
 - b. Landscape islands shall align to each other when parking rows are adjacent or opposite one another as to maintain orderly circulation and continuous planting areas;
 - c. Where islands or medians are designed as low-impact development (LID) areas to collect and treat stormwater, curbing may be omitted to allow sheet flow, subject to approval by the Decision-Making Authority and the Town Engineer.
2. Landscaped End Islands



- a. Shall be aligned based upon the main entrance of a building, to the extent feasible;
 - b. Shall be of a dimension equal to the parking stall dimension used to achieve the purpose of these regulations;
 - c. Shall be provided at the end of each parking row;
 - d. Shall contain at least one deciduous Shade Tree;
 - e. Shall be planted with Groundcover Vegetation;
 - f. May be hardscaped only if utilized for pedestrian circulation for a crosswalk directly serving a main entrance to a building or a clearly distinguished desire line.
 - g. When served as a pedestrian refuge as noted above, landscaping may be omitted in the place for hardscape.
 - h. The Decision-Making Authority may require larger Landscaped End Islands to accommodate appropriate turning radius at locations of high anticipated vehicle or pedestrian traffic.
3. Landscaped Intermediate Islands
- a. Shall be provided for parking rows exceeding twenty spaces at a rate of one (1) island for every twelve (12) parking stalls within each row (minimum one island);
 - b. Shall be of a dimension equal to the parking stall dimension used to achieve the purpose of these regulations.
 - c. Shall contain at least one deciduous Shade Tree;
 - d. Shall be planted with Groundcover Vegetation.
 - e. Shall be hardscaped only if utilized for pedestrian circulation for a crosswalk serving a main entrance to a building or clearly distinguished desire line.
4. Landscaped Median Islands
- a. Shall be provided for every four (4) parking rows and shall be centrally and evenly spaced across the parking area;
 - b. Shall have a minimum clear width of eight (8) feet measured from back of curb;
 - c. Shall contain Shade Trees spaced at intervals of one (1) tree for every ten (10) parking stalls with a minimum of one Shade Tree
 - d. May be partially hardscaped only if utilized for pedestrian circulation for a crosswalk serving a main entrance to a building or clearly distinguished Desire Line.
 - e. Landscaped End Islands and Intermediate Islands planting requirements shall not be used to satisfy Landscape Median Island planting requirements.



- f. Landscaped Medians Islands are encouraged to be designed as low-impact development (LID) areas to collect, infiltrate, and treat stormwater.

5. Drive and perimeter Landscaping

- a. There shall be one Shade Tree for every 10 parking spaces located along the perimeter of a Parking Area.
- b. Shade Trees shall be planted along both sides of drives at the rate on one Shade Tree for every fifty (50) feet. Plant spacing may be staggered to respond to utility, grading and walks.
- c. Shade Trees shall be planted within eight (8) feet of the edge of pavement.

6. Parking in Front Yard

When parking is located in the Front Yard a landscaped buffer, in addition to the Street Trees required in Section 18B.8 Frontage and Streetscape Landscaping, shall be provided for every 40 feet of frontage, or increment, as follows:

- a. A minimum three-foot-high landscaped berm;
- b. One (1) deciduous shade tree;
- c. Twenty-five (25) shrubs, evergreen and deciduous (quantity proportional to frontage length).

7. Loading Areas

When loading areas are provided, this outlines the screening requirements.

When provided, all loading areas shall:

- a. Incorporate a median island/area a minimum twelve (12) feet wide and extending ten (10) feet beyond the end of the longest loading bay shall be provided.
- b. Include in medians an opaque fence or wall constructed of a materials or colors which are predominant in the building design and abut the building wall.
- c. Be situated to fully screen the length of the loading area.
- d. Provide fencing which is a minimum height of eight (8) feet with foundation evergreen plantings of 48" on center with one deciduous shade tree for each thirty feet of median length, but no less than two deciduous shade trees.
- e-e. Side yard loading areas shall be oriented so the loading area opens to the rear yard so as to not be visible from the front yard.



- a. Front yards: Minimum twenty five foot wide planting strip consisting of one large deciduous tree, three Large Evergreen Trees, and twenty five evergreen shrubs for every fifty feet of frontage.
- b. Side and Rear Yards. Minimum fifteen foot wide planting strip consisting of four Medium Evergreen Trees and twenty five evergreen shrubs positioned upon a three foot high berm.

18B.8 Frontage & Streetscape Landscaping

1. Street Tree Quantity. There shall be one (1) Street Tree for every forty (40) feet of frontage or fraction thereof.
2. Street Tree Location. Street Trees shall be planted within 3' of the front Property Line.

18B.9 Stormwater Management Areas (SWMA) & Slope Plantings

1. Surface stormwater management areas shall, to the extent feasible, not be located in Front Yards.
2. When visible from public rights of way or residential districts, stormwater management areas shall be landscaped with native plant materials compatible with the SWMA characteristics, integrated in the overall landscape and includes a mix of herbaceous, seed mixes, shrubs and trees.
3. In addition to above, SWMAs in rear and side yards shall be planted with a Complete Visual Landscape Buffer alongside and rear yards.
- 3-4. Proposed slopes greater than 3:1 and higher than ten feet, measured from the toe of slope to the end of the proposed finished grade which is less than 3:1, shall be planted with native plant material. Plantings may consist of a combination of native seed mixes (inc. wildflower), shrubs and trees and arranged in a naturalized fashion. A minimum of five (5) shrubs shall be planted for every four hundred (400) SF of slope area, and (1) one tree per one thousand (1,000) SF of slope area. Trees may be planted at or within five (5) of the toe of slope.

Addresses the aesthetics of steep slopes

18B.10 Bonding and Maintenance

1. A landscape bond shall be submitted for the value of all landscaping for the approved plan or initial phase prior to issuance of Zoning Permit.
2. All required landscaping shall be maintained in healthy condition. Dead, damaged, or diseased plantings shall be replaced with materials of equivalent size and type.
3. All required landscaping shall be maintained to meet the requirements of these regulations.



We address blank walls and failed to recognize the importance of a roof line and negative visual impact of a blank roof. this addresses a long blank roof.... (see attached example)

18E.0 **BLANK WALL & ROOF DESIGN** **FENESTRATIONS**

18E.1 **Purpose**

The commission finds that architectural design is an essential element of protecting the welfare of the Town of Montville. Therefore, these regulations are set forth to provide standards to ensure architectural building facades employ the appropriate use of Architectural Façade Elements.

18E.2 **Applicability**

This Regulation applies to:

1. C-1, C-2, GOV, R-20-M and OZ Overlay Districts.
2. Residential districts: Multi-family Housing and Middle Housing, except when a single Duplex is located on a Lot and all other uses except Single Family Homes.

18E.3 **StandardsRoofs**

Gable roofs with a roof line greater than fifty (50) feet shall incorporate architectural articulation. Such features include cross-gable roofs, dormers, eyebrows, shed roof projects, towers and cupolas, or a combination thereof. One cross-gable dormer is required for rooflines longer than one hundred and twenty-five feet. Features shall complement facade features below, such as main entries, windows, doors, recesses and other architectural elements.

18E.4 **Blank Walls**

A Blank Wall is prohibited when visible from public rights of ways, within a proposed residential development ~~or~~ abutting residential uses or districts. Blank Walls upon building sides and which project between 60 and 0 degrees of the front property line shall not contain a Blank Wall along the first one-quarter ($\frac{1}{4}$) distance of the building wall.



1. Two or more Architectural Façade Elements shall be used when the use of Fenestrations is not feasible. One Architectural Façade Element shall be used which is equal to the length of the Blank Wall and one-quarter of the wall height.
2. Landscaping may be utilized to divide ground floor Blank Walls in lieu of Architectural Façade Elements. When landscaping is used there shall be one shrub or tree placed within ten (10) feet of each fraction of a Blank Wall and which mature height is equal to or greater than the top of the Blank Wall.
3. One sign in conformance with these regulations may be allowed to meet this Blank Wall requirement.



1. This applies to frontage lots from Waterford Town Line to just north of Beit Street (the TOWN CENTER) A discussion is most appropriate to explain. Briefly, this establishes the foundation of a 'form based design code' for buildings. It mandates buildings be placed close to the road rather than encourage rear placement and front yard parking.

2. This also mandates transparency requirements for first and second floors; meaning a prescribed percent of each story must be covered in windows and doors to avoid monotony and blank walls. Very common urban/village design approach. With the exception of multifamily Flats, this is only required in locations as noted in item 1. above. I will bring examples.

18F.0 BUILDING LOCATION: BUILDING-TO-ZONE AND BUILDING PLACEMENT

18F.1 Purpose

The commission finds that architectural design is an essential element of protecting the welfare of the Town of Montville. These regulations help form and preserve a vibrant town center which promotes walkability, pedestrian scale and comfortable, safe public realm spaces and set forth standards to ensure building placement and certain façade elements are incorporated into site development.

18F.2 Applicability & Definitions

1. Transparency requirements apply to all development as described in item 2 below and all Single Family Attached Flats in all zoning districts.
2. Building Placement applies only to properties which have frontage on Route 32 from the Waterford Town Line to two hundred feet north of Beit Street.
3. For the purpose of this section:
 - a. Build-to-zone shall mean an area in which the front or corner side facade of a building shall be placed.
 - b. Transparency shall mean the measurement of the percentage of a facade that has highly transparent, low reflectance glass with a minimum 50 percent transmittance factor and a reflectance factor of not greater than 0.25.

18F.3 Building Placement: Build-to-Zone, Lot Line Coverage & Transparency

1. Build to Zone: All new free-standing building construction shall be placed within the building to zone of 10-15' as measured parallel to the front property line. Should an easement impeded upon this build-to-zone, the building shall be placed upon the easement line such that said position will not adversely impact existing improvements that exist within



- the easement. If overhead utilities conflict with the build-to-zone, the building placement shall be the closest possible location toward the property line to meet code and utility provider requirements.
2. All new free-standing building construction shall cover no less than 70% of the Route 32 lot line by being placed within the Build-to-Zone.
 3. Additions to existing buildings which increase the floor area of the existing building by 25% shall position the addition within the front yard and oriented in a manner to have a street presence.
 4. Should the Commission determine the location of a building could interfere with future public improvements, such as a multi-use path or other streetscape improvements, the building's placement may be permitted to be located outside the build-to-zone at a location approved by the Commission.
 5. The area between the building façade and property line shall include landscaping and site amenities as such site amenities are specified by the Town of Montville for consistency in streetscape as follows:
 - a. One 6' decorative bench with trash receptacle per one hundred feet of frontage located at the property line.
 - b. Fifteen deciduous/evergreen shrubs with perennial plantings per fifty feet of frontage.
 - c. One street tree per forty feet of frontage which may be located within the right-of-way per CT DOT requirements.
 - d. All landscaping shall be in conformance with Section 18B.
 - e. Sidewalks shall be provided in conformance with Section 4A.3.

18F.4 Building Placement: Occupation of a Corner & Transparency

1. Parcels with frontage on two public rights of way are considered corner lots and new building construction shall be so situated that the building is no further than 10' from both front lot lines and:
 - a. Includes prominent architectural features such as entries, arcades, stairs, tower(clock), etc. at the buildings corner;
 - b. The building façade measured in both direction 50' from the building corner shall have no less than 75% transparency regardless of use;
 - c. The ground floor space of the building corner shall have no less than 1,000 SF of commercial space; or in the case of a solely a residential project, common area; and
 - d. Exterior space between building and property line include public passive space and connected to sidewalks.



18F.5 Transparency

Each Story of all facades shall have a minimum transparency as follows:

1. Residential uses (all Stories) and Commercial above first Story: 15% or 20%
2. Commercial uses (Ground floor): 60%

18F.5 Easement Required

The Commission may require one or more easements in the favor of the Town of Montville to permit certain future public improvements within the front yard of the property.