

Parking Study Downtown Pawcatuck Executive Summary

The purpose of the Parking Study for Downtown Pawcatuck was to analyze the current parking supply and usage in the area as well as to compare potential future demand with supply. As part of this future demand estimate, the impact of current zoning regulations on the number of required parking spaces was considered. This task included an analysis of the effectiveness of the shared parking provision in the zoning regulations.

A field survey of parking supply and usage was conducted on a Saturday in August 2007 and a Friday in September 2007 at various times throughout the day. At present, 422 off-street parking spaces and 50 on-street spaces exist in the Downtown. At five different time periods over the two field survey days, the usage of the 422 off-street spaces ranged from a low of 112 to a high of 156. The usage of the 50 on-street spaces ranged from a low of 15 to a high of 26.

It should be noted that there are several buildings in the Downtown presently either partially or fully vacant. Therefore, the current parking usage does not reflect the full potential demand. In order to estimate the full potential demand, an analysis of all properties in the area was made utilizing the square footage of buildings and the zoning requirement for parking based on this square footage. Since vacant buildings have the potential for various uses, some alternative assumed uses were employed to provide a range of demand. This analysis resulted in a parking deficit in the range of 33 to 111 spaces depending on the assumed use.

The study then presented a parking strategy going forward. It was concluded that the current zoning regulation for shared parking limits its feasibility due to potential costs to the property owner to prepare an application for shared parking and the encumbrance through a deed restriction on the future use of property. This is particularly true for property owners who already have sufficient parking on site and would be providing excess capacity to other property owners. There is no real incentive for this system to work.

The study concluded with recommendations for a revision of the shared parking concept to be a more active public/private partnership. Such a partnership has the potential for incentives for participation as well as central management of the parking. It is also recommended that this parking issue be addressed within the framework of a new zoning district specifically tailored to address the needs of Downtown Pawcatuck. This new zoning district should have parking standards appropriate for the area. In addition, overall design criteria should be included in the district including the potential for a building façade improvement program currently under study by the Pawcatuck Revitalization Organization and the Stonington Economic Development Commission.

Parking Study
Downtown Pawcatuck
Stonington, CT

Prepared For:
Pawcatuck Revitalization Organization

With Financial Support From
Community Economic Development Fund
Washington Trust
Town of Stonington

By:
Harrall-Michalowski Associates

November 2007

Existing Parking and Current Usage

The overall study area as shown on Map 1 includes an area generally bordered by the Pawcatuck River, Mechanic Street, Broad Street, Lincoln Avenue, Noyes Avenue, Liberty Street and the railroad tracks. The study area was field surveyed to determine land use patterns, pedestrian and vehicular linkages and the extent of existing on-street and off-street parking spaces. As a result of this field survey, the study area was refined to include an area which logically functions as the Pawcatuck Downtown or is a transitional area with the potential to provide parking resources to serve the Downtown.

Within this area, there are 422 parking spaces in off-street parking lots. These parking lots include those dedicated to specific uses on the same property as well as the public parking lot adjacent to the river. Several of the lots are not developed with paved surfaces nor clear marking of spaces. In those situations, an estimate of capacity was made. The site of the future Dunkin Donuts on Liberty Street is included with 22 spaces per the approved site plan. The site behind the proposed pharmacy/ ice cream shop on the Soloman property has been included at 20 spaces in this count. Table 1 lists the estimated capacity for each off-street lot as well as usage during specified periods. The identification number for each lot corresponds to the number on Map 2.

The parking areas listed on Table 1 have been divided into sub-areas on a geographic basis as follows:

- Downtown North – Lots 1 through 9
- Downtown South – Lots 10 through 17
- Broad Street Gateway – Lots 18 through 21
- Liberty Street Gateway – Lots 22 through 28

In addition to off-street parking areas, there are spaces located on selected street segments. These spaces, while limited by the need to provide traffic movement capacity, are located primarily within the center of the downtown. These spaces are also shown on Map 2. Table 2 lists the estimated capacity of each on-street parking area as well as usage during specified periods. These estimates are somewhat general due to the lack of pavement markings, but a total approximately 50 spaces exist presently.

These on-street spaces have been divided into sub-areas as follows:

- Downtown – Areas A through D
- Gateways – Areas E through F

Parking Usage

A field survey to determine the usage of parking spaces was conducted on Saturday, August 25, 2007. Counts of parking usage were taken at three times during the day:

- ◆ 12:30 – 1:30pm
- ◆ 1:30 – 2:30pm
- ◆ 5:00 – 6:00pm

Table 1 presents the results of the survey for these three time periods.

Table 1				
Saturday 8/25/07 Off-Street Parking Areas Usage				
Parking Lot	Number of Spaces	12:30-1:30	1:30-2:30	5:00-6:00
Downtown North				
1 (1-5-4)	49	34	35	26
2 (1-4-13)	17	8	8	4
3 (1-4-10)	19	5	4	1
4 (1-4-9)	4	0	0	0
5 (1-4-18)	12	0	0	0
6 (1-4-7)	6	0	0	0
7 (1-4-6)	20	0	0	0
8 (1-4-4)	16	0	0	0
9 (1-4-2)	10	0	0	0
Downtown South				
10 (3-28-3)	11	7	7	8
11 (3-28-4)	7	1	1	1
12 (3-28-5)	21	4	1	4
13 (3-28-7)	10	4	7	10
14 (3-28-10)	4	2	4	2
15 (3-28-12)	8	1	4	0
16 (4-7-1)	18	9	2	5
17 (4-7-2)	15	3	4	6
Broad Street Gateway				
18 (4-5-3)	12	8	6	8
19 (4-5-5)	12	1	1	1
20 (3-21-2)	11	5	5	5
21 (3-21-3)	27	17	10	8
Liberty Street Gateway				
22 (3-21-6)	11	1	4	3
23 (3-21-6)	8	3	4	2
24 (3-21-7)	16	4	6	6
25 (1-3-14)	40	2	2	2
26 (1-3-17)	22	0	0	0
27 (1-3-19)	6	4	5	6
28 (1-3-21)	10	2	3	4
	422	125	123	112

During the same time periods that the off-street parking lots were surveyed, on-street parking was surveyed. Table 2 presents the results of this survey.

Table 2				
Saturday 8/25/07 On-Street Parking Areas Usage				
On-Street Area	Number of Spaces	12:30-1:30	1:30-2:30	5:00-6:00
Downtown				
A	12	5	6	3
B	4	4	4	4
C	16	7	7	4
D	8	1	0	0
Gateways				
E	4	2	3	2
F	4	2	2	0
G	2	2	1	2
	50	23	23	15

A second field survey to determine the usage of parking spaces was conducted on Friday, September 21, 2007. Counts of parking usage were taken at two times during the day:

- ◆ 11:00 am – 12:00pm
- ◆ 12:00 pm – 1:00 pm

A Friday was chosen to encompass what is traditionally a busy banking day since there are three financial institutions in the study area. The mid-day time was chosen to include both business activity and the lunch hour. Table 3 presents the results of the survey for these time periods.

Table 3			
Friday 9/21/07 Off-Street Parking Areas Usage			
Parking Lot	Number of Spaces	11:00-12:00	12:00-1:00
Downtown North			
1 (1-5-4)	49	29	25
2 (1-4-13)	17	8	13
3 (1-4-10)	19	4	3
4 (1-4-9)	4	1	1
5 (1-4-18)	12	1	0
6 (1-4-7)	6	1	0
7 (1-4-6)	20	1	1
8 (1-4-4)	16	1	0
9 (1-4-2)	10	5	1
Downtown South			
10 (3-28-3)	11	7	7
11 (3-28-4)	7	8	3
12 (3-28-5)	21	6	11
13 (3-28-7)	10	1	15
14 (3-28-10)	4	0	7
15 (3-28-12)	8	0	1
16 (4-7-1)	18	4	7
17 (4-7-2)	15	4	9
Broad Street Gateway			
18 (4-5-3)	12	5	5
19 (4-5-5)	12	3	3
20 (3-21-2)	11	14	11
21 (3-21-3)	27	20	14
Liberty Street Gateway			
22 (3-21-6)	11	7	8
23 (3-21-6)	8	2	2
24 (3-21-7)	16	1	4
25 (1-3-14)	40	2	3
26 (1-3-17)	22	0	0
27 (1-3-19)	6	0	0
28 (1-3-21)	10	1	2
	422	136	156

During the same time periods that the off-street parking lots were surveyed, on-street parking was surveyed. Table 4 presents the results of this survey.

Table 4			
Friday 9/21/07 On-Street Parking Areas Usage			
On-Street Area	Number of Spaces	11:00-12:00	12:00-1:00
Downtown			
A	12	6	7
B	4	5	4
C	16	8	8
D	8	0	3
Gateways			
E	4	2	2
F	4	0	1
G	<u>2</u>	<u>0</u>	<u>1</u>
	50	21	26

Observations

Within the core of the downtown, not surprisingly, the off-street and on-street spaces closest to the bridge where buildings are occupied were found to have the highest levels of use. This was best reflected in Lot #1 on Cogswell Street. This lot serves the mixed-use development between Cogswell, W. Broad Street and the river. This area is currently the most vibrant portion of the Downtown. The public parking area near the river behind Citizens Bank and C.C. O'Brien's (Lot #12) had limited use due to the number of vacant buildings on the south side of W. Broad Street. An area where parking is utilized are Lots 13, 14, 15, 16 and 17 serving C.C. O'Brien's, The Workingman's Club and Han's on Mechanic Street. The pattern of usage of these lots can best be seen by comparing the use on Friday between 11:00 and 12:00 with the use between 12:00 and 1:00. There were 39 spaces occupied between 12:00 and 1:00 as compared to 9 between 11:00 and 12:00. This can be attributed to the lunch hour business of establishments in this area.

Citizen's Bank and the credit unions on Liberty Street and W. Broad Street were all closed during the Saturday counts. However, even on the Friday, at mid-day, which is traditionally a busy banking time, the capacity of lots serving these uses was not reached. This usage pattern reflects changes wherein electronic banking and use of the drive through has become prevalent. The Elm Tree Apartments and Good Times Tavern as well as the Hair Salon on Broad Street had available off-street parking capacity during all observation periods. The Mobil Gas Station has high levels of parking occupancy both in its main parking area and the lot to the west.

Estimated Parking Demand Based On Zoning Requirements

Since a significant amount of building space in the study area is currently vacant, it is necessary to compute estimated parking demand assuming full occupancy based on the zoning requirements for parking. Since the exact future occupancy of properties is difficult to predict and there are different parking requirements for different uses, a range of demand is more logical than a single number of spaces. Assessor's information linked to mapping within the Stonington GIS has been used to estimate these ranges. Table 5 presents these ranges for parking requirements on a parcel-by-parcel basis. Map 3 summarizes these estimates in graphic form.

**Table 5
Estimated Parking Demand Based On Zoning Regulations**

Parcel ID	Assessor Land Use	Owner	Square Footage of Building Parking On-Site	Parking Spaces	Assumed Use 1	Assumed Use 2	Parking Demand Range
1-4-1	PARK LOT	17 LIBERTY STREET LLC	0				
1-4-2	STORE/SHOP	17 LIBERTY STREET LLC	5,416	10	Store/Office	Store/Res	17-27
1-4-4	PARK LOT	17 LIBERTY STREET LLC	5,832	16	Credit Union		23
1-4-6	SINGLE FAMILY	THOMAS PAUL E & ROBIN J	15,777	20	Store/Office	Store/Res	46-68
1-4-7	STORE/SHOP	17 LIBERTY STREET LLC	6,578	6	Office		26
1-4-9	UNDEVELOPED LAND	PHOUMINDR HATLASITH	0	12			
1-4-10	STORE/SHOP	WHIPPLE ENTERPRISES LLC	2,891	19	Restaurant		19
1-4-13	STATE OF CT	CONNECTICUT STATE OF	6,622	17	Restaurant/Res		
1-4-16	REST/CLUBS	TIM HORTONS(NEW ENGLAND) INC	12,056		Industrial		12
1-4-18	STORE/SHOP	JPM MANAGEMENT LLC	47,325	4	Industrial	Office	47-188
1-4-19	INDUSTRIAL	VACCA ARCHITECTURAL WOODWORKING	0				
1-5-4	COMMERCIAL	DECIANTIS FRANK C TRUSTEE	2,363 / 1 D'U'	49	Res		1
1-5-5	ACC CM LND	DECIANTIS FRANK	11,546 / 14D'U's		Res		14
1-5-6	STORE/SHOP	HANSON DOUGLAS W	5,670(C) / 10 D'U's		Retail/Res		38
3-28-1	BANK BLDG	STONINGTON COMM CREDIT UNION INC	0				
3-28-2	STORE/SHOP	SOLOMON PETER	9,571		Retail/Office	Retail/Res	27-42
3-28-3	OFFICE BLD	COASTAL ASSOCIATES	13,480	11	Retail/Office	Retail/Res	37-58
3-28-4	ACC CM LND	ATTERBURY SHIRLEY A	3,012	7	Bank		12
3-28-5	CONDOMINIUM	Multiple	0	29			
3-28-7	CONDOMINIUM	Multiple	4,647	10	Retail		23
3-28-8	COMMERCIAL / CONDO	Multiple	1,892		Office	Retail/Res	8-9
3-28-9	OFFICE BLD	PAUL CROSS ASSOCIATES	7,352	4	Rest/Office	Restaurant/Res	24-33
3-28-10	PARK LOT	MOBIL OIL CORP	0				
3-28-11	RETAIL GAS ST	MOBIL OIL CORP	2,200		Club		11
3-28-12	BANK BLDG	CHARTER OAK FEDERAL CREDIT UNION	0	18			
4-7-1	STORE/SHOP	MCBRIDE DAVID F & CAROLYN C	5,377	15	Rest/Res		18
4-5-1	MUNICIPAL TOWN	STONINGTON TOWN OF	0				
4-5-2	MUNICIPAL TOWN	STONINGTON TOWN OF	5,848		Retail		29
4-5-3	FRATERNAL ORGANIZATION	PAWCATUCK WORKINGMENS CLUB INC	15,383	12	Res/Bar		*
4-5-5	ACC CM LND	PAWCATUCK WORKINGMENS CLUB INC	2,365	12	Hair Salon/Res		8
3-21-1	STORE/SHOP	BLACKALL FREDERICK S	5,463		Office/Res		17
3-21-2	STORE/SHOP	BELLI JAMES Q	0	38			
3-21-3	BANK BLDG	CITIZENS SAVINGS BANK	1,936		Gas Station		8
3-21-6	MUNICIPAL TOWN	STONINGTON TOWN OF	5,339	19	Credit Union		21
3-21-7	STORE/SHOP	VACCA STEPHEN C	5,304	16	Retail		27
1-3-17	STORE/SHOP	HANSON DOUGLAS W	0	22			
1-3-18	REST/CLUBS	PAWCATUCK RIVER PROPERTIES LLC	5,362		Future Dunkin Donuts		22
1-3-19	STATE OF CT	CONNECTICUT STATE OF	0	6			
1-3-20	STORE/SHOP	88 WEST BROAD LLC	456		Retail		3
1-3-21	INNS	FALCONE JOSEPH R JR & LABRIOLA M	8,928	10	Res		8
1-3-21A	STORE/SHOP	GOUVIN BRENDA JEANNE	0				
1-3-23	REST/CLUBS	HAN HENRY W S & AMIE SHZUHZ	1,124		Retail		6
				382		Total	552-771

On an overall basis, without consideration of shared parking, the zoning requirement exceeds supply in the Study Area by approximately 80 to 300 spaces. However, upon further analysis, this parking shortage may not be as great as it appears. The former grain elevator building off of Cogswell Street is estimated to have a potential parking need of between 47 and 188 spaces at either an industrial or office use. There is very limited on-site parking available at present. However, it is assumed that this property will be redeveloped at some time in the future with sufficient on-site parking to meet its needs. With this adjustment, the range of required parking for the balance of the area is 505 to 583. **This results in a projected parking deficit in the study area of 33 to 111 spaces depending on use.**

This analysis also assumes that all vacant buildings are retained and occupied in the future. Based on the condition of some of the vacant buildings, this is a conservative assumption. If in fact buildings are demolished and the sites redeveloped, the estimate of future demand as well as parking availability would need to be modified.

Parking Strategy Going Forward

The Stonington Zoning Regulations presently provide for a reduction of on-site parking requirements in Section 7.10.2.6 (regulations are attached) to account for dedicated off-site or shared parking. To achieve this reduction, there is a requirement for a written agreement between property owners. The Planning and Zoning Commission may require a parking assessment to evaluate parking availability and usage to be prepared by a traffic engineer. The cost of such a study must be paid by the applicant. While this approach of shared parking is a good one in concept, the practical aspects of achieving such cooperation among private property owners are difficult. Property owners are hesitant to give up future property rights and encumber deeds without clear benefits.

When the requirements are taken into consideration there is little, if any, incentive for a property owner to participate in such a shared parking scenario. This is particularly true for a property owner who already has sufficient parking on-site to meet zoning requirements. To provide any currently excess parking to another property owner limits the ability to change the physical capacity and/or use of their property in the future. This situation creates a disincentive to investment in property improvements and land use changes in the Downtown.

For these reasons, a partnership between government and property owners is needed to achieve an effective off-site shared parking program. An approach of unified parking available to serve all properties in the area makes sense for Pawcatuck. This approach provides the overall public benefits of strengthening the economic base in an area, increasing tax revenues, creating employment opportunities and providing residents of the community with convenient, safe parking. Map 4 shows the general location where such unified parking could be provided. These areas include the existing public parking lot expansion, the grain elevator site and a logical combination of individual properties. Part of this program would be accessways and signage to increase convenience as well as visibility.

Changes In Regulations

The Stonington Plan of Conservation and Development contains a recommendation that the creation of a Village District for the Pawcatuck Downtown should be considered. The Village District legislation was passed in 1998 as Public Act 98-116 to enable zoning commissions to protect the distinctive character of an area. It is a very opportune time to coordinate the adoption of village district regulations, including design guidelines, with a parking program as well as the façade improvement program currently under discussion by the Pawcatuck Revitalization Organization and the Economic Development Commission. These regulation changes should be advanced as part of an overall Pawcatuck Revitalization Program.

As part of the Village District adoption process, the Planning and Zoning Commission should consider regulations for parking tailored to the Pawcatuck downtown area. By creating a district limited to the Pawcatuck Downtown, such regulations would be different than other areas of Town. Zoning law requires that all properties within a zoning district be treated equally. This does not prevent the adoption of regulations unique to Pawcatuck. Currently, the zoning for the Pawcatuck downtown is DB-5 which is the same as Mystic. These two areas are different in many ways, therefore, a zoning district for each with controls specific to the character of the area is logical. Consideration should also be given to shared off-street loading areas to serve the Downtown.

Potential Tax Base Impacts

The Pawcatuck Downtown is important to the Town in several ways. It serves as a gateway from Westerly and points to the east and is an important ingredient in the presentation of Stonington to the world. It serves residents and the business community and offers the opportunity for new investment. In terms of the tax base of Stonington, the area assessed value is \$17,995,100 as shown in Table 6. This represents approximately one percent of the current Town Grand List of \$2 Billion. Most of the properties in the area are assessed at under \$500,000 with only five properties, not including the fire station, in excess of that amount. An additional twenty properties have an assessment in excess of \$250,000, but less than \$500,000. Map 5 shows the location of these twenty-five properties. Several of the properties in the \$250,000 to \$500,000 category are currently vacant and in need of investment. Many of these properties are lacking sufficient on-site parking to meet zoning regulations which is an obstacle to investment. These properties are noted with a star on Map 5.

While an estimate of the potential increase in value from revitalization cannot be quantified at this time, an analysis of per square foot assessment differences between properties is useful. By way of example, the former grain elevator building is assessed at \$3.05 per square foot, another four basically vacant buildings have an assessment in the \$25 to \$32 per square foot range. The Peter Solomon building, vacant but currently under renovation, is assessed at \$25 per square foot. Developed properties such as Citizen's Bank assessed at \$108 per square foot, Tim Horton's at \$82 per square foot and Stonington Credit Union at \$43 per square foot show the potential for increased tax revenue from investment in currently vacant and/or underutilized properties. The possibility of increased tax revenues as well as a more vibrant Pawcatuck Downtown clearly justify a change from the status quo.

**Table 6
Current Assessed Values**

PIN	Assessor Land Use	OWNER	Gross Bldg SQF	Stories	Bldg Value	Land Value	Outbldg Value	Total Value
1-3-17	PARK LOT	17 LIBERTY STREET LLC	0		\$0	\$113,400	\$10,000	\$123,400
1-3-18	STORE/SHOP	17 LIBERTY STREET LLC	5,362	2	\$100,300	\$142,500	\$10,500	\$253,300
1-3-19	PARK LOT	17 LIBERTY STREET LLC	0		\$0	\$104,500	\$12,000	\$116,500
1-3-20	STORE/SHOP	17 LIBERTY STREET LLC	456	1	\$17,400	\$78,000	\$0	\$95,400
1-3-21	STORE/SHOP	PHOUMINDR HATLASITH	8,928	3	\$219,000	\$104,500	\$2,700	\$328,500
1-3-21A	UNDEVELOPED LAND	PHOUMINDR HATLASITH	0		\$0	\$9,200	\$0	\$9,200
1-3-23	STORE/SHOP	WHIPPLE ENTERPRISES LLC	1,124	1	\$28,700	\$78,000	\$0	\$111,100
1-4-1	STATE OF CT	CONNECTICUT STATE OF	0		\$0	\$7,200	\$0	\$7,200
1-4-10	REST/CLUBS	TIM HORTONS(NEW ENGLAND) INC	2,891	1	\$236,900	\$95,600	\$13,500	\$346,000
1-4-13	STORE/SHOP	JPM MANAGEMENT LLC	6,622	2	\$291,800	\$96,800	\$18,900	\$407,500
1-4-16	INDUSTRIAL	VACCA ARCHITECTURAL WOODWORKING	12,056	2	\$174,300	\$94,500	\$4,000	\$272,800
1-4-18	COMMERCIAL	DECIANTIS FRANK C TRUSTEE	47,325	4	\$144,400	\$182,700	\$7,800	\$342,800
1-4-19	ACC CM LND	DECIANTIS FRANK	0		\$0	\$18,000	\$0	\$18,000
1-4-2	STORE/SHOP	HANSON DOUGLAS W	5,416	2	\$222,200	\$131,500	\$3,500	\$357,200
1-4-4	BANK BLDG	STONINGTON COMM CREDIT UNION INC	5,832	1	\$252,400	\$112,900	\$1,800	\$393,700
1-4-6	STORE/SHOP	SOLOMON PETER	15,777	3	\$396,800	\$151,900	\$9,000	\$598,000
1-4-7	OFFICE BLD	COASTAL ASSOCIATES	6,578	1	\$200,700	\$121,900	\$0	\$324,800
1-4-9	ACC CM LND	ATTERBURY SHIRLEY A	0		\$0	\$76,200	\$13,500	\$89,700
1-5-4	CONDOMINIUM	Multiple	2363 (1 Unit)	1	\$0	\$0	\$0	\$0
1-5-5	CONDOMINIUM	Multiple	11,546 (14 Units)	1	\$0	\$0	\$0	\$0
1-5-6	COMMERCIAL / CONDO	Multiple	5,670 / 9,870 (10 Units)	1	\$0	\$0	\$0	\$0
3-21-1	OFFICE BLD	PAUL CROSS ASSOCIATES	5,463	2.5	\$194,900	\$108,900	\$2,500	\$311,600
3-21-2	PARK LOT	MOBIL OIL CORP	0		\$0	\$165,200	\$0	\$165,200
3-21-3	RETAIL GAS ST	MOBIL OIL CORP	1,936	1	\$126,800	\$206,300	\$50,900	\$384,000
3-21-6	BANK BLDG	CHARTER OAK FEDERAL CREDIT UNION	5,339	1	\$261,300	\$158,200	\$73,800	\$631,700
3-21-7	STORE/SHOP	MCBRIDE DAVID F & CAROLYN C	5,304	1	\$134,200	\$107,300	\$9,000	\$250,500
3-28-1	MUNICIPAL TOWN	STONINGTON TOWN OF	0		\$0	\$50,500	\$0	\$50,500
3-28-10	MUNICIPAL TOWN	STONINGTON TOWN OF	0		\$0	\$38,800	\$1,700	\$40,500
3-28-11	FRATERNAL ORGANIZATION	PAWCATUCK WORKINGMENS CLUB INC	2,200	1	\$64,900	\$7,100	\$0	\$72,000
3-28-12	ACC CM LND	PAWCATUCK WORKINGMENS CLUB INC	0		\$0	\$57,000	\$4,000	\$61,000
3-28-2	STORE/SHOP	BLACKALL FREDERICK S	9,571	3	\$308,800	\$131,500	\$0	\$440,300
3-28-3	STORE/SHOP	BELLI JAMES Q	13,480	3	\$386,400	\$105,200	\$5,000	\$496,700
3-28-4	BANK BLDG	CITIZENS SAVINGS BANK	3,012	1	\$327,700	\$151,900	\$13,300	\$561,100
3-28-5	MUNICIPAL TOWN	STONINGTON TOWN OF	0		\$0	\$76,400	\$39,000	\$115,400
3-28-7	STORE/SHOP	VACCA STEPHEN C	4,647	2	\$44,800	\$108,900	\$0	\$153,700
3-28-8	STORE/SHOP	HANSON DOUGLAS W	1,892	2	\$61,300	\$46,900	\$0	\$108,200
3-28-9	REST/CLUBS	PAWCATUCK RIVER PROPERTIES LLC	7,352	2	\$217,900	\$74,500	\$8,000	\$300,400
4-5-1	STATE OF CT	CONNECTICUT STATE OF	0		\$0	\$7,200	\$0	\$7,200
4-5-2	STORE/SHOP	88 WEST BROAD LLC	5,848	1	\$149,900	\$103,800	\$4,500	\$258,200
4-5-3	INNS	FALCONE JOSEPH R JR & LABRIOLA M	15,383	3	\$670,900	\$125,100	\$5,400	\$801,400
4-5-5	STORE/SHOP	GOUVIN BRENDA JEANNE	2,365	2	\$79,600	\$42,500	\$10,800	\$132,900
4-7-1	REST/CLUBS	HAN HENRY W S & AMIE SHZUHZ	6,697	2	\$258,700	\$78,100	\$7,500	\$344,300
			238,305		\$5,573,000	\$3,670,600	\$342,600	\$9,881,900