DESEGREGATE CONNECTICUT

January 13, 2022

To the Members of the Commission on Connecticut's Development and Future:

First, we want to thank you for your continued work on the wide array of housing policies that will create a more inclusive state. On behalf of Desegregate Connecticut and our coalition of partners, I am writing about your charge to create a model form-based code for buildings and streets, per Public Act 21-29.

With this letter, we hope to help you identify a few factors to consider as you draft a model code—and to underscore the importance and urgency of this effort.

Defining Form-Based Codes

Conventional zoning currently utilized by a majority of Connecticut municipalities focuses on the separation of uses—commercial, residential, industrial, agricultural—which were considered incompatible in the early 20th century.

Form-based codes offer an alternative or complementary regulatory framework that instead focuses on the form of buildings. These codes primarily regulate the shape and exteriors of buildings—heights, facades, placement on the lot, set-backs, and building lines. In turn, form-based codes provide more support to shaping what happens outside of buildings, with the opportunity to enhance walkability, human scale, mobility options, architectural diversity, and a mix of uses.

The Benefits of Form-Based Codes

By guiding the shape of buildings, form-based codes can ensure new development matches the look and feel of a given neighborhood, and can allow for more flexible forms of housing and commercial development. Form-based codes have been predominantly used to facilitate

the type of "main-street" development present in historic town and village centers across Connecticut that predate zoning but cannot be replicated under many modern codes.

Form-based codes produce other benefits, including fairer and faster permit approval. The biggest impediment to development is cost, and developers often cite the unpredictability inherent in public hearings as the largest expense in the development process. Written and graphic depictions of the size, form, and siting of buildings in form-based codes eliminate the ambiguity of future development for both residents *and* developers, and expedite costly public review processes for projects that comply with clearly defined design standards.

Because form-based codes provide greater certainty, they tend to lead to economic growth. A recent study of neighborhoods in four American cities by the Form-Based Codes Institute, a program of Smart Growth America, compared the extent to which form-based codes have contributed to economic growth and stability as opposed to conventional code counterparts. Key findings from the report include a greater increase in construction activity, faster growth in the number of residents, and significant increases in generated tax revenue for areas with form-based codes.

Finally and significantly for our coalition, form-based codes can increase the production of housing. Our state urgently needs to streamline the onerous permitting process for new housing. We are near dead-last in population growth and housing permits per capita, and the number of housing units we built this year was lower than ten years ago. Meanwhile, construction is rising across the country.

The model form-based code you will create will enable towns that adopt it to lower the cost of housing development by making the permitting process more predictable. At the same time, communities that adopt portions of your model code will have more control over how their communities develop. Your work to provide a Connecticut-oriented menu of building-type regulations for towns to incorporate at their option is timely and urgent.

Connecticut Communities Have Started to Embrace Form-Based Codes

Several cities and towns in Connecticut, including Canton, Hamden, Hartford, Manchester, and Simsbury, have already adopted form-based codes. These have come in the form of either special design or mixed-use districts or, in the case of Hartford, a citywide form-based code. By

creating a statewide resource, your work will extend the benefits of form-based codes to every town who chooses to adopt them.

The Commission on Connecticut's Future can draw from each of these codes when drafting model guidelines. With fifteen building types and five street design types, Hartford regulates for everything from downtown areas to single-family neighborhoods. Each building type comes with design guidelines that address frontage, façade design, parking location, and more, while balancing the historic significance of many neighborhoods. These building types provide a template that can be supplemented with building types more applicable to rural geographies in Connecticut, like the one implemented in Hamden's form-based code for the T-2 Rural Zone. Canton and Manchester's codes provide other models for mixed-use districts in towns less urban than Hartford.

Each of these codes has incorporated design guidelines that reflect the historic building stock common across our state. The Simsbury Center code further facilitates preservation by indicating which lots and buildings in the town center must be protected. It encourages complementary development through six street frontage types that set forth lot dimensions, building placement, use, and building form for the entirety of the town's commercial center.

It bears mentioning that both Canton and Hartford have won national awards for their form-based codes. So that you can get a taste of how a form-based code works, we include about 30 pages from both codes, showing a variety of building and street types in both communities.

The Scope of Your End Product

The product of your Commission's work will very likely look similar to Connecticut's existing codes, which are in turn similar in format and scope to form-based codes across the country. For each building or street type, it is typical to see 3-4 pages that include a combination of images, charts, and text illustrating how they can be built. We suspect that you will have somewhere around 20 building types for the state as a whole. You already have a head start with the existing codes, which together encompass buildings found in dense urban downtowns, historic small-town main streets, suburban-style residential areas, and urban living (such as townhouses). To the building types already found in existing Connecticut codes, you may wish to add maritime and agricultural building types that may be missing.

In addition to exemplary provisions for principal-use buildings, we encourage the model guidelines to include several prototypes for accessory apartments. Several groups in Connecticut have been working to promote the use of form-based codes for the development of accessory apartments. The Homebuilders and Remodelers Association, for example, recently hosted a design competition for replicable accessory apartment concepts and may be able to provide useful resources relevant to model form-based codes.

We Encourage Form Based Code-Specific Expertise

While there are several exemplary codes that the Commission on Connecticut's Future can draw from, additional expertise will likely be needed to support the incorporation of the existing examples and the development of new examples into state-wide model guidelines. We encourage you to allocate appropriate funding to ensure you have what you need to draft this code in an expeditious and accurate manner. Ultimately, this investment will strengthen housing affordability, historic preservation, and economic development in communities across Connecticut.

Additional Resources

The following links further illustrate the general components and benefits of form-based codes, as well as provide examples of form-based codes already utilized in the state:

- General Information: Our Clearinghouse for Form-Based Code Info
- Testimony: The National Form-Based Code Institute's 2021 Testimony to the CT General Assembly
- Webinar: Form-Based Codes 101
- Code: Hartford Zoning Code
- Code: Canton Village Districts
- Presentation: A Planner's Guide to Form-Based Codes (from MA)
- Study: Zoned In: Economic Benefits & Shared Prosperity with Form-Based Codes
- Study: Building by Right: Social Equity Implications of Transitioning to Form-Based Code

We hope these resources and our thoughts will be useful in your efforts to develop a model form-based code.

Please be in touch with me or anyone on the DesegregateCT team for more information about this important tool that can be used to smooth approvals for many types of projects, but especially the construction of homes which Connecticut so desperately needs.

Thank you for your work and consideration.

Sincerely,

Sara Bronin
Desegregate Connecticut

Enclosure

CANTON

Canton Village Districts Form-Based Design Code

CANTON PLANNING AND ZONING COMMISSION

Town of Canton, Connecticut

Effective
April 10, 2018

TABLE OF CONTENTS

403. MAIN FRONTAGE

CHARACTER FOR COLLINSVILLE AND CANTON VILLAGE DESIGN VILLAGE DISTRICTS

The Main Building Form Standard is the basic urban street frontage, once common across the United States. The uses are not specific, ranging from commercial to residential, retail to municipal – and combinations of all of the above. The primary form is that of a multi-story building placed directly at the sidewalk, with windows across the facade. There could be several buildings lined up shoulder to shoulder, filling out a block, or on smaller blocks, a single building might fill the frontage line.

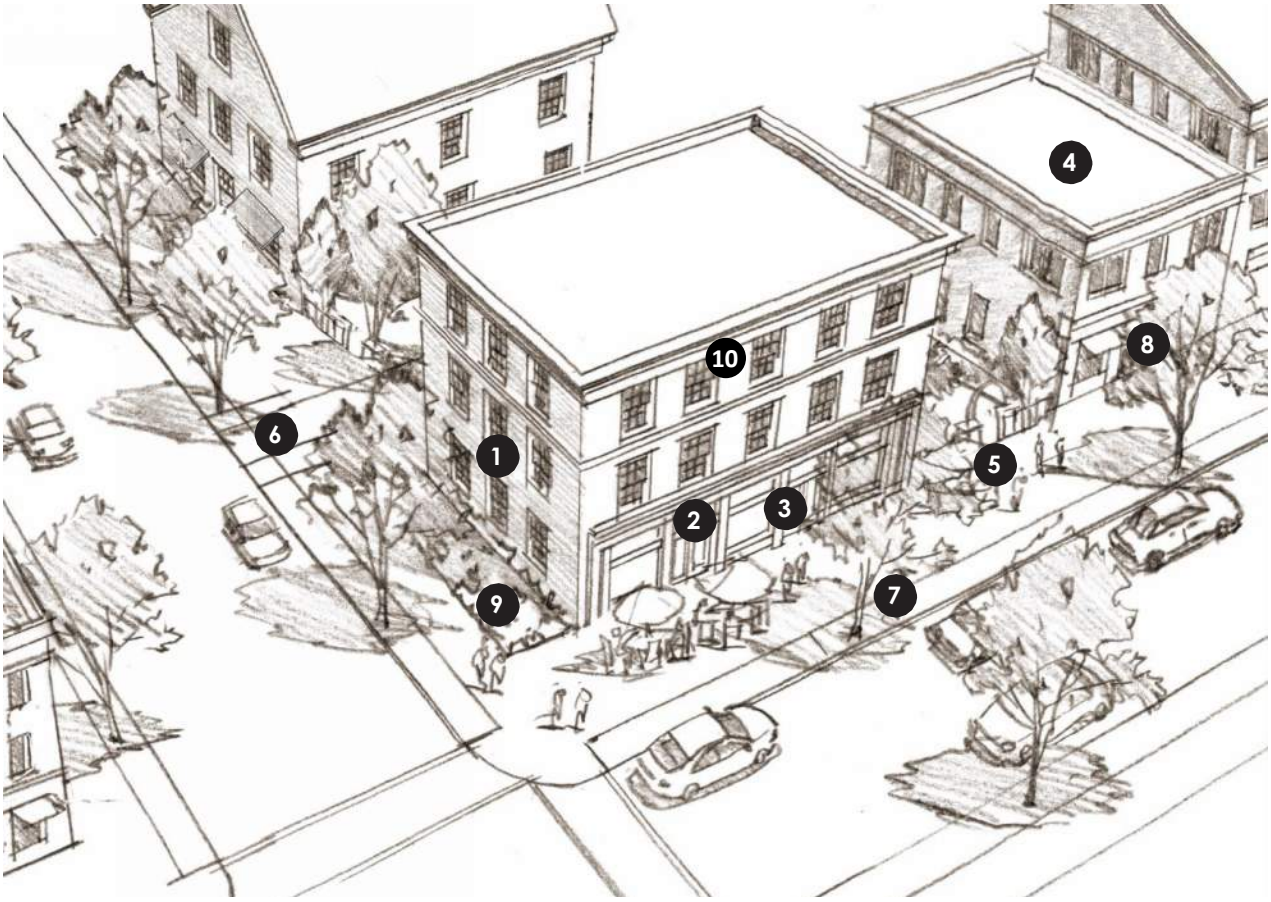
Three stories of flexible uses and optional attic story.

Good corner building with entrances on both streets.

Three-story commercial (upper floor residential possible).

Main Storefront Frontages

Where designated on the Regulating Plan as Main Storefront, the Main BFS applies excepting that the ground story configuration shall be for commercial uses - that of a storefront. (See 606.B Storefront Windows for specific requirements.)

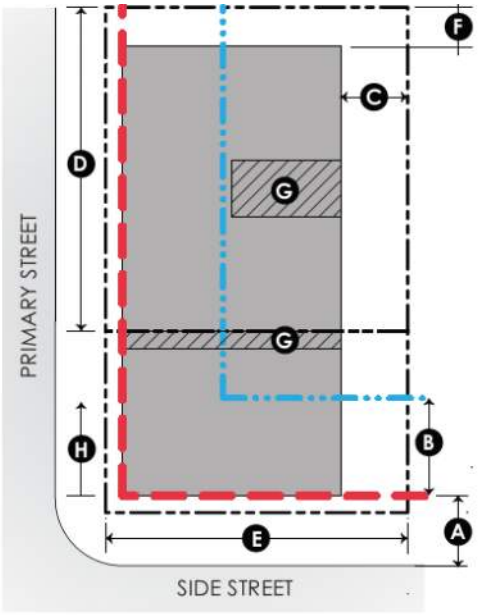


For Illustrative Purposes

1. Commercial or Residential Use
2. Ground floor Commercial Use - required under Main Storefront and optional under Main BFS
3. Storefront, where required, with larger windows
4. Minimum 2 story
5. Street Wall where buildings do not abut
6. Rear alley access preferable for parking and loading (service access)
7. Street trees and street lighting in continuous tree lawn or tree grates
8. Optional awnings
9. Build-To Line tight to sidewalk providing limited dooryard
10. Required minimum fenestration; must have windows and doors facing street

BFS FOR COLLINSVILLE AND CANTON VILLAGE (*NO STOREFRONT REQUIRED)*
DESIGN VILLAGE DISTRICTS

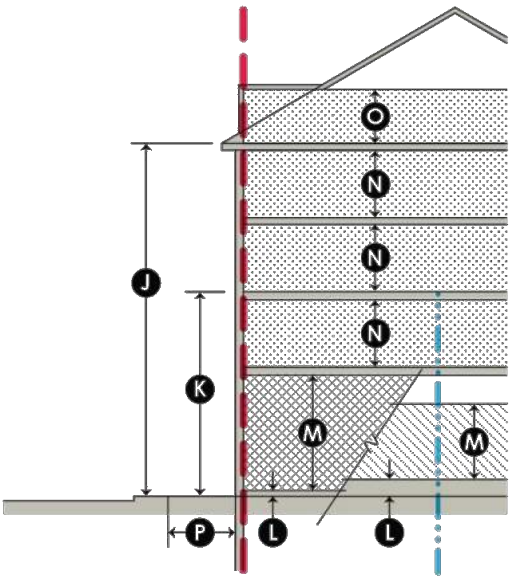
PLAN ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Property Line
- Buildable Area
- Private Open Space

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Business Use
- Business Use

DIMENSIONS

A.	Build-To Line	15' from curb or edge of paving (Refer to Regulating Plan)
B.	Parking Setback Line	30' behind BTL
C.	Rear Setback	10' min. – Collinsville 20' min. – Canton
D.	Lot Width	40'– Collinsville 20'– Canton Village
E.	Lot Depth	75' – Collinsville 100' – Canton Village
F.	Side Setback	N/A
G.	Private Open Space	10% of Buildable Area
H.	Primary Street Façade	80% min.

DIMENSIONS

J.	Façade Height Maximum (To top of wall plate)	4 storys / 60' max. (Canton) 3 storys / 36' max. (Collinsville)
K.	Façade Height Minimum (To top of wall plate)	2 storys / 24' min.
L.	Finished Ground Floor Level *Business:* *Residential:*	 at grade min. / 18" max. at grade min. / 4' max.
M.	Finished Floor Story Clear Height *Business:* *Residential:*	 12'0" min. / 18'0" max. 9'0" min. / 18'0 max.
N.	Upper Story Clear Height	9'0" min. / 18'0" max.
O.	Optional Attic Height	8'-0" min.
P.	Clear Walkway Width	5'-0" min.

Interior buildings are allowed provided all Section and Plan elements are met (excluding Build-To line). The maximum number of stories of interior buildings in Canton Village may be increase by one story (15 feet) as part of a Type II design application.

Accessory Buildings are allowed not greater than 25% of the floor area of the principle building.

CHARACTER FOR EAST GATEWAY DESIGN VILLAGE DISTRICT

The Main Building Form Standard has different examples for the east and west ends of Albany Turnpike. The East Gateway has a character precedent of simple or more modern forms of traditional Connecticut buildings.

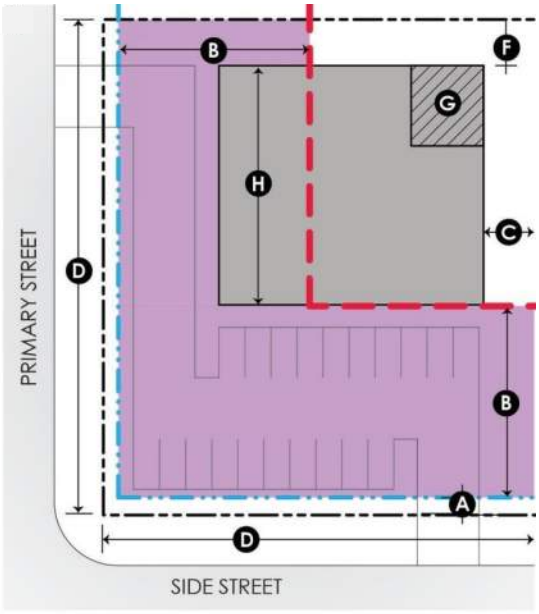
East Gateway Design Village District character example

East Gateway Design Village District character example

East Gateway Design Village District character example

BFS FOR EAST GATEWAY DESIGN VILLAGE DISTRICT

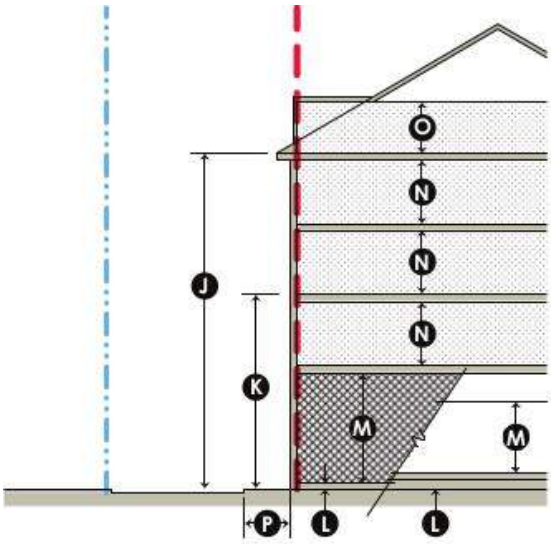
PLAN ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Property Line
- Buildable Area
- Private Open Space
- Build-to Zone see Section 301.A.3

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Business Use
- Business Use

DIMENSIONS

A.	Parking Setback Line	15' from property line (Refer to Regulating Plan)
B.	Build-to-Zone	75' depth from property line
C.	Rear Setback	20' min.
D.	Lot Width	70' min. / 200' max.
E.	Lot Depth	175' min.
F.	Side Setback	N/A
G.	Private Open Space	10% of Buildable Area
H.	Primary Street Façade	50% min.

DIMENSIONS

J.	Façade Height Maximum	4 storys / 60' max. To top of wall plate
K.	Façade Height Minimum	2 storys / 24' min. To top of wall plate
L.	Finished Ground Floor Level *Business:*	at grade min. / 18" max.
M.	Finished Floor Story Clear Height *Business:*	12'0" min. / 24'0" max*.
N.	Upper Story Clear Height	9'0" min. / 18'0" max.
O.	Optional Attic Height	8'-0" min.
P.	Clear Walkway Width	5'-0" min.

*In the East Gateway, building exteriors must represent a 2 story construction from a minimum of three sides. This may be accomplished through the provision of unoccupied/ unfinished interior space, façade elements, and other architectural treatments in provided the regards to the upper story, provided the upper story requirements and corresponding façade height is met for 75% of the structure on average. In a connected row of multiple storefronts along a shared block face, the upper story requirement must be met by a minimum of 75% of the connected facades.

Interior buildings are allowed provided all Section and Plan elements are met (excluding Build-To line). The maximum number of stories of interior buildings may be increased by one story (15 feet) as part of a Type II design application.

Accessory Buildings are allowed not greater than 25% of the floor area of the principle building.

404. TOWN FRONTAGE

CHARACTER DESCRIPTIONS

The Town Building Form Standard is of moderate intensity, often created by a series of smaller attached structures, most commonly single-family residential, but potentially also stacked flats, service commercial, or live- work arrangements. This standard has regular entrances and the character and intensity of this frontage varies (as designated on the Regulating Plan) with the siting/location of the Build-To Line – the buildings may be placed at the rear of the sidewalk with stoops, or may be arranged with front porches and small dooryards. Similarly, the tree lawns may be found uncovered and continuous or partially covered in the street-space, depending on the street type.

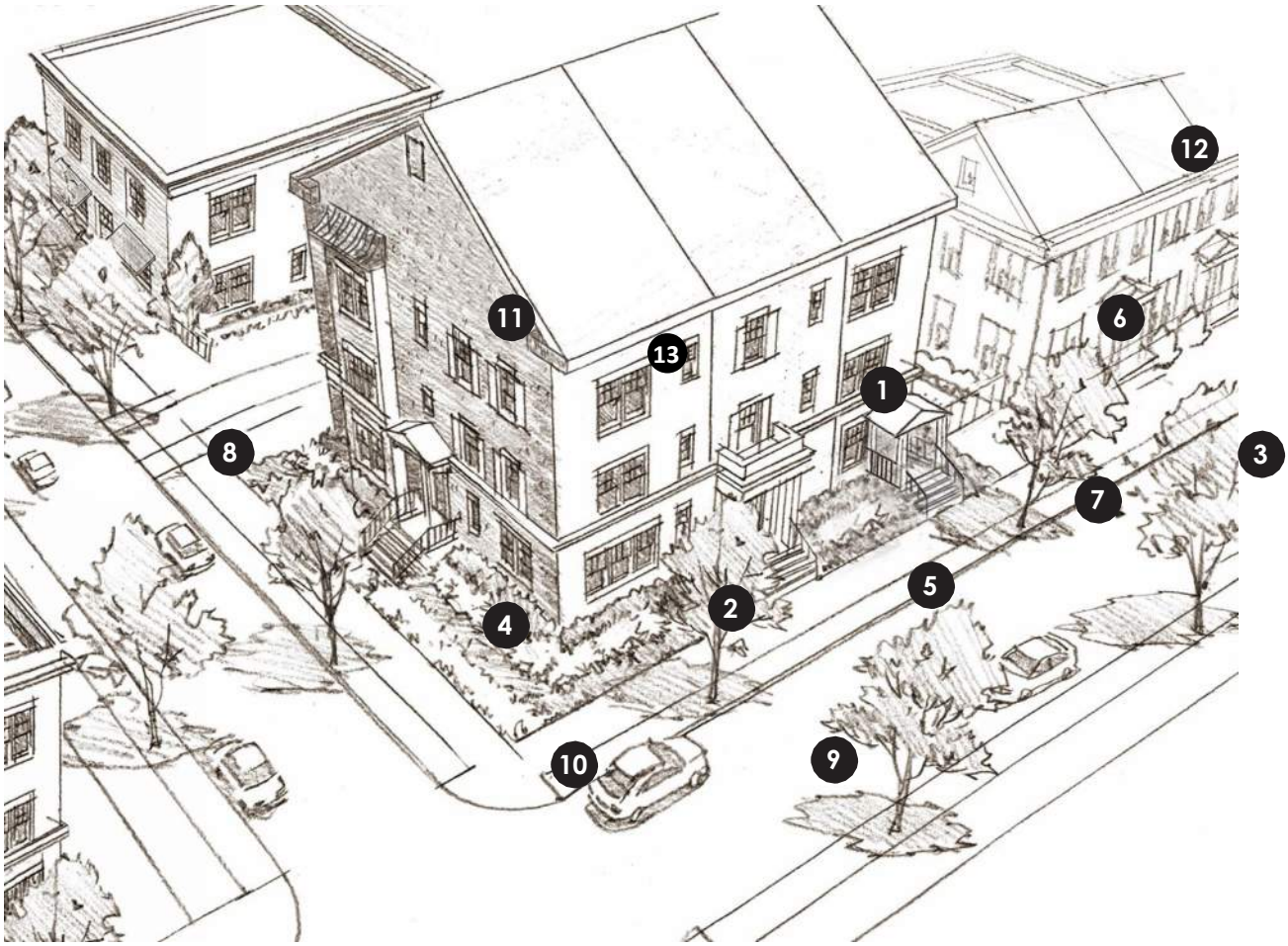
Duplex (2 attached houses) type divided into four apartments

Attached single family cottages

Architecturally detailed townhouses to articulate the row

Conventional Colonial-style rowhouses

Duplex (2-family) with appearance of single-family detached

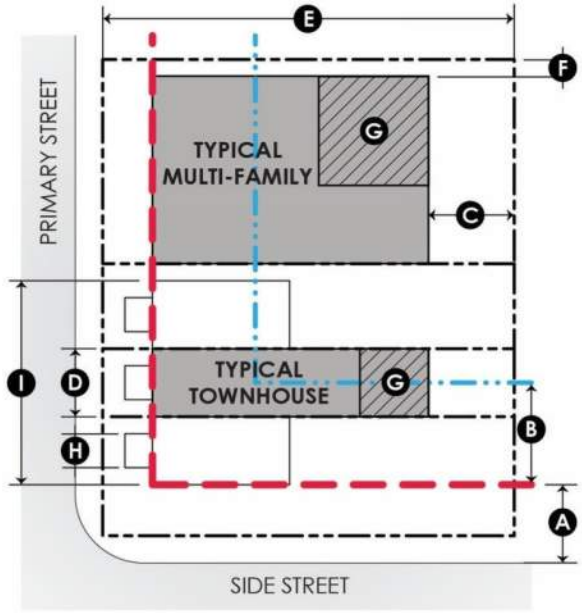


For Illustrative Purposes

1. Residential Use
2. Optional ground floor Commercial Use
3. Narrow dimension facing primary street
4. Raised finished floor level for ground floor Residential Use
5. Optional stoop or porch
6. Minimum 2 story
7. Street Wall where buildings do not abut
8. Rear alley access preferable for parking and loading (service access)
9. Street trees and street lighting in continuous tree lawn or tree grates
10. Build-To Line behind sidewalk providing dooryard and front yard
11. Small multi-family building (rental apartments or for sale condominiums)
12. Individual single-family attached (fee simple townhouses)
13. Required minimum fenestration; must have windows and doors facing street

TOWN BFS FOR EAST GATEWAY, CANTON VILLAGE, AND HARTS CORNER DESIGN VILLAGE DISTRICTS

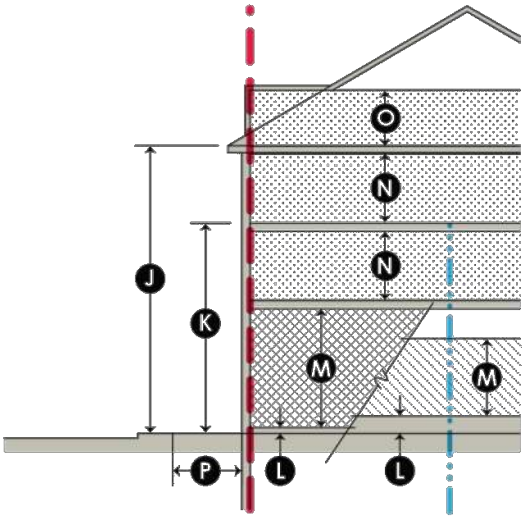
PLAN ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Property Line
- Buildable Area
- Private Open Space

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Business Use
- Business Use

DIMENSIONS

A.	Build-To-Line*	30' from curb or edge of paving (Refer to Regulating Plan)
B.	Parking Setback Line	30' behind BTL *except along access ways*
C.	Rear Setback	25' min.
D.	Lot Width	20' min.
E.	Lot Depth	100' min.
F.	Side Setback	0' min. / 10' max. (both sides) 5' max. (one side)
G.	Private Open Space	20% of Buildable Area
H.	Primary Street Façade	33% min.
I.	Continuous Primary Street Façade Frontage	120' max. (may include multiple facades)

**PL becomes the BTL when the measured BTL is in ROW.*

DIMENSIONS

J.	Façade Height Maximum	3 storys / 48' max. To top of wall plate
K.	Façade Height Minimum	2 storys / 24' min. To top of wall plate
L.	Finished Ground Floor Level	
	Business:	at grade min. / 18" max.
	Residential:	at grade min. / 4'0" max.
M.	Finished Floor Story Clear Height	
	Business:	12'0" min. / 18'0" max.
	Residential:	9'0" min. / 18'0" max.
N.	Upper Story Clear Height	9'0" min. / 18'0" max.
O.	Optional Attic Height	8'-0" min.
P.	Clear Walkway Width	5'-0" min.

Interior buildings are allowed provided all Section and Plan elements are met (excluding Build-To line). The maximum number of stories of interior buildings may be increased by one additional story (15 feet) as part of a Type II design plan application.

Accessory Buildings are allowed not greater than 25% of the floor area of the principle building.

405. DETACHED FRONTAGE

CHARACTER FOR COLLINSVILLE AND CANTON VILLAGE DISTRICTS

The Detached frontage standard is represented by the traditional single family house with small front, side and rear yards along a tree-lined street. Structures are typically 2 to 2 ½ stories in height with pitched roofs and front porches.

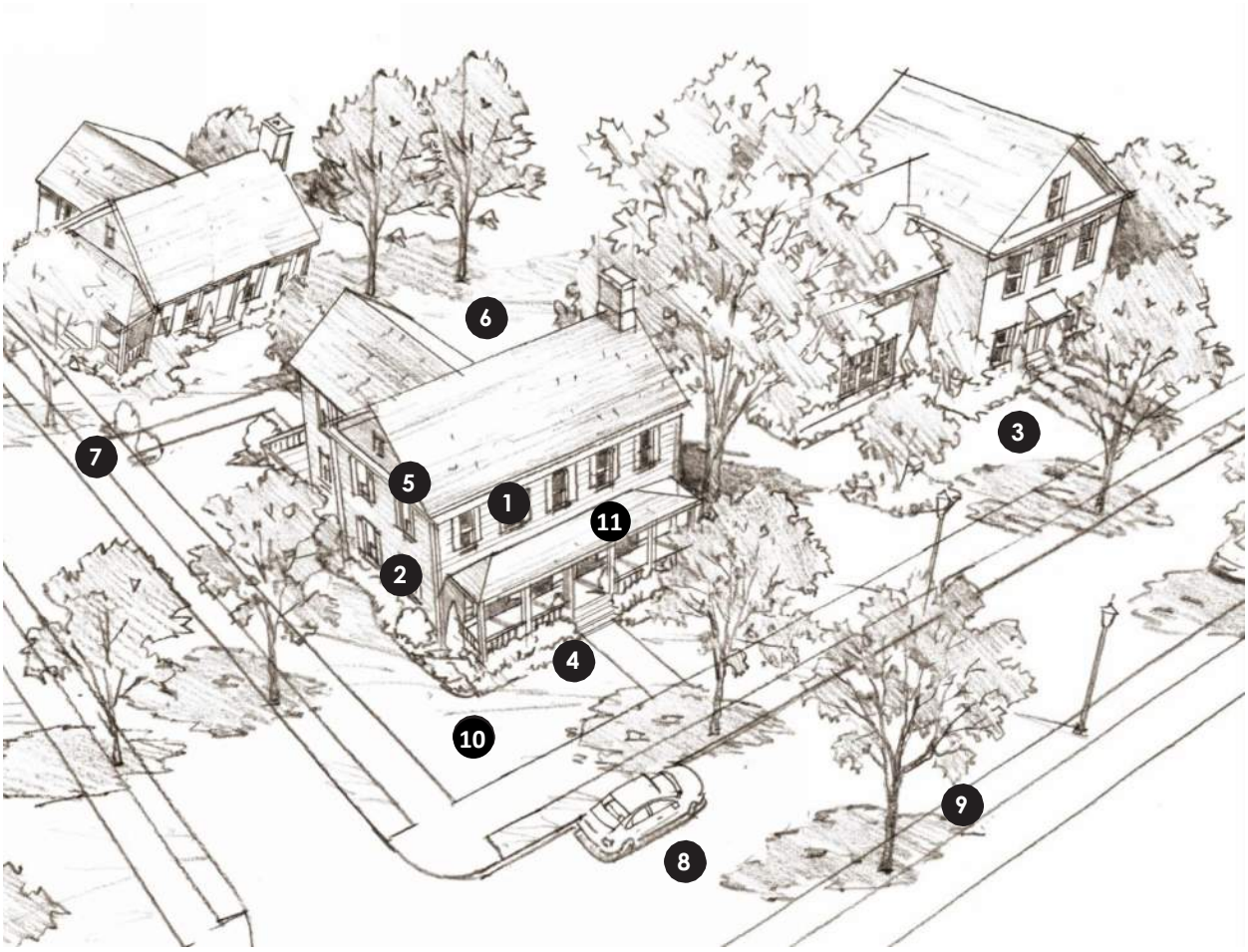
Simple, yet well detailed, wood siding

Possible home occupation uses

Small lot (close together) single family homes

One-story bungalow with local stone

Possible home occupation uses

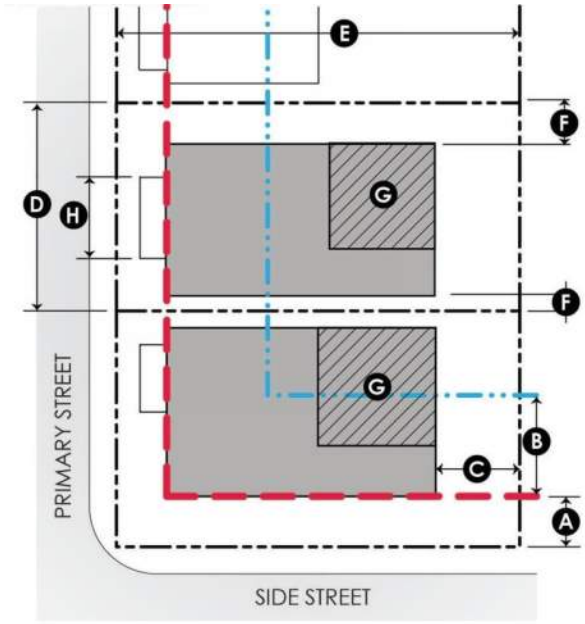


For Illustrative Purposes

1. Residential Use
2. Optional Business Use (Harts Corner/ Canton Village)
3. Wider dimension facing street
4. Optional stoop or porch
5. Minimum 1½ story
6. Private Open Space
7. Preferable rear alley access preferable for off-street parking
8. On-Street parking
9. Street trees and street lighting in continuous tree lawn
10. Build-To Line set back providing front yard
11. Required fenestration; must have windows and doors facing street

BFS FOR COLLINSVILLE AND CANTON VILLAGE DESIGN VILLAGE DISTRICTS

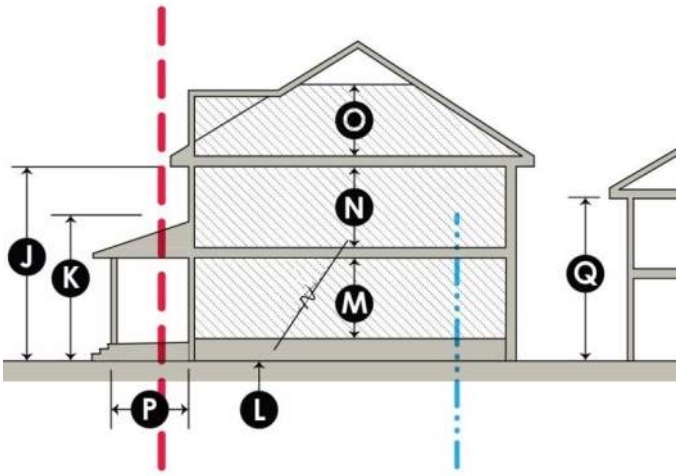
PLAN ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Property Line
- Buildable Area
- Private Open Space

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use or Business Use

DIMENSIONS

A.	Build-To-Line	15' from Property Line (Refer to Regulating Plan)
B.	Parking Setback Line	30' behind BTL
C.	Rear Setback	25' min.
D.	Lot Width	40' min.
E.	Lot Depth	100' min.
F.	Side Setback	5' min.
G.	Private Open Space	25% of Buildable Area
H.	Optional Porch Width	33% min. of Façade
I.	Primary Street Façade	33% min.

DIMENSIONS

J.	Façade Height Maximum	2 ½ storys / 26' max. To top of wall plate
K.	Façade Height Minimum	1 ½ storys / 18' min. To top of wall plate
L.	Finished Ground Floor Level	2'-0" min. / 4'-0" max.
M.	Finished Floor Story Clear Height	
	Collinsville:	9'0" min. / 12'0" max.
	Canton Village:	9'0"min. / 14'0" max.
N.	Upper Story Clear Height	9'-0" min. / 12'0" max.
O.	Optional Attic Height	8'-0" min.
P.	Optional Front Porch	6'-0" min. depth
Q.	Accessory Building	2 storys max. / 20' max. To top of wall plate

Interior buildings are allowed provided all Section and Plan elements are met (excluding Build-To line). The maximum number of stories of interior buildings in Canton Village may be increased by one additional story (15 feet) as part of a Type II design plan application.

Accessory Buildings are allowed not greater than 25% of the floor area of the principle building.

CHARACTER FOR HARTS CORNER DESIGN VILLAGE DISTRICTS

The Detached Building Form Standard has different examples for the east and west ends of Albany Turnpike. Unlike the typical detached buildings in the other Design Village Districts with residential uses, Harts Corner and East Gateway are permitted to be commercial and have parking fronting the street-space in the Build-To Zone.

East Gateway Design Village District character example

East Gateway Design Village District character example

Harts Corner Design Village District character example

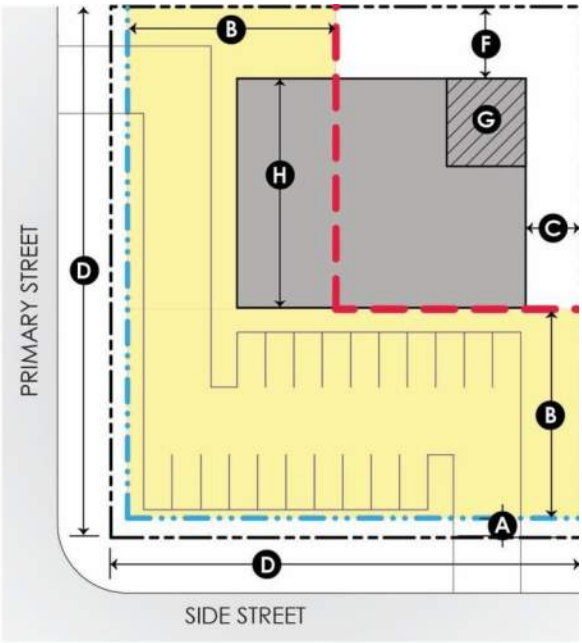
Harts Corner Design Village District character example

Harts Corner Design Village District character example

Harts Corner Design Village District character example

BFS FOR HARTS CORNER DESIGN VILLAGE DISTRICTS

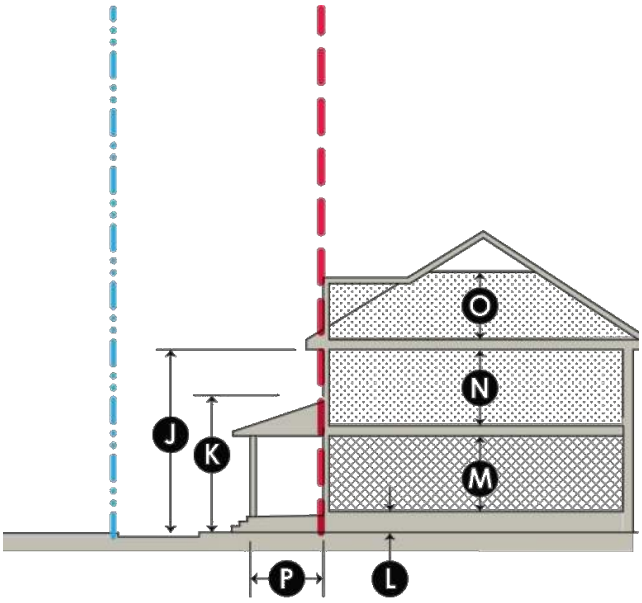
PLAN ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Property Line
- Buildable Area
- Private Open Space
- Build-to Zone see Section 301.A.3

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential OR Business Use
- Business Use

DIMENSIONS

A.	Parking Setback Line	15' from Property Line (Refer to Regulating Plan
B.	Built-To-Zone	75' depth
C.	Rear Setback	20' min.
D.	Lot Width	70' min. / 200' max.
E.	Lot Depth	175' min.
F.	Side Setback	10' min.
G.	Private Open Space	10% of Buildable Area
H.	Primary Street Façade	50% min.

DIMENSIONS

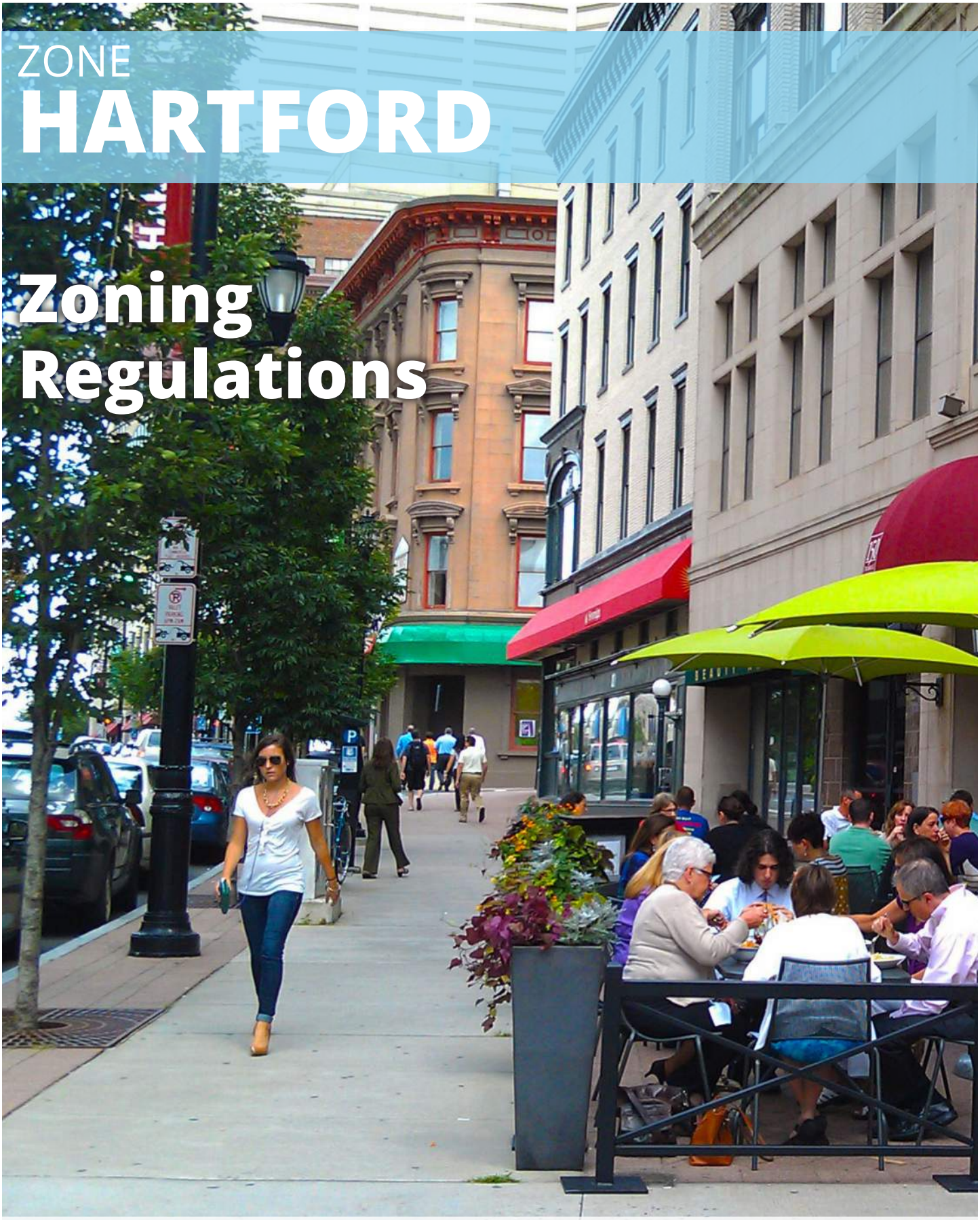
I.	Façade Height Maximum	2 ½ storys / 36' max. To top of wall plate
J.	Façade Height Minimum	1 ½ storys / 18' min. To top of wall plate
K.	Finished Ground Floor Level	at grade min. / 18" max.
L.	Finished Floor Story Clear Height	9'-0" min. / 18'-0" max.
M.	Upper Story Clear Height	9'-0" min. / 14'-0" max.
N.	Optional Attic Height	8'-0" min.
O.	Optional Front Porch	6'-0" min. depth

Interior buildings are allowed provided all Section and Plan elements are met (excluding Build-To line). The maximum number of stories of interior buildings may be increased one story (15 feet) as part of a Type II design application.

Accessory Buildings are allowed not greater than 25% of the floor area of the principle building.

ZONE
HARTFORD

Zoning Regulations



Effective January 19, 2016
As Amended, Effective June 5, 2020

HARTFORD HAS IT

4.0 BUILDING TYPES

SECTIONS

4.3 Downtown Storefront Building Type

4.3.1 DESCRIPTION & INTENT

The Downtown Storefront Building is a mid-rise or high-rise building permitted in the downtown core, in the Transit Oriented Development Overlay, and downtown peripheral areas. This building type is required in certain locations in the downtown.

Like the Storefront Building Type, the key facade element of Downtown Storefront Buildings is the storefront required on the ground floor front facade, with large amounts of glass and regularly spaced entrances. Parking is preferred to be provided in parking structures to maximize the building footprint and density.

Figure 4.3-A Illustrative Examples of Downtown Storefront Buildings

4.3.2 DOWNTOWN STOREFRONT BUILDING TYPE REGULATIONS

	DT-1 NOTE 1	DT-2 NOTE 2	DT-3 NOTE 1
A. Building Siting. Refer to Figure 4.3-B Downtown Storefront Building: Building Siting and 4.18.1 Building Siting for explanation.			
1 **Multiple Principal Buildings**	permitted	permitted	permitted
2 **Minimum Primary Lot Line Coverage**	95%	90%	85%
3 **Occupation of Corner**	required	required	required
4 **Primary Build-to Zone**	at or maximum 5′ behind the Building Line		
5 **Secondary Build-to Zone**	at or maximum 5′ behind the Building Line		
6 **Minimum Side Setback** NOTE 8	abutting adjacent building or minimum 7.5′		
7 **Minimum Rear Setback** NOTE 8	10′		
8 **Minimum Lot Width** **Maximum Building Width**	none none		
9 **Building Coverage** **Maximum Impervious Coverage** **Additional Semi-Pervious Coverage**	90% no limitation 10%	90% no limitation 10%	90% no limitation 10%
10 **Permitted Parking & Loading Locations**	rear yard or internal to building (refer to 4.3.2.C. Uses: Building Entrance to Parking requirement)		
11 **Permitted Vehicular Access**	one driveway off each abutting secondary street; if no secondary street exists, the zoning administrator will determine the appropriate primary street access		
B. Height. Refer to Figure 4.3-C Downtown Storefront Building: Height & Use Requirements and 4.18.2 Height for explanation.			
12 **Minimum Overall Height**	3 stories and 40′	2 stories and 40′	2 stories and 40′
13 **Maximum Overall Height**	38 stories; stepback required above 8 stories NOTE 2, NOTE 5	16 stories; stepback required above 8 stories NOTE 2, NOTE 5	8 stories; 5 stories on lower Main Street NOTE 3, NOTE 5
14 **Ground Story:** (Measured floor-to-floor) Minimum Height Maximum Height	 13′ 30′ NOTE 4	 13′ 24′ NOTE 4	 13 24′ NOTE 4
15 **Upper Stories:** (Measured floor-to-floor) Minimum Height Maximum Height	 9′ 14′	 9′ 14′	 9′ 14′

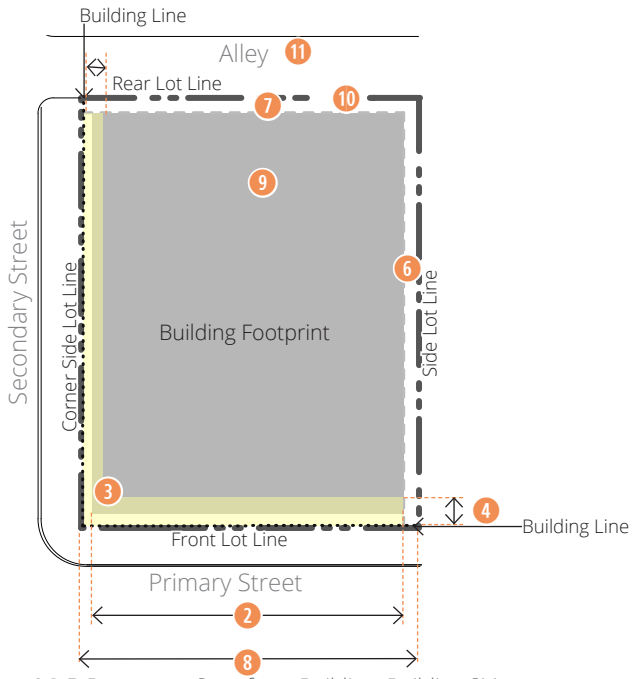


Figure 4.3-B Downtown Storefront Building: Building Siting

	DT-1 NOTE 1	DT-2 NOTE 2	DT-3 NOTE 1
C. Uses. Refer to Figure 4.3-C Downtown Storefront Building: Height & Use Requirements and 4.18.3 Uses for explanation. Refer to 3.0 for permitted uses.			
16 **Primary Street Ground Story**	retail, service, & office category of uses or library use permitted by district, except in DT-2 on Bushnell Park frontage (Ford and Jewell Streets) NOTE 6, NOTE 7		
17 **Secondary Street Ground Story & Other Stories**	any use permitted by district NOTE 7		
18 **Parking/Loading within Building**	permitted fully in any basement and/or in rear of upper floors		
19 **Entrance to Parking/Loading within Building**	any rear, side, or Secondary Street facade		
20 **Required Occupied Space**	minimum 30' deep on all full floors from any Primary Street facade		
D. Street Facade Requirements. Refer to Figure 4.3-D Downtown Storefront Building: Street Facade Requirements and 4.18.4 Street Facade Requirements for explanation.			
21 **Minimum Primary Street Ground Story Transparency** measured between 2' and 8' above grade	75%	65%	65%
22 **Minimum Transparency per each Story**	15%	15%	15%
23 **Blank Wall Limitations**	Required per floor on all stories (refer to 4.18.4.B. for requirements)		
24 **Primary Street Facade Entrance Type Secondary Street Facade Entrance Type** refer to 4.19.1 Entrance Types	storefront, arcade storefront, arcade, stoop		
25 **Principal Entrance Location**	Primary Street facade		
26 **Required Number of Street Entrances**	1 per each 75' of Primary Street facade		
27 **Ground Story Vertical Facade Divisions**	every 30' of Primary Street facade width; every 60' of Secondary Street facade		
28 **Horizontal Facade Divisions**	required within 3' of the top of the ground story and 5th floor above the first floor		
29 **Permitted Roof Types** refer to 4.19.2 Roof Types	parapet, pitched, flat; tower permitted		

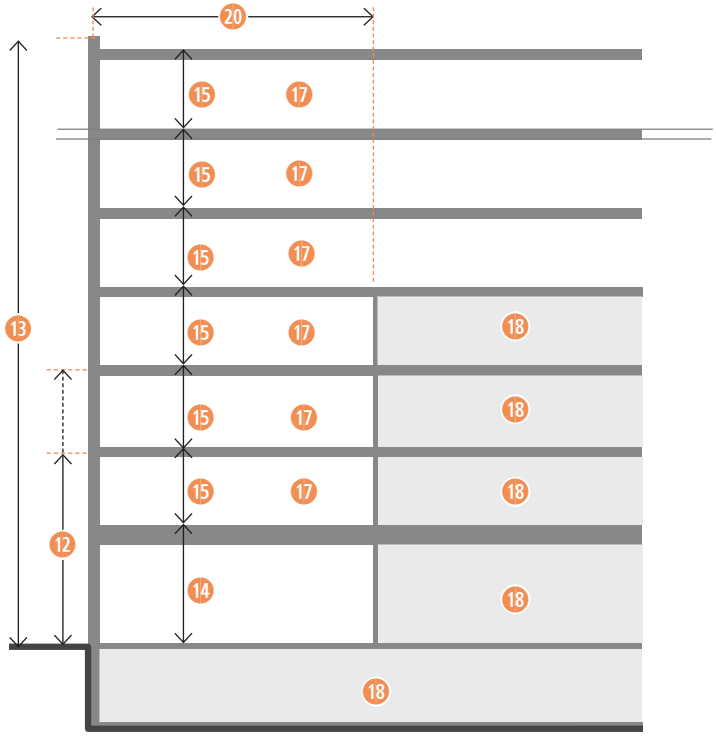


Figure 4.3-C Downtown Storefront Building: Height & Use Requirements

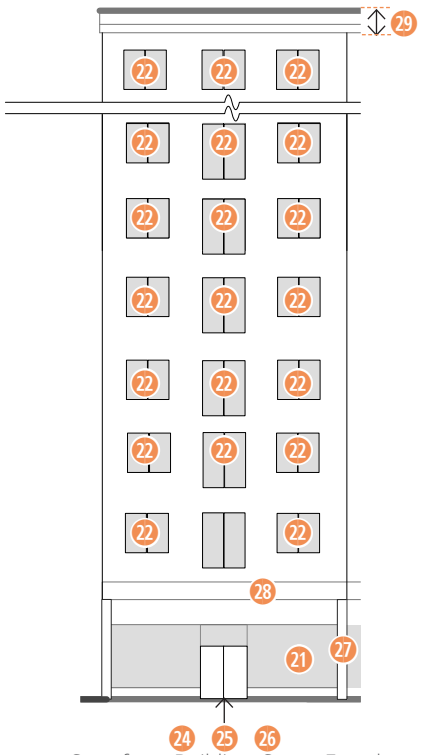


Figure 4.3-D Downtown Storefront Building: Street Facade Requirements

4.14 House A Building Type

4.14.1 DESCRIPTION & INTENT

The House A Building is a large, wide residential building on an oversized lot, which can also potentially accommodate non-residential uses.

The House A Building is set back from the front and corner side lot lines to allow for large landscaped yards.

This type includes a range of larger lots, wider than the House B Building Type, and includes several historic homes that have been converted to offices and museums.

Figure 4.14-A Illustrative Examples of House A Buildings from Hartford

4.14.2 HOUSE A BUILDING TYPE REGULATIONS

	MX-1	MX-2	N-1
A. Building Siting. Refer to Figure 4.14-B House A: Building Siting and 4.18.1 Building Siting for explanation.			
1 **Multiple Principal Buildings**	not permitted	permitted with 5.1 Campus Overlay	not permitted
2 **Minimum Front Lot Line Coverage**	50% NOTE 1	50% NOTE 1	not applicable
3 **Occupation of Corner**	required	required	not applicable
4 **Front Build-to Zone**	within 10′ of Building Line	within 20′ of Building Line	Building Line is minimum setback line
5 **Corner Build-to Zone**	within 5′ of Building Line	within 15′ of Building Line	Building Line is minimum setback line
6 **Minimum Side Setback**	10′	15′	10′
7 **Minimum Rear Setback**	15′	20′	30′
8 **Minimum Lot Width** **Maximum Building Width**	80′ 70′	80′ 100′	80′ none
9 **Maximum Building Coverage** **Maximum Impervious Area** **Additional Semi-Pervious Area**	35% 70% 15% NOTE 2	35% 70% 15% NOTE 2	30% 40% 10% NOTE 2
10 **Parking & Detached Garage Location**	rear and/or limited side yard NOTE 3		rear yard; side yard
11 **Permitted Vehicular Access**	one driveway per lot; circular drop-off drive permitted per 4.1.2.I.(4)		

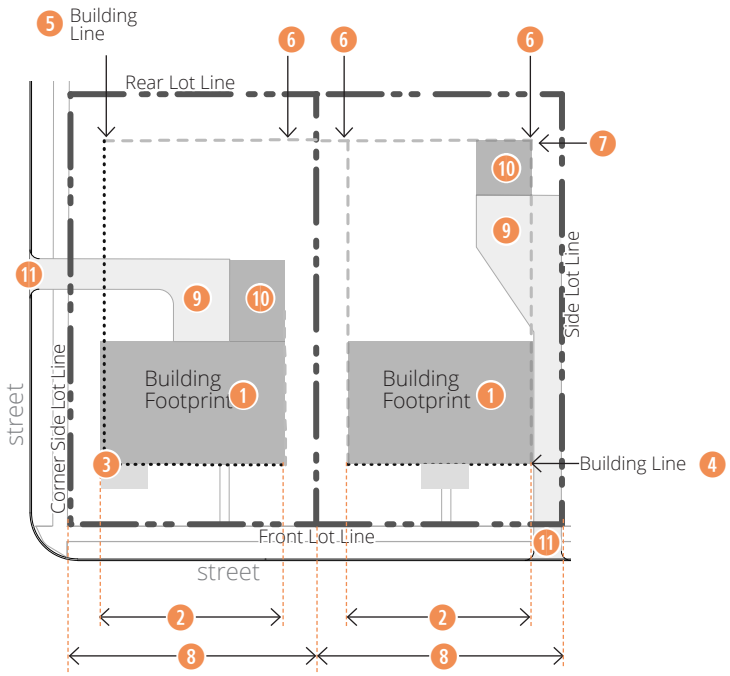


Figure 4.14-B House A: Building Siting

	MX-1	MX-2	N-1
B. Height. Refer to Figure 4.14-C House A: Height & Uses Requirements and 4.18.2 Height for explanation			
12 **Minimum Overall Height**	2 stories	2 stories	2 stories
13 **Maximum Overall Height**	3 stories	3.5 stories	3.5 stories
14 **All Stories:** (Measured floor-to-floor) Minimum Height Maximum Height	 9′ 14′	 9′ 14′	 9′ 14′
C. Uses. Refer to Figure 4.14-C House A: Height & Uses Requirements and 4.18.3 Uses for explanation. Refer to 3.0 for permitted uses.			
15 **All Stories**	any permitted use		residential uses; number of units per district
16 **Parking within Building**	permitted fully in any basement and in rear of all floors		
17 **Entrance to Parking within Building**	rear facade	rear facade, interior side facade	rear facade, interior side facade, limited on front facade NOTE 4
18 **Required Occupied Space**	minimum 30′ deep on all full floors from the front facade, where there is parking within the building		
D. Street Facade Requirements. Refer to Figure 4.14-D House A: Facade Requirements and 4.18.4 Street Facade Requirements for explanation.			
19 **Minimum Transparency per each Story**	12%	12%	12%
20 **Blank Wall Limitations**	required per floor on all stories of street facing facades (refer to 4.18.4.B. for requirements		
21 **Front Facade Entrance Type** refer to 4.19.1 Entrance Types	stoop, porch		
22 **Principal Entrance Location**	front facade		front facade; on parcels over 110′ in width, any facade
23 **Required Number of Street Entrances**	minimum one per building		one; on parcels over 110′ in width, no requirement
24 **Ground Story Vertical Facade Divisions**	not required		
25 **Horizontal Facade Divisions**	not required		
26 **Permitted Roof Types** refer to 4.19.2 Roof Types	pitched; tower	pitched; tower	pitched; tower

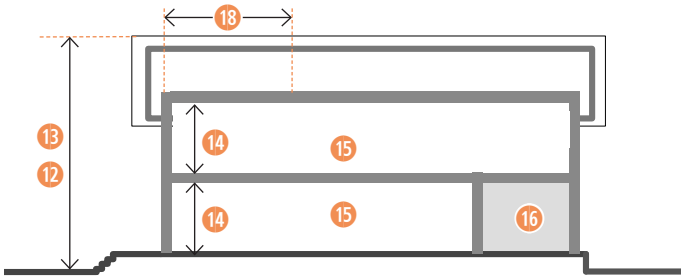


Figure 4.14-C House A: Height & Uses Requirements

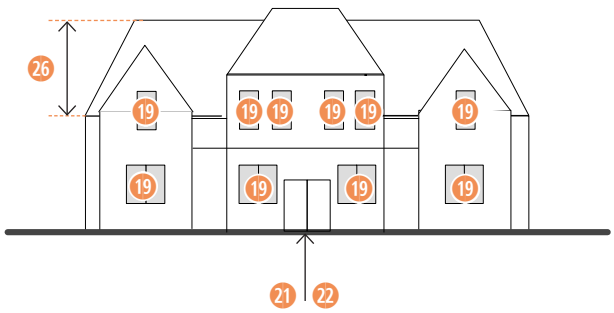
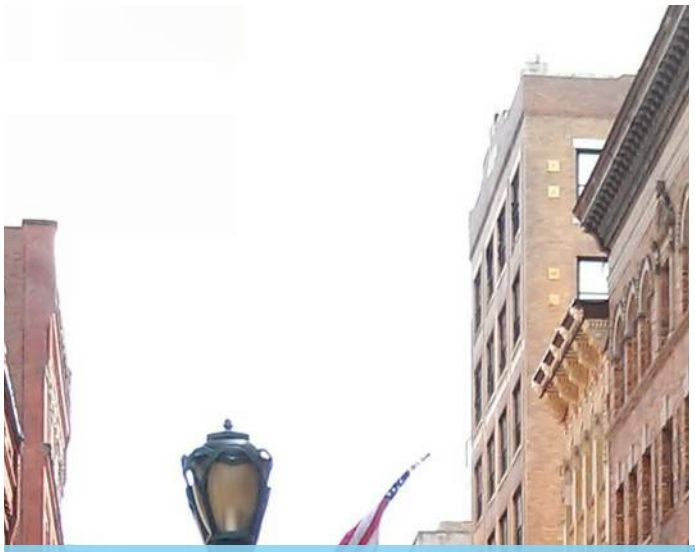
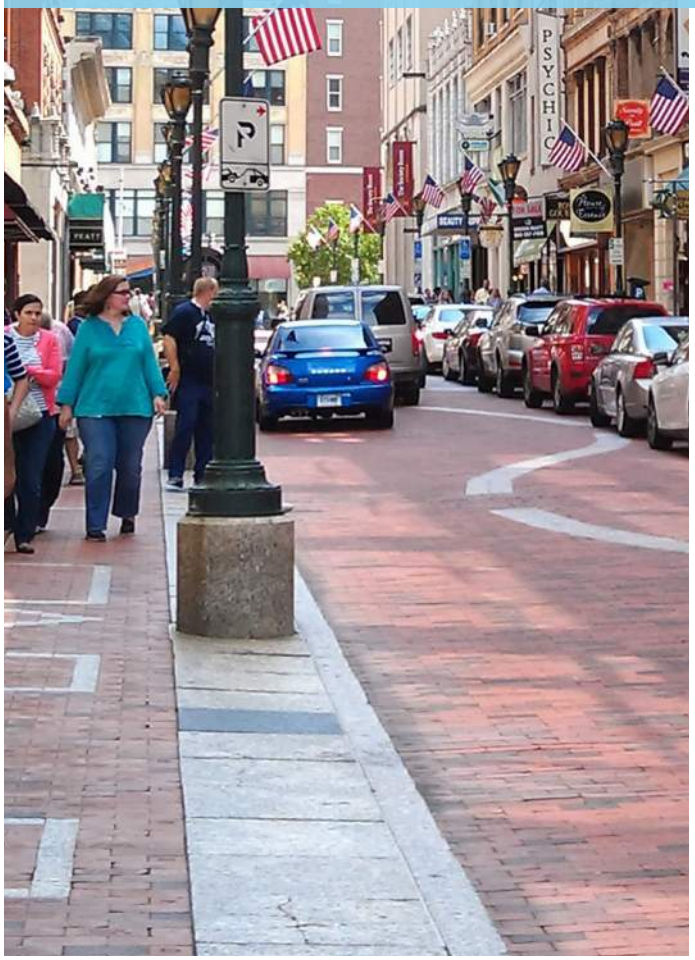


Figure 4.14-D House A: Facade Requirements



9.0 STREET TYPES



SECTIONS

9.4 Neighborhood Street

9.4.1 INTENT

The Neighborhood Street is a very low capacity street designed for slow speeds that primarily serves those properties directly adjacent to it. It exists in residential neighborhoods with building stock largely composed of row houses, condominiums, and One-Unit Dwellings. Refer to the following typical proposed sections in Figure 9.4-A Neighborhood Street.

9.4.2 GENERAL REQUIREMENTS

Neighborhood Streets shall be developed using the standards in Figure 9.4-B Neighborhood Street Requirements.

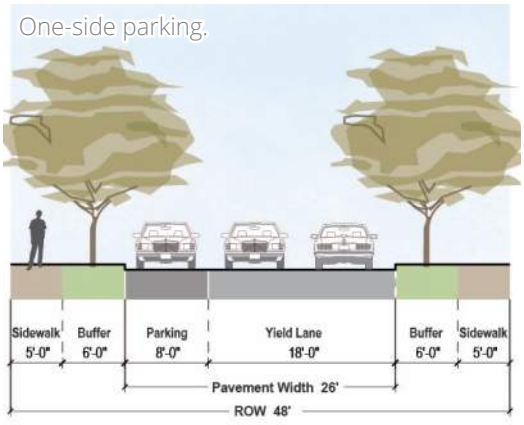
9.4.3 EXAMPLE NEIGHBORHOOD STREETS

Examples of Neighborhood Streets include: Andover Street, Broadview Terrace, Mather Street, Preston Street, and Sargeant Street.

NEIGHBORHOOD STREET REQUIREMENTS	
Permitted Adjacent Building Types	Apartment Building Stacked Flats Row Building House A House B House C Civic Building
Typical Right-of-Way Width	48' - 60'
ROADWAY REALM	
Travel Lanes	2 unmarked lanes, each with a width of approximately 8-9'
Lane Width	See above
Allowable Turn Lanes	Not applicable
Parking Lanes [1]	Parallel required on one side of street
Pavement Width	28' - 34'
Median	Not applicable
Bicycle Facilities [2]	As shown in the bike plan, or if not shown, shared roadway
PEDESTRIAN REALM	
Sidewalk	Minimum 5' wide clear on both sides
Buffer Area	Minimum 8' wide landscape zone

[1] Refer to 9.2.5 for on-street parking requirements
[2] Refer to 9.2.6 for bicycle facility types and requirements

Figure 9.4-B Neighborhood Street Requirements



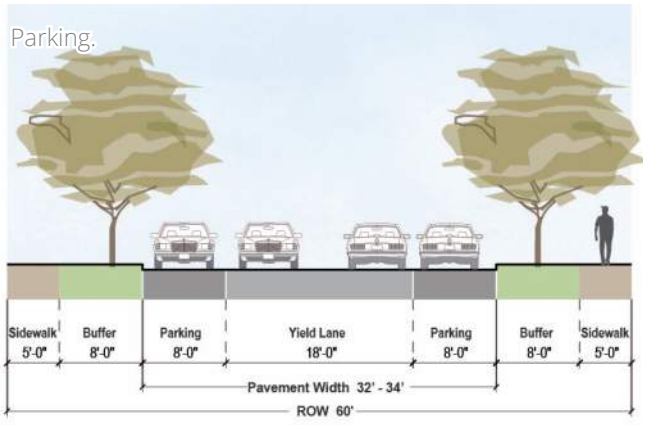


Figure 9.4-A Neighborhood Street

9.5 Residential Connector

9.5.1 INTENT

The Residential Connector is a low capacity street for slow speeds with a standard right-of-way. It primarily serves residences and a small number of businesses directly adjacent to it. In addition, it serves as a main street within the neighborhood. Refer to the typical proposed sections in Figure 9.5-A Typical Residential Connector (1 of 2) and Figure 9.5-C Typical Residential Connector (2 of 2).

9.5.2 GENERAL REQUIREMENTS

The Residential Connector shall be developed using the standards in Figure 9.5-B Residential Connector Requirements.

9.5.3 EXAMPLE RESIDENTIAL CONNECTORS

Examples of Residential Connectors include: Blue Hills Avenue, Garden Street, Hillside Avenue, Scarborough Street, and West Boulevard.

RESIDENTIAL CONNECTOR REQUIREMENTS	
Permitted Adjacent Building Types	General Building Apartment Building Stacked Flats Row Building House A House B House C Civic Building
Typical Right-of-Way Width	55' - 75'
ROADWAY REALM	
Travel Lanes	2; one lane in each direction
Lane Width	10' - 11'
Allowable Turn Lanes	Allowable left-turn only lane in place of parking at most intersections
Parking Lanes [1]	Parallel permitted on one or both sides of the street
Pavement Width	40' - 55'
Median	Allowed with 80' or greater ROW
Bicycle Facilities [2]	As shown in the bike plan
PEDESTRIAN REALM	
Sidewalk	Minimum 5' wide clear on both sides
Buffer Area	Minimum 2', preferred 5' landscape zone

[1] Refer to 9.2.5 for on-street parking requirements
[2] Refer to 9.2.6 for bicycle facility types and requirements

Figure 9.5-B Residential Connector Requirements

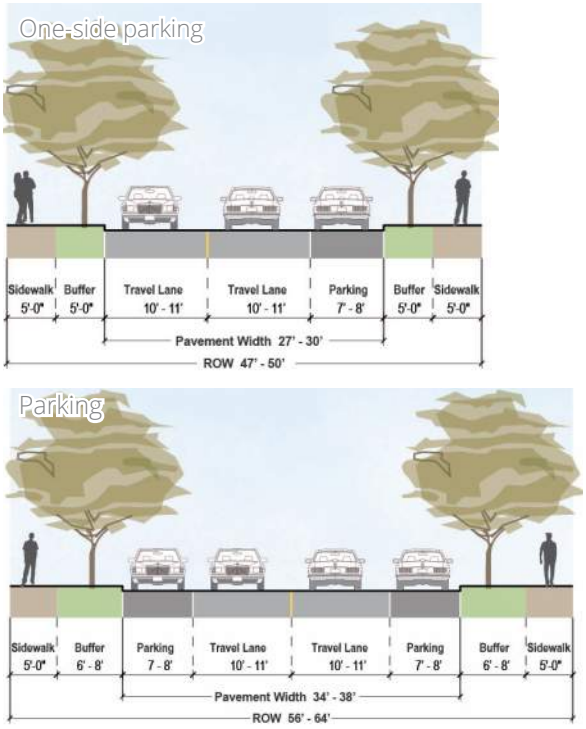


Figure 9.5-A Typical Residential Connector (1 of 2)

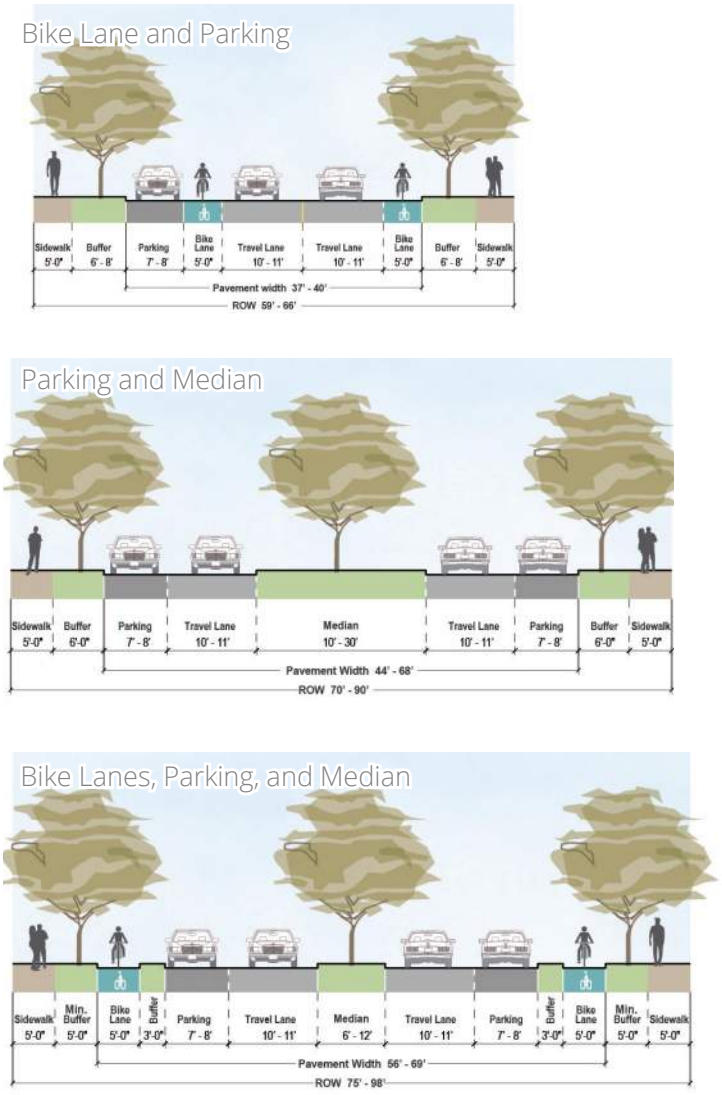


Figure 9.5-C Typical Residential Connector (2 of 2)

9.6 Commercial Connector Street

9.6.1 INTENT

The Commercial Connector is a low to medium capacity street for medium speeds and it primarily serves businesses, many of which are large offices or auto-related. It provides multi-modal crosstown connections. Refer to the following typical proposed sections in Figure 9.6-A Typical Commercial Connector Street and Figure 9.6-C Alternative Commercial Connector.

9.6.2 GENERAL REQUIREMENTS

Commercial Connectors shall be developed using the standards in Figure 9.6-B Commercial Connector Requirements.

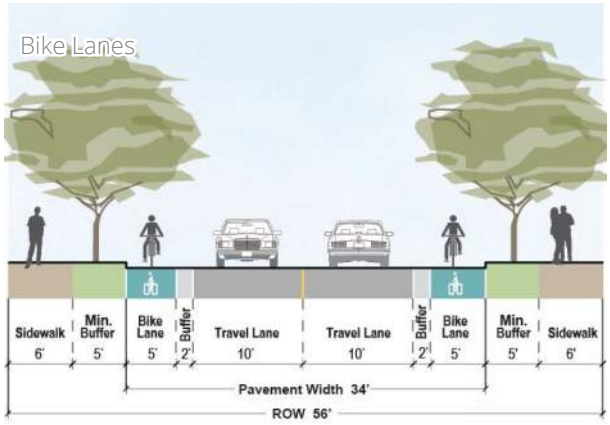
9.6.3 EXAMPLE COMMERCIAL CONNECTORS

Examples of Commercial Connectors include: Barbour Street, Broad Street, Homestead Avenue, New Britain Avenue, and Park Street.

COMMERCIAL CONNECTOR STREET REQUIREMENTS	
Permitted Adjacent Building Types	All
Typical Right-of-Way Width	55' - 80'
ROADWAY REALM	
Travel Lanes	1 lane in each direction
Lane Width	10' - 11'
Allowable Turn Lanes	Right permitted in place of parking at intersections with Avenue; left only with median alternative
Parking Lanes [1]	Parallel or angled allowed on both sides of street
Pavement Width	30' - 55'
Median	Permitted with 80' or greater right-of-way.
Bicycle Facilities [2]	As shown in the bike plan
PEDESTRIAN REALM	
Sidewalk	Minimum 6' wide clear on both sides
Buffer Area	Minimum 3' wide landscape zone or furnishings zone; adjacent to residential & OS districts, a landscape zone is required

[1] Refer to 9.2.5 for on-street parking requirements
[2] Refer to 9.2.6 for bicycle facility types and requirements

Figure 9.6-B Commercial Connector Requirements



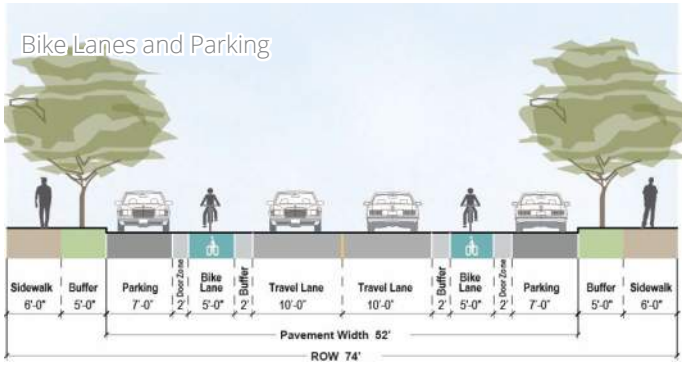


Figure 9.6-A Typical Commercial Connector Street

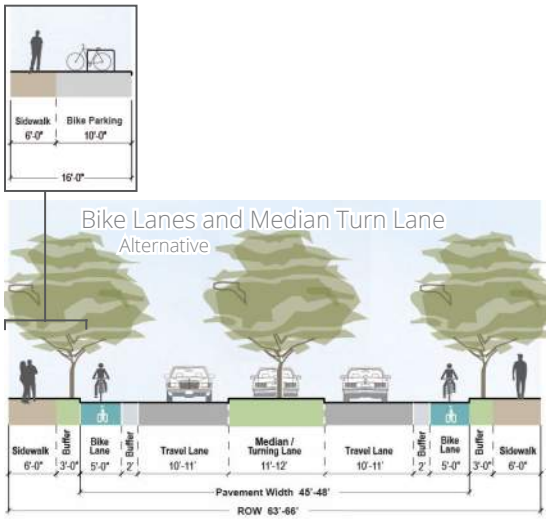


Figure 9.6-C Alternative Commercial Connector

9.7 Avenue

9.7.1 INTENT

The Avenue is a medium capacity street for low to medium speeds. The buildings directly adjacent to it are primarily 2-3 story mixed-use with the ground floor dedicated to neighborhood and general retail and services. It is designed to function as a multi-modal key retail corridor for the city. Refer to the following typical proposed sections in Figure 9.7-A Typical Avenue.

9.7.2 GENERAL REQUIREMENTS

Avenues shall be developed using the standards in Figure 9.7-B Avenue Requirements.

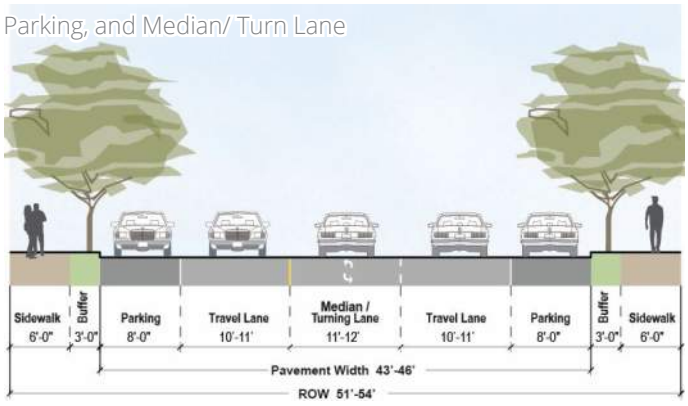
9.7.3 EXAMPLE AVENUES

Examples of Avenues include: Albany Avenue, Farmington Avenue, Maple Avenue, Washington Street, and Wethersfield Avenue.

AVENUE REQUIREMENTS	
Permitted Adjacent Building Types	All
Typical Right-of-Way Width	66' - 80'
ROADWAY REALM	
Travel Lanes	1 lane in each direction
Lane Width	10' - 11'
Allowable Turn Lanes	Right permitted in place of parking at intersections with Connector; left with median; continuous center left turn lane
Parking Lanes [1]	Parallel required on both sides of street; angled permitted for alternative
Pavement Width	50' - 65'
Median	Permitted with 80' or greater right-of-way
Bicycle Facilities [2]	As shown in the bike plan
PEDESTRIAN REALM	
Sidewalk	Minimum 6' wide clear on both sides
Buffer Area	Minimum 3' wide landscape zone or furnishings zone; adjacent to residential & OS districts, the landscape zone is required

[1] Refer to 9.2.5 for on-street parking requirements
[2] Refer to 9.2.6 for bicycle facility types and requirements

Figure 9.7-B Avenue Requirements



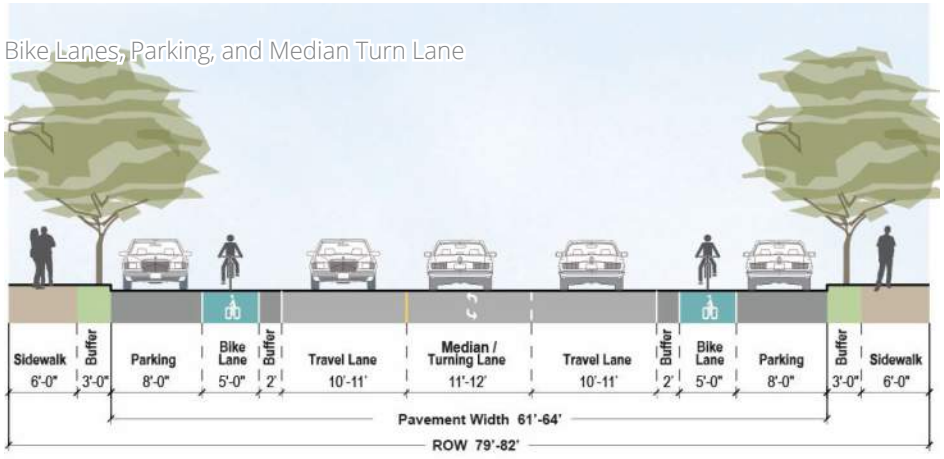


Figure 9.7-A Typical Avenue

9.8 Boulevard

9.8.1 INTENT

The Boulevard is a high capacity street for medium to high speeds. The buildings directly adjacent to it are primarily 1-2 story general and neighborhood retail, and residential. It functions as a key corridor that connects neighborhoods and residents within the city as well as a destination in itself for the community to gather. Refer to the following typical proposed section in Figure 9.8-A Typical Boulevard.

9.8.2 GENERAL REQUIREMENTS

Boulevards shall be developed using the guidelines in Figure 9.8-B Boulevard Requirements.

9.8.3 EXAMPLE BOULEVARDS

Examples of Boulevards include: Airport Road, Franklin Avenue, Mark Twain Drive, North Main Street, and Trumbull Street.

BOULEVARD REQUIREMENTS	
Permitted Adjacent Building Types	All
Typical Right-of-Way Width	85' and over
ROADWAY REALM	
Travel Lanes	up to 2 lanes each direction
Lane Width	11' or 12' with truck traffic
Allowable Turn Lanes	Permitted in place of parking and bulb out at intersections
Parking Lanes[1]	Both sides, parallel only
Pavement Width	55 - 70'
Median	Permitted, minimum 5' wide, preferably 12' wide
Bicycle Facilities[2]	As shown in the bike plan
PEDESTRIAN REALM	
Sidewalk	Minimum 6' wide clear on both sides with bulb-outs
Buffer Area	Minimum 4' wide landscape zone or furnishings zone, both sides; adjacent to residential & OS districts, landscape zone is required

[1] Refer to 9.2.5 for on-street parking requirements
[2] Refer to 9.2.6 for bicycle facility types and requirements

Figure 9.8-B Boulevard Requirements

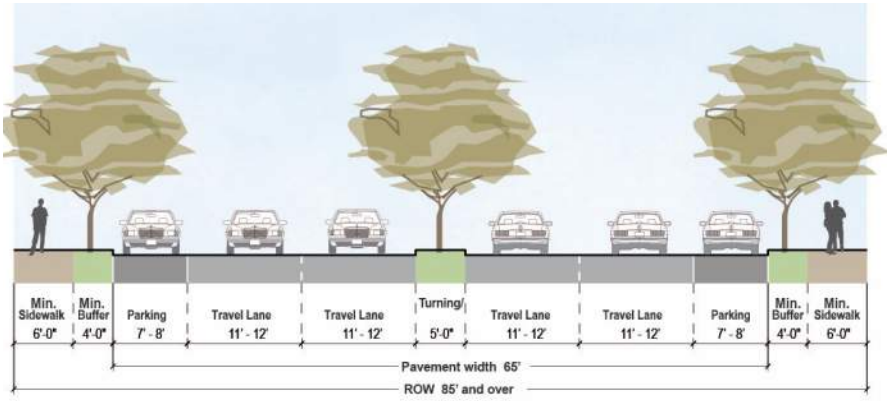


Figure 9.8-A Typical Boulevard