COMMUNITY
connectivity program

Canton

Canton Town Green (Route 44 and Route 565)

Road Safety Audit

May 23, 2016

CONNECTICUT DEPARTMENT OF TRANSPORTATION

AECOM

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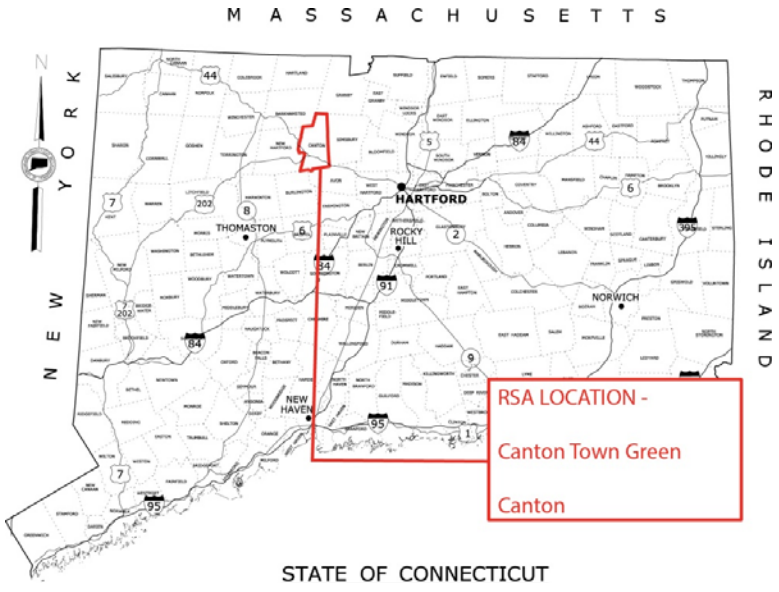
The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency and severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the FHWA. For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



1 Introduction to the Canton (Canton Town Green) RSA

The Town of Canton submitted an application to complete an RSA around the Town Green to improve safety for pedestrians and bicyclists. Route 44 (Albany Turnpike) and Dowd Avenue are the primary roadways traversing this area. The location has been identified in several plans (The Canton Plan of Conservation and Development, CRCOG Regional Pedestrian Bicycle Plan, and 2000 CRCOG Route 44 Corridor Study) as an area of concern. The existing roadway configuration and signal phasing for the Dowd Avenue and Albany Turnpike intersection is confusing, and left turns from Dowd Avenue to Albany Turnpike are prohibited. Although the signal provides a continuous green to Route 44 westbound traffic, traffic from Dowd Avenue will cross their path in order to access the shopping village on the north side of the intersection.

The Town Green is utilized for events, but the pedestrian path network leading to this area is broken and discontinuous. Portions of the sidewalk, which had previously been buried, have recently been unearthed and returned to service. During heavy rains the sidewalks along Dowd Avenue become flooded and impassable. Along Route 44 the sidewalks are broken by large curb cuts that give motorists priority over pedestrians. The Farmington River Rail Trail is in the vicinity of the Town Green, with access points located on Commerce Drive and Canton Springs Road. However, there are no safe and clear connections between the trail and the green.

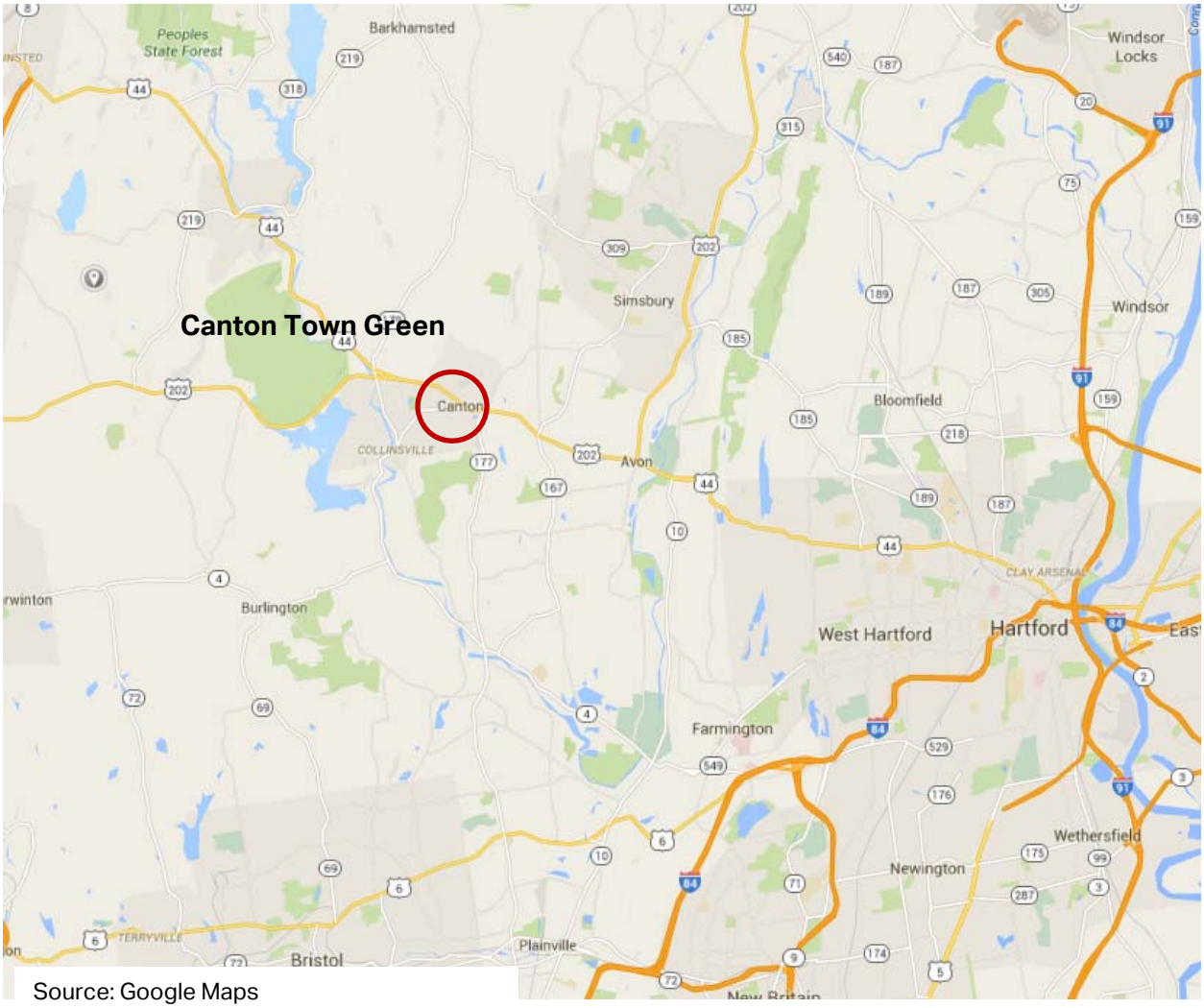
The Town of Canton's application contained information on traffic volumes, crash data, and mapping of the intersection. The application and supporting documentation are included in Appendix A.

1.1 Location

The study location includes the roads surrounding the town green in the Town of Canton and the Farmington River Rail Trail crossings on Canton Springs Road and Commerce Drive (Figure 1). It includes Dowd Avenue (Route 565) and Albany Turnpike (Route 44). The Dowd Avenue Average Daily Traffic (ADT) is 7,400 vehicles per day (vpd.) and the Route 44 ADT is 22,000 vpd west of Dowd Avenue and 29,000 vpd. east of Dowd Avenue. These are significant volumes of traffic for a corridor to process.

Figure 1. Canton Town Green

Route 44 is a state owned and maintained facility that runs in a relatively straight east/west direction. Dowd Avenue is also a state owned and maintained facility and connects Route 44 to River Road (Route 179). Two roads, Durham Road and Canton Green Road, provide connections between Route 44 and Dowd Avenue. Route 44 accommodates heavy traffic because it is the primary east-west thoroughfare in the region (Figure 2). Both Commerce Drive and Canton Springs Road connect several housing and community developments to Dowd Ave.



Source: Google Maps

Figure 2. Canton Regional Context

2 Pre-Audit Assessment

2.1 Pre-Audit Information

As noted previously, traffic volumes are significant at this location. Crash history shows that the most frequent are rear-end crashes on the approaches to the intersections and driveways (Figure 3). This is indicative of congestion coupled with access management issues (many driveways). The peak crash rate is in the afternoon, which can be attributed to commuting, shopping, and school activities.

Severity Type	Number of Accidents	
Property Damage Only	40	75%
Injury (No fatality)	13	25%
Fatality	0	0%
Total	53	

Table 1. Crash Severity

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	4	8%
Rear-end	24	45%
Turning-Intersecting Paths	4	8%
Turning-Opposite Direction	7	13%
Fixed Object	2	4%
Backing	0	0%
Angle	12	23%
Turning-Same Direction	0	0%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Total	53	
Unknown	0	0%

Table 2. Crash Type

Source: UConn Connecticut Crash Data Repository

Source: Connecticut Crash Data Repository

Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

There are sidewalks along both sides of Route 44 westward from the intersection of Dowd Avenue. The high number of wide driveways creates gaps in the sidewalk and gives motorists the priority. There are several driveways along the corridor that are broken up by poor ramp transitions from the main sidewalk. The widths of the sidewalks here vary between four and five feet. Along Dowd Avenue there are sidewalks on the northern side until Canton Green Road. Those to the east are five feet wide with driveway ramps. There are no sidewalks on the southern side of the Town Green. The sidewalks to the east were unearthed in 2015 and are three feet wide. There are no sidewalks on Dunham Road or Canton Green Road. On Canton Springs Road and Commerce Road there are no sidewalks between the rail trail and Dowd Avenue.

Route 44 is a four lane road with two lanes in each direction and shoulders which vary between zero and two feet in width. Areas without shoulders typically are found adjacent to sidewalks with snow shelves. The posted speed limit along Route 44 is 40 mph, Canton Springs Road is 25 mph, and Dowd Avenue is 35 mph. An inventory of existing conditions for the entire study area can be found in Table 3.

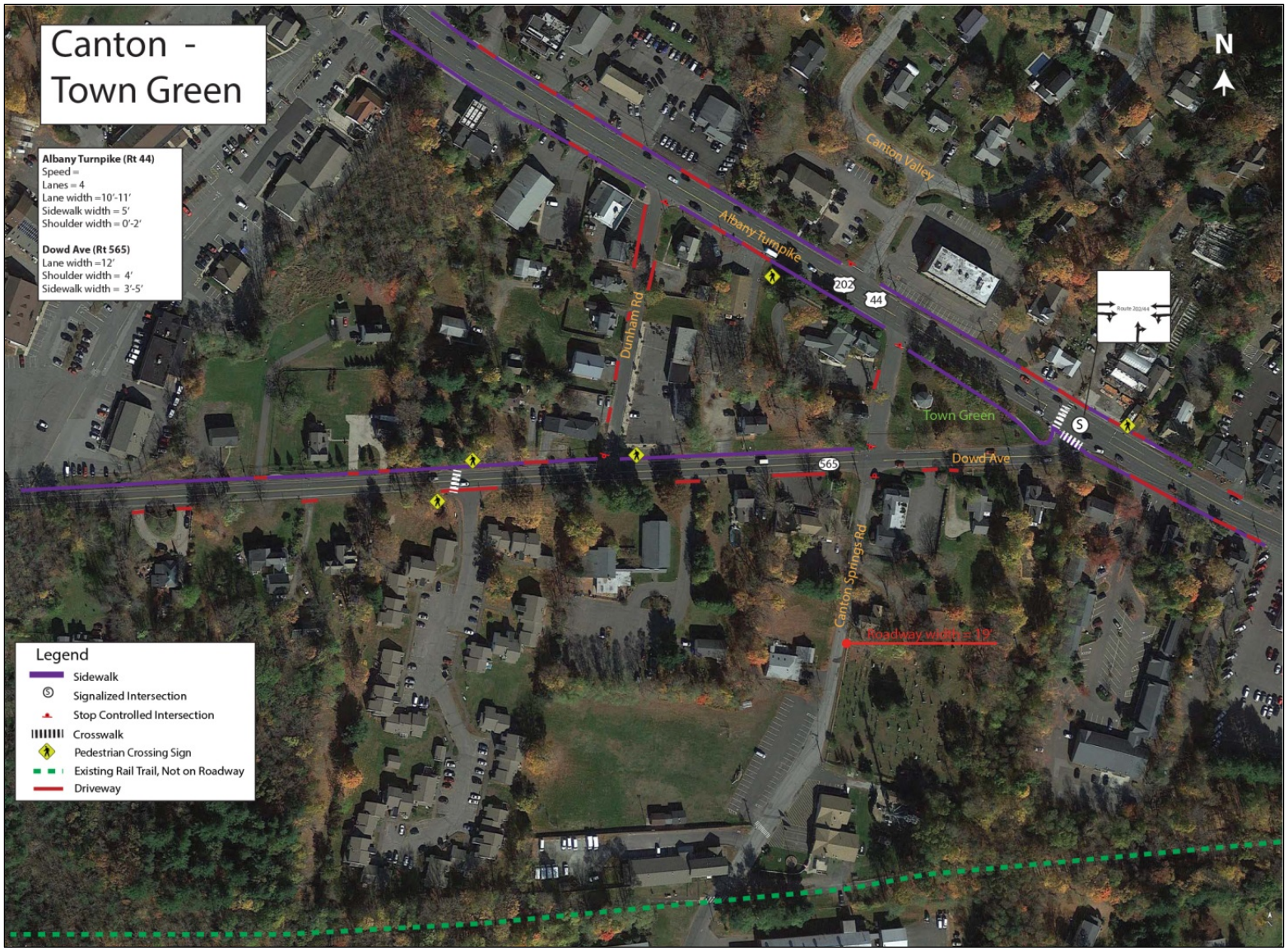


Figure 4. Canton Town Green Geometrics

Canton - Town Green

Street Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Dowd Avenue	Route 565	1	13'	EB	No	N/A	N/A	Asphalt	No	4'	Yes	No
		1	11'	WB	Concrete/Asphalt	3'-5'	Poor	Asphalt	No	4'	Yes	No
Albany Turnpike	Route 44	2	10'-11'	EB	Concrete	4'-5'	Fair	Asphalt	No	0'-2'	Yes	No
		2	11'	WB	Concrete	4'-5'	Fair	Asphalt	No	0'-2'	Yes	No
anton Springs Road	--	1	9'6"	NB	No	N/A	N/A	None	No	N/A	N/A	N/A
		1	9'6"	SB	No	N/A	N/A	None	No	N/A	Yes	No
anton Green Road	--	1	18'	NB	No	N/A	N/A	None	Yes	N/A	N/A	N/A
		1	18'	SB	No	N/A	N/A	None	Yes	N/A	N/A	N/A

***CONDITION – "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.**

Table 3. Street Inventory

2.2 Prior Successful Efforts

A number of best practices have already been applied to the study area. Sidewalks are installed along both sides of Route 44. Fencing has been installed at the business on the north side of the Route 44 and Dowd Avenue intersection to restrict vehicles from traveling straight through from Dowd Avenue. Along Dowd Avenue the buried sidewalk has been unearthed. The rail trail crossings are vibrant with proper signage and bollards. Along Commercial Drive new sidewalk has been installed to connect the rail trail to the community to the south.

2.3 Pre-Audit Meeting

The RSA was conducted on May 23, 2016. The Pre-Audit meeting was held at 8:30 AM in the Canton Police Station Conference Room located at 51 River Road in Canton.

The RSA Team was comprised of staff from CTDOT, AECOM, and representatives from several Canton departments and organizations including the Planning Department, Police Department, and Department of Public Works. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

RSA Team members from Canton presented relevant information for the audit, including:

- There is a section along Dowd Avenue where there is no sidewalk. In the winter people walk in the street.
- There have been previous studies that have predetermined long term goals but there are no interim plans. The focus should be short term/interim plans.
- Where the Town Green and Dowd Avenue intersect there are no sidewalks on the south side of the Town Green triangle, although there may be an old buried sidewalk in this area. However, since it is likely to be 6-8 inches below the ground, it may not be usable because it would flood in rain events.
- There are drainage issues along Dowd Avenue; the sidewalks are below the road grade.
- Route 44 is the only major east to west connector and has heavy traffic.
- Canton Springs Road is a connector to the rail trail.
- There are a lot of wide driveways.
- In some cases there is a sidewalk but it is not up to code.
- CTDOT is initiating a district wide program to remove pedestrian crossing signs from all signalized intersections in an effort to clean up signage. They will also be replacing all remaining signs with new retroreflective ones. They will be sending a list over to the town for review.

- At the Dowd Avenue intersection, westbound traffic on Route 44 has a continuous green, unless the pedestrian phase is called.
- Right turn on red is prohibited from Dowd Avenue to Route 44.
- There are many commercial driveways that were designed for vehicles and were not designed to be pedestrian crossings.
- The property across from the Dowd Avenue intersection has potential for redevelopment with a high volume traffic generator. If this were to occur, the intersection would require a complete redesign.
- There is a need to provide a better connection between the Canton Village (a commercial plaza), the town green and the rail trial.
- From the rail trail, Canton Spring Roads is inadequate to get to Dowd Avenue because it is narrow and constrained by right-of-way. There is a lot of traffic on it since it connects to a large neighborhood to the south.
- The town recently received a grant to install an automatic crossing signal on the trail head which has pedestrian activated flashers that are triggered by motion. The town conducted counts and found that pedestrians only push the button 20% of the time. However, when activated, the flashers are effective 90% of the time. Trail counts show that 117,000 people use the trail in a season.
- The current speed on Route 44 is 40 MPH. If the town would like it reduced to 35 MPH they must make a request to the CTDOT Office of the State Traffic Administration (OSTA) with a justification.
- Canton is working on redeveloping the village center and revising the area zoning. This will help to add visual cues.

3 RSA Assessment

3.1 Field Audit Observations

- Canton Springs Road is not striped. It is only 19 feet wide.

- A utility pole blocks sight distance when crossing Canton Springs Road on the rail trail (Figure 5).

- The parking area for the park has an expansive curb cut and lacks access management. Vehicles can exit from their parking space straight onto the road, providing an uneasy feeling for pedestrians. A grass buffer would provide access management and provide comfort to pedestrians (Figure 6).

Figure 5. Poor Sight Distance From the Rail Trail Crossing

Figure 6. Expansive Curb Cut

- A pedestrian was observed walking with their back to traffic, this is a common occurrence. Signage indicating "Walk on the Left" and to share the road with bicycles would be helpful.
- Vehicles speed up and down Canton Springs Road and there are no visual cues that there is a rail trail crossing.
- There is a crosswalk between the fire station and the parking area on Canton Springs Road. It is not perpendicular and measures 33 feet long.
- The rail trail crossing is well marked and signed for trail users crossing Canton Springs Road (Figure 7).
- The pedestrian symbol in the road leading up to the rail trail crossing has faded significantly.
- Canton Springs Road has non bicycle-friendly catch basins.
- In 2015 the DPW unearth buried sidewalk between Dunham Road and Canton Green Road (Figure 8). The sidewalk is 6-8 inches below grade and floods easily. It is three feet wide and many utility poles encroach on it.
- Dowd Avenue has 4 foot wide shoulders.
- The Canton Town Green was used more in the past than it is now, but when events do occur there are significant issues with pedestrian flow, pedestrian crossings and traffic.
- Canton Green Road provides access for Union Saving Bank and the Gallery on the Green. There is ample parking space in front of the art gallery and the road is widest at this point (36 feet). This road has no sidewalks or crosswalks.

Figure 7. Rail Trail Crossing

Figure 8. Recently Unearthed Sidewalk on Dowd Avenue

Figure 9. Canton Town Green - South Side

- There are no sidewalks on the south side of the town green (Figure 9).
- At the intersection of Dowd Avenue and Route 44, left turns onto Route 44 are prohibited. This allows westbound traffic on Route 44 to have a free flow green. The only time west bound traffic receives a red is during the exclusive pedestrian phase. There is a median which extends into the crosswalk across Dowd Avenue, creating a narrow area within the crosswalk. In the median there are "No Left Turn" signs that block the view of the pedestrian signal. The pedestrian heads are not the countdown models (Figure 10).
- At the Dowd Avenue and Route 44 intersection there was a problem caused by vehicles proceeding straight through from Dowd Avenue to the business on the north side. This was in conflict with the westbound through traffic on Route 44, which has a continuous green phase. A fence was erected in front of the business to provide access management. It has been largely successful, although vehicles still occasionally make this maneuver.
- There are many driveways along Route 44 that were designed to favor the vehicular movements over the pedestrians on the sidewalks. This has resulted in gaps in the sidewalk. Many of the driveways could be tightened up, consolidated or aprons installed to create a continuous sidewalk (Figure 11).
- Route 44 will be repaved this year as part of VIP. This work is expected to begin in July.
- The shoulders along Route 44 vary between 2 feet and less than one foot. This road has 2 lanes in each direction. The west bound lanes are each 11 feet wide and the east bound has one 11 foot and

Figure 10. Pedestrian Crossing at the Dowd Avenue and Route 44 Intersection

Figure 11. Expansive Driveways Along Route 44

Figure 12. Sidewalk Along Route 44 Which Provides an Unwelcoming Feeling

one 10 foot wide lane. The Route 44 corridor widens to the west (Figure 12).

- In some locations along Route 44 there is a snow shelf, but it is not consistent. Generally, the shoulder is narrower in locations where there is a snow shelf.
- There are several locations where tire track marks encroach on the sidewalk (Figure 13).
- In some locations shrubs are planted alongside the sidewalk resulting in narrower useable sidewalks because of encroachment.
- Sidewalk on Dowd Avenue by the Village Shops is concrete and in good condition (Figure 14).
- There is no crosswalk across Town Green Road on either side.
- In Canton it is legal to ride a bike on the sidewalk.
- Dowd Avenue has 4 foot wide shoulders and 12 foot wide lanes.
- Along Dowd Avenue, closer to the Town Green, the sidewalk is narrow (Figure 15).
- At the rail trail crossing on Commerce Drive there is a new sidewalk to the south. From the trail there are sight distance issues and the vegetation needs to be cut back. Several cyclists and pedestrians were observed not stopping at the crossing.
- Canton has just started painting double yellow center lines on local roads.

Figure 13. Vehicle Track Marks

Figure 14. Sidewalk in Good Condition

Figure 15. Narrow Asphalt Sidewalk

3.2 Post-Audit Workshop - Key Issues

- Either Canton Spring Roads or Commerce Drive needs to have a connection between the rail trail and Canton Village. One of these locations is a candidate for the automatic pedestrian flashers. Both of these locations have traffic and sightline issues. The sidewalks on Dowd Avenue are on the north side, so a crossing would be needed.
- The sidewalks on Dowd Avenue are in poor condition (Figure 16).
- The intersection of Dowd Avenue and Route 44 has visibility issues crossing to the east. The pedestrian signal timing also seemed short.
- There are very large gaps in the sidewalk along Route 44 due to driveways.
- Between Canton Town Green and Dunham Road the sidewalk is in poor condition along Route 44.
- There is a need for formal crossing from the Canton town green to Canton Spring Road (Figure 17).
- During rush hour Dowd Avenue backs up.
- Access management needs to be applied to Route 44.
- The town would like to do work on the green such as removing old trees, updating signs and replanting. They would like to know where to put the sidewalk on the green as part of their overall plan.
- Could a road diet be performed on Route 44?
- Cars trying to take a left turn onto Dowd Avenue stop traffic since there is no dedicated turn lane.

Figure 16. Sidewalk Along Dowd Avenue in Poor Condition

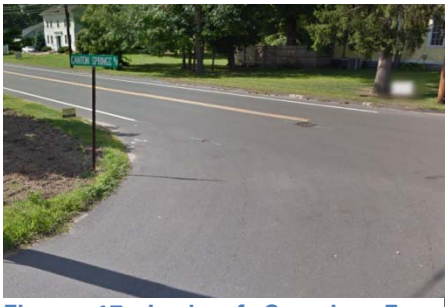


Figure 17. Lack of Crossing From Canton Town Green Road To Canton Springs Road

This results in the operational loss of a through lane (Figure 18).

- It is uncomfortable for pedestrians and cyclists on Route 44.
- Traffic calming is needed.
- The curb cuts on Canton Springs Road are undefined, and parking is not controlled.
- Canton zoning regulations require that all new development must provide new sidewalk and bike and pedestrian access from the front door.

Figure 18. Left Turning Vehicles Blocking Traffic

4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two years or more when funding is available.

4.1 Short Term

1. Coordinate with CTDOT on the removal of pedestrian crossing signs.
2. Replace pedestrian crossing signs with retroreflective ones.
3. Evaluate the timing of the Route 44 and Dowd Avenue signal.
4. Install appropriate way finding from the rail trail to businesses such as Canton Village that direct the use of Commerce Drive.
5. Narrow Dowd Avenue lane widths to 11 feet.
6. Narrow lanes widths on Route 44 to 10 foot lanes and widen the shoulders to calm traffic down.
7. Apply to OSTA to lower the speed limit on Route 44 from 40 MPH to 35 MPH.

8. Either pull back or extend the median at the Route 44 and Dowd Avenue intersection in order to improve visibility of the pedestrian crossing heads and straighten out the crossing.
9. Examine the right-of-way and determine if there is enough space for a left turn lane onto Dowd Avenue from Route 44.
10. Add a crosswalk from Canton Springs Road to Canton Green Road.
11. Paint sharrow symbols, add pedestrian signs, establish a crossing at Dowd Avenue and install share the road signs on Commerce Drive.
12. Unearth the sidewalk on the Canton Town Green.
13. Install the automatic pedestrian detector at the Commerce Drive rail trail crossing.
14. Add signage to Canton Springs Road to indicate that pedestrians should walk on the left and for motorists to share the road with bicyclists.

Figure 23 depicts these recommendations.

Figure 19. Example of Way Finding

Figure 20. Cut Back or Pull up Median to Straighten Crossing

Figure 21. Add a Crosswalk

Figure 22. Example of a Sharrow

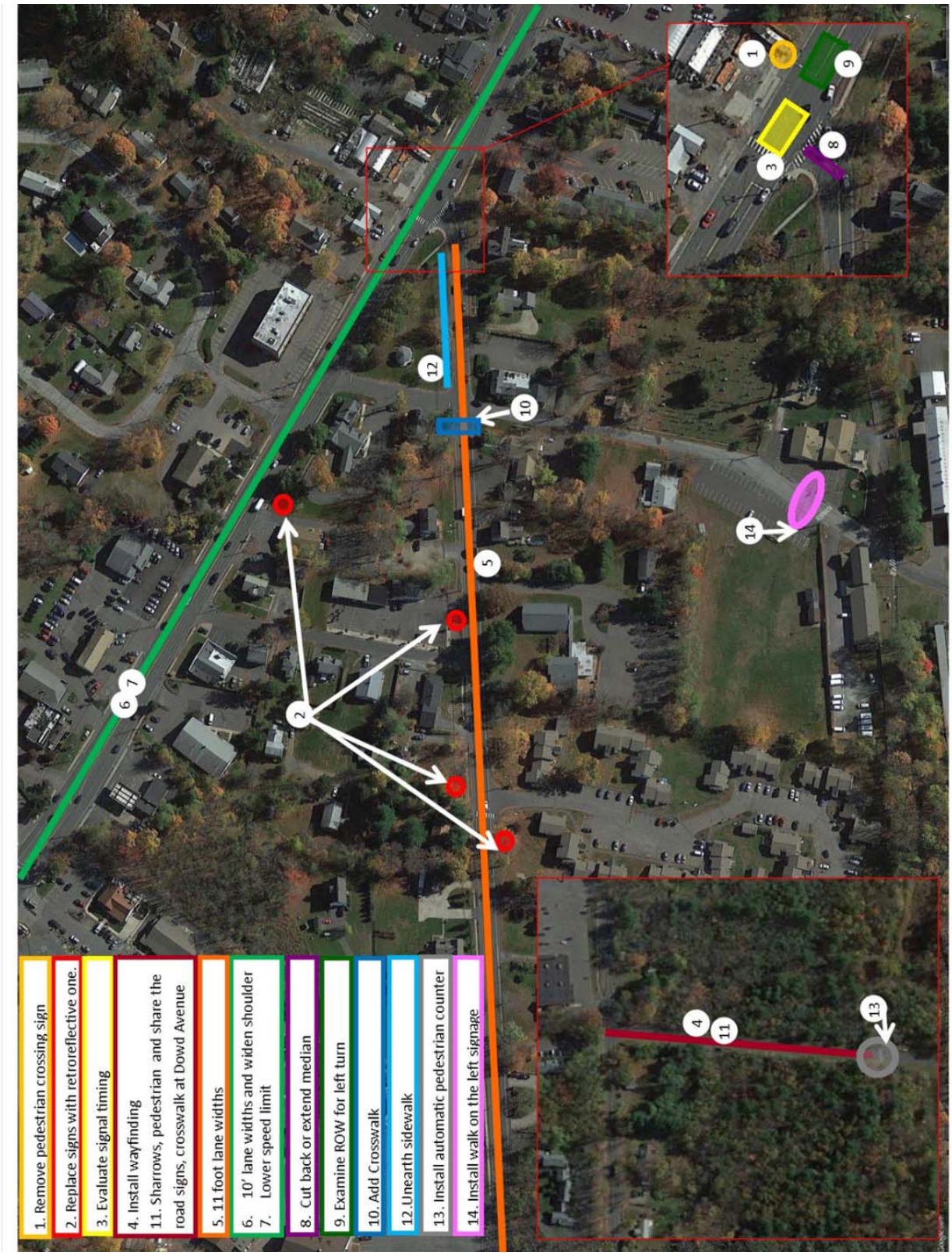


Figure 23. Short Term Recommendations

4.2 Medium Term

1. Install sidewalks from Commerce Drive up to Dowd Avenue and a crossing to connect the rail trail to the commerce areas.
2. Add curbing and create a buffer at the parking area on Canton Springs Road to define the parking area.
3. Relocate the Union Savings Bank driveway onto Route 44 and close Canton Green Road.
4. Add crosswalk and pedestrian heads to route 44 where missing.
5. Update all sidewalk ramps to be ADA compliant and install detectable warning strips.
6. Replace all pedestrian heads with countdown ones.

Figure 26 depicts these recommendations.

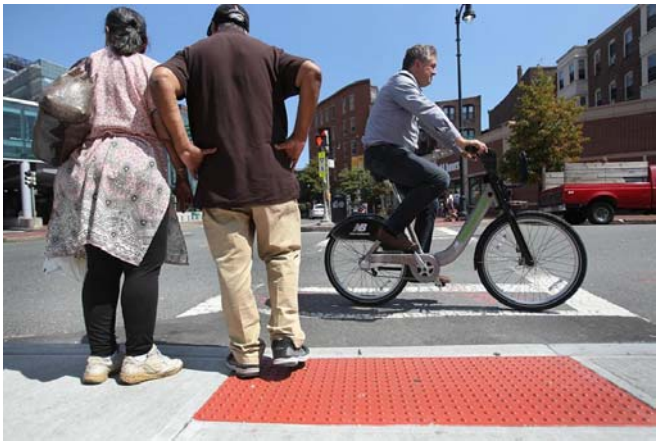


Figure 24. Example of Detectable Warning Strips

Figure 25. Countdown Signal

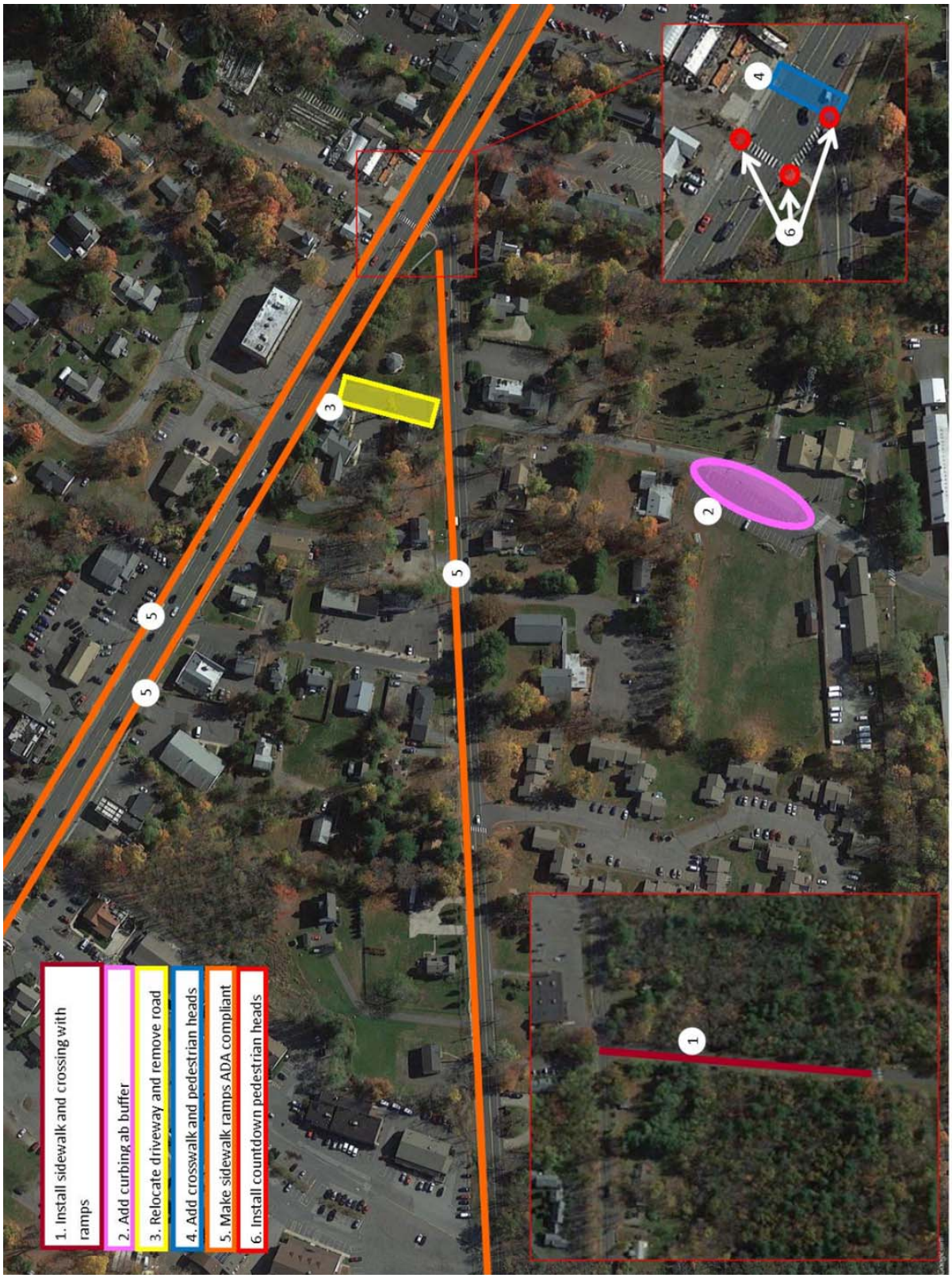


Figure 26. Mid Term Recommendations

4.3 Long Term

1. Conduct a road diet on Route 44.
2. Construct a left turn lane from Route 44 to Dowd Avenue.
3. Redo all driveway aprons and sidewalks along Route 44 to create continuous sidewalks, improve connectivity and enhance safety. This may require narrowing or combining driveways to reduce crossing widths.
4. Implement the recommendations for Canton Springs Road and Canton Green Road found in the Route 44 study conducted in 2000.
5. Upgrade the sidewalks between Dunham Road and the Town Green to resolve drainage issues.
6. Reconstruct the intersection of Dowd Avenue and Route 44 into a normal "T" configuration and add an exclusive left turn lane on to Dowd Avenue.
7. Install a speed table at the Canton Springs Road rail trail crossing in order to slow vehicles down.

Figure 27. Example of Driveway Apron

Figure 28. Example of Speed Table

Figure 29 depicts these recommendations.

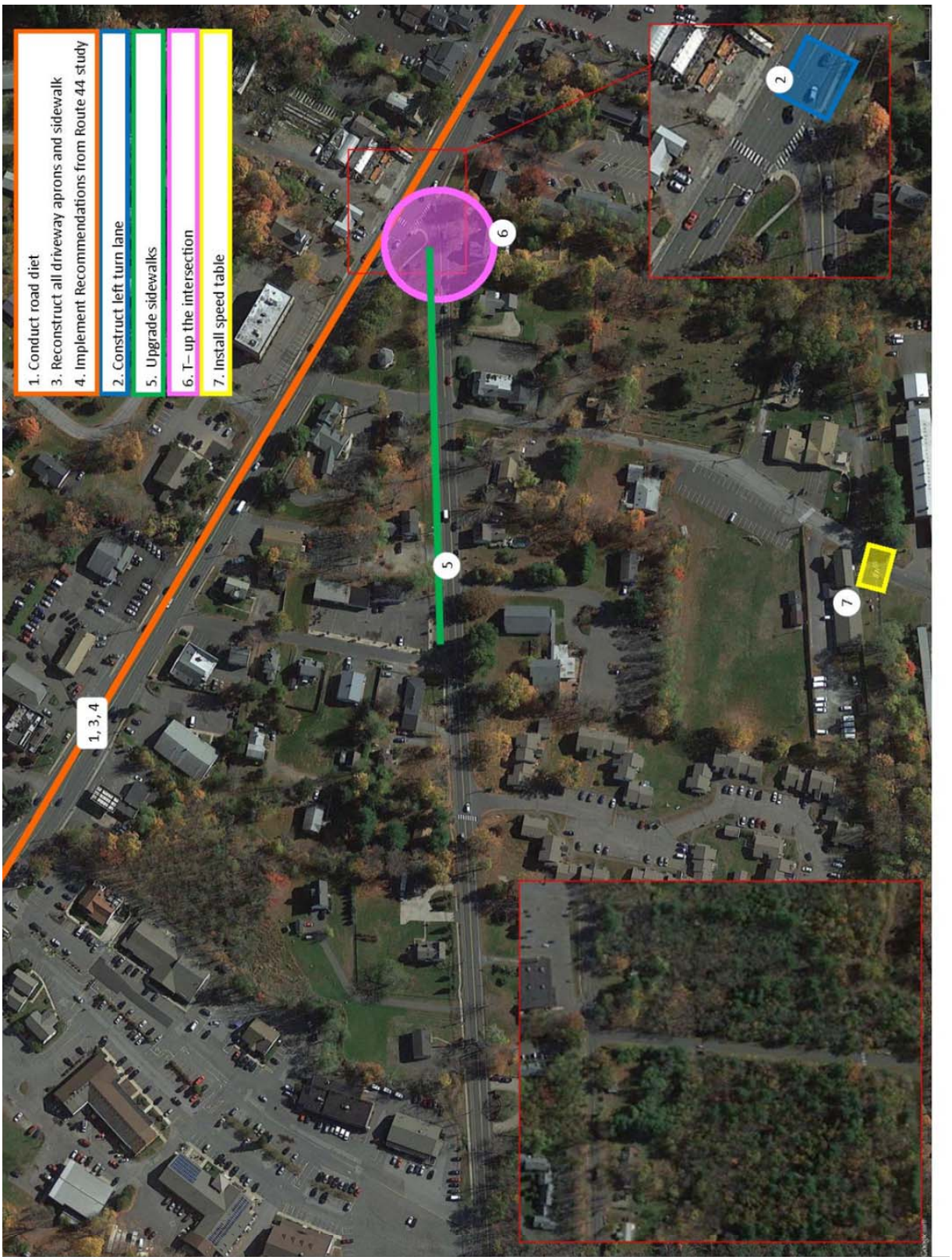


Figure 29. Long Term Recommendations

5 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the Town of Canton RSA and provides Canton with an outlined strategy to improve the transportation network around its town green for all road users particularly focusing on pedestrians and cyclists. Moving forward, Canton may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development around the town green

COMMUNITY
connectivity program

Appendix A

Built to deliver a better world

Welcome to the Community Connectivity Program Application

Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

Name	Neil S. Pade AICP
Title	Director of Planning and Community Development, Town of Canton
Email Address	npade@townofcantonct.org
Telephone Number	(860) 693-7891

2. Location information

Address	178 Albany Turnpike (Canton Town Green)
Description	Triangle of Route 44, Route 565, Dunham Road, and Canton Village
City / Town	Canton, CT

3. Roadway type
(Please select all that apply)

- [x] State road
- [x] Local road
- [ ] Private Road
- [ ] Other (please specify)

4. Zoning
(Please select all that apply)

- [x] Industrial
- [x] Residential
- [x] Commercial
- [x] Mixed Use
- [x] Retail
- [ ] N/A (not applicable)
- [ ] Other (please specify)

Recreational Field,Town's Safe Routes to School program routes, Recreational Trail

5. Approximate mile radius around the location

¼ mile

Other (Please Specify)

6. Community Sites
(Please select all that apply)

- [x] Community Centers
- [x] Business Districts
- [x] Restaurant/Bar Districts
- [x] Churches
- [x] Housing Complexes
- [x] Proximity to Schools
- [x] Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)
- [ ] N/A (not applicable)
- [ ] Other (please specify)

Recreational Field,Town's Safe Routes to School program routes, Recreational Trail

7. Employment Facilities
(Retail, Industrial, etc...)

- [x] Yes
- [ ] No

If Yes please describe (please specify)

Community shopping and services destination (Canton Village and Route 44 shops, industrial park, and offices are located within the project area.

8. Educational facilities
(Please select all that apply)

- [ ] **Public, Parochial, Private Schools (more than 1 school within a ½ mile)**
- [ ] **University / Community Colleges**
- [ ] **N/A (not applicable)**
- [x] **Other (please specify)**

Area is located within the Town's Safe Routes to School program event routes

9. Transit facilities
(Please select all that apply)

- [x] **Bus**
- [ ] **Rail**
- [ ] **Ferry**
- [ ] **Airport**
- [ ] **Park and Ride Lot**
- [ ] **N/A (not applicable)**
- [ ] **Other (please specify)**

10. Safety Concerns
(Please select all that apply)

- [x] Traffic (volumes & speed)
- [x] Collisions
- [x] Sidewalks
- [x] Traffic Signals
- [x] Traffic Signs
- [ ] Parking Restrictions / Additions
- [x] Drainage
- [x] ADA Accommodations
- [ ] Agricultural & Live Stock crossing
- [x] Maintenance issues (cutting grass, leaves, snow removal)
- [ ] N/A (not applicable)
- [ ] Other (please specify)

11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

Yes

If Yes please describe and list all projects.

This area was studied extensively as part of the 2000 CRCOG Route 44 Corridor Study (attached).
The entirety of this area was recently (2014) reviewed as part of a design charette conducted by Fuss and O'Neill. A new form based code has since been developed to dramatically increase density of anticipated mixed use development in the area. Roadway cross sections were also developed during this charette.

12. Environmental Concerns:

Waterway (rivers, lakes, ocean, etc...)

If Yes please describe and list.

Area drainage is concentrated into one brook that flows directly to Farmington River.

13. Please explain why this location should be considered for an RSA

This area has been the focus of increased development opportunity. Consistent with the Towns POCD and 2014 design charette conducted by Fuss and O'Neill, the area is targeted for high density mixed use development in the future.

Existing roadway configuration and signal design is confusing and dangerous. Over the past 5 years there have been 68 accidents at this location. Route 44 and 565 signal configuration provides a continuous green to west bound traffic. North bound traffic (driver tendency) desires to cut across west bound traffic to visit shopping village to the north.

This location is also the site of the historic Town Green which is well maintained and utilized for events. The pedestrian network leading to this area is broken and interrupted, yet numerous pedestrian movements occur through this area as it contains high density residential housing, retail, offices, services, and community facilities within close proximity. Portions of the sidewalk system were buried earlier in time and unearthed in 2015. Also within the vicinity is the Farmington River Rail Trail, a state greenway and part of a 28 mile active transportation network, that increase cyclists and pedestrian activity in the area as people traverse to and from the Trail off of Commerce Drive and Canton Springs Road to Route 565, and from Route 44 to the Trail. The Farmington Valley Trails Council has documented approximately 137,465 non-motorized users of the Trail in this vicinity. http://www.fvgreenway.org/pdfs/FVTC%20Trail%20Usage%20Study%202013-15.pdf

This area also provides access to the town's only transit route.
Pedestrian access to and from, the Town Green and surrounding destinations is considered to be dangerous by patrons. The 2000 CRCOG Route 44 Corridor Study proposes multiple alternative designs but does not fully address pedestrian access through the area.

Stormwater from Route 565 drains onto the existing sidewalk system. During periods of heavy rain the sidewalk system along Route 565 floods and becomes impassable. Photos of flooding and disruptions are attached.

Sidewalks on Route 44 are separated by expansive curbcuts which, by their construction, give motorists entering and exiting sites priority over non-motorized users who are provided little refuge. There are several driveways along this stretch that are broken up with poor ramp transitions from the main sidewalk.

This area is identified in the CRCOG Regional Pedestrian Bicycle Plan.
http://www.crcog.org/publications/BicycleDocs/bp_plan2008/Figures1_2_3_4_2015update.pdf

This area is identified as a "Priority Pedestrian Area", "Intersection Improvement Area", and "Priority Traffic Calming Area" on Pages 69 and 71 the 2014 Canton POCD.
http://www.townofcantonct.org/filestorage/19178/19230/Adopted_Strategic_Plan_05-02-14_RFS.pdf

With the existing hazards, recommendations identified in the Towns POCD, documented increasing bicycle and pedestrian activity, and anticipated increase in mixed use, high density development, this area should be considered for a Road Safety Audit.

14. Are there plans to expand the area?
(Transportation Oriented Development, Economic Development, housing, etc...)

Yes

This area has been studied for significant increases in economic development and housing densities. See slides 22, 25, 36, 45, and 46 of the 2014 Works in Progress Presentation by Fuss and O'Neill http://www.townofcantonct.org/filestorage/19174/74/CantonCT_WorkInProgress-061214-FINAL-compressed.pdf

See pages 18, 23-25, 29-35, 39-45 of the 2015 Form Based Code Draft http://www.townofcantonct.org/filestorage/19178/19230/Canton_Form-Based_Code_Draft_9-23-15.pdf

Both of these show the anticipated increase in development being zoned for this area as well as roadway cross sections studied with the public during the charette process.

See page 36, 37, 42-45, of the Town's 2014 POCD. This describes the towns interest in increased economic development from this area in the form of high density mixed use development.

Pages 69-72 of the POCD provide information on the existing transportation network in this area, and identifies the study area as a "Priority Pedestrian Area"

Pages 88-89 of the POCD describe the character, conservation and development attributes and infrastructure within the project area.

http://www.townofcantonct.org/filestorage/19178/19230/Adopted_Strategic_Plan_05-02-14_RFS.pdf

15. Any other pertinent information that is unique to this location?

Yes

There is a transit stop at the Dowd Avenue entrance to the Canton Village retail plaza near the eastern end of Phase III of the Farmington River Trail with easy access to the Trail. The Trail afford opportunities for residents and patrons of this area to use the regional transit system without having to drive to commuter lots near the Canton/ New Hartford line and in Avon. There is also a transit stop at the entrance to the Shoppes at Farmington Valley, a regional shopping center with bicycle friendly amenities, on the eastern end of Phase III of the Trail that provides a similar function to Canton Village.

Within 300 yards of the Trail are the Canton Intermediate School, Canton Junior/Senior High School, and the Mills Pond Recreation Area, the Town's major center of recreational facilities.

Most of Canton's assisted housing units are located within a short walk or bike ride to Phase III of the Farmington River Trail. There are 98 elderly housing units at Boulder Ridge at 400 Commerce Drive, and 73 elderly units at Maple Glen at 121 Dowd Avenue. There are also 40 assisted units at 21 Dowd Avenue. Phase III of the Farmington River Trail presently runs directly behind the Dowd Avenue units and Boulder Ridge is less than a quarter mile away. Safety considerations between the trail and Dowd Avenue would increase the mobility of the residents in those developments.

Thank you for completing the Community Connectivity application.

Please click on the "submit button" below and include the following attachments

1. Location map (google, GIS) **(Required)**
2. Collision data (If available)
3. Traffic data (ADT or VMT) (If available)
4. Pedestrian/bicycle data (If available)

Submit Application

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Appendix B

Built to deliver a better world

Road Safety Audit

Town: Canton
RSA Location: Canton Town Green (Rt 44, Rt 565)
Meeting Location: Police Station, Conference Room
Address: 51 River Road
Date: 5/23/2016
Time: 8:30AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Krystal Oldread	AECOM
Steve Mitchell	AECOM
Stephen Gazillo	AECOM
Emily Anyzeski	Canton
Kevin Tedesco	CTDOT
Craig Babowicz	CTDOT
Chris Arciero	CPD
George Wallace	DPW
Robert Martin	DPW
Neil Pade	Land Use

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Appendix C

Built to deliver a better world

Road Safety Audit – Canton

Meeting Location: Police Station, Conference Room
Address: 51 River Road
Date: 5/23/2016
Time: 8:30 AM

Agenda

Type of Meeting: **Road Safety Audit – Pedestrian Safety**

Attendees: **Invited Participants to Comprise a Multidisciplinary Team**

Please Bring: **Thoughts and Enthusiasm!!**

8:30 AM **Welcome and Introductions**

- Purpose and Goals
- Agenda

8:45 AM **Pre-Audit**

- Definition of Study Area
- Review Site Specific Data:
  - Average Daily Traffic
  - Crash Data
  - Geometrics
- Issues
- Safety Procedures

10:00 AM **Audit**

- Visit Site
- As a group, identify areas for improvements

12:00 PM **Post-Audit Discussion / Completion of RSA**

- Discussion observations and finalize findings
- Discuss potential improvements and final recommendations
- Next Steps

2:30 PM **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

Audit Checklist

Pedestrians and Bicycles	Comment

Pedestrian Crossings
• Sufficient time to cross (signal)
• Signage
• Pavement Markings
• Detectable warning devices (signal)
• Adequate sight distance
• Wheelchair accessible ramps
  o Grades
  o Orientation
  o Tactile Warning Strips
• Pedestrian refuge at islands
• Other	

Pedestrian Facilities
• Sidewalk
  o Width
  o Grade
  o Materials/Condition
  o Drainage
  o Buffer
• Pedestrian lighting
• Pedestrian amenities (benches, trash receptacles)
• Other	

Bicycles • Bicycle facilities/design • Separation from traffic • Conflicts with on-street parking • Pedestrian Conflicts • Bicycle signal detection • Visibility • Roadway speed limit • Bicycle signage/markings • Shared Lane Width • Shoulder condition/width • Traffic volume • Heavy vehicles • Pavement condition • Other	

Roadway & Vehicles	
• Speed-related issues o Alignment; o Driver compliance with speed limits o Sight distance adequacy o Safe passing opportunities	
• Geometry o Road width (lanes, shoulders, medians); o Access points; o Drainage o Tapers and lane shifts o Roadside clear zone /slopes o Guide rails / protection systems	

• Intersections o Geometrics o Sight Distance o Traffic control devices o Safe storage for turning vehicles o Capacity Issues	

• Pavement
  o Pavement Condition (excessive roughness or rutting, potholes, loose material)
  o Edge drop-offs
  o Drainage issues
• Lighting Adequacy	

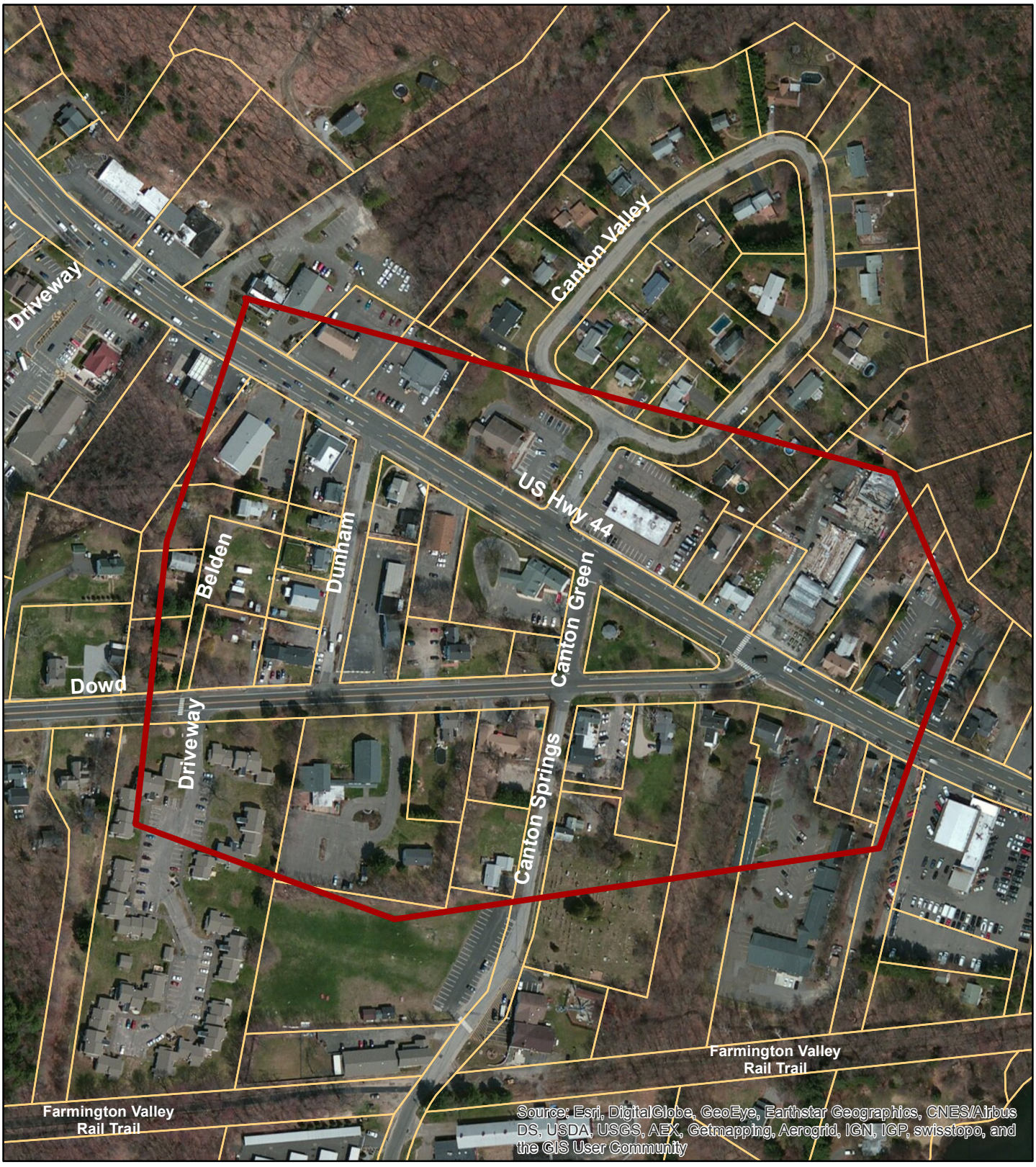
• Signing
  • Correct use of signing
  • Clear Message
  • Good placement for visibility
  • Adequate retroreflectivity
  • Proper support	

• Signals
  o Proper visibility
  o Proper operation
  o Efficient operation
  o Safe placement of equipment
  o Proper sight distance
  o Adequate capacity	

• Pavement Markings
  o Correct and consistent with MUTCD
  o Adequate visibility
  o Condition
  o Edgelines provided	

• Miscellaneous
  o Weather conditions impact on design features.
  o Snow storage	

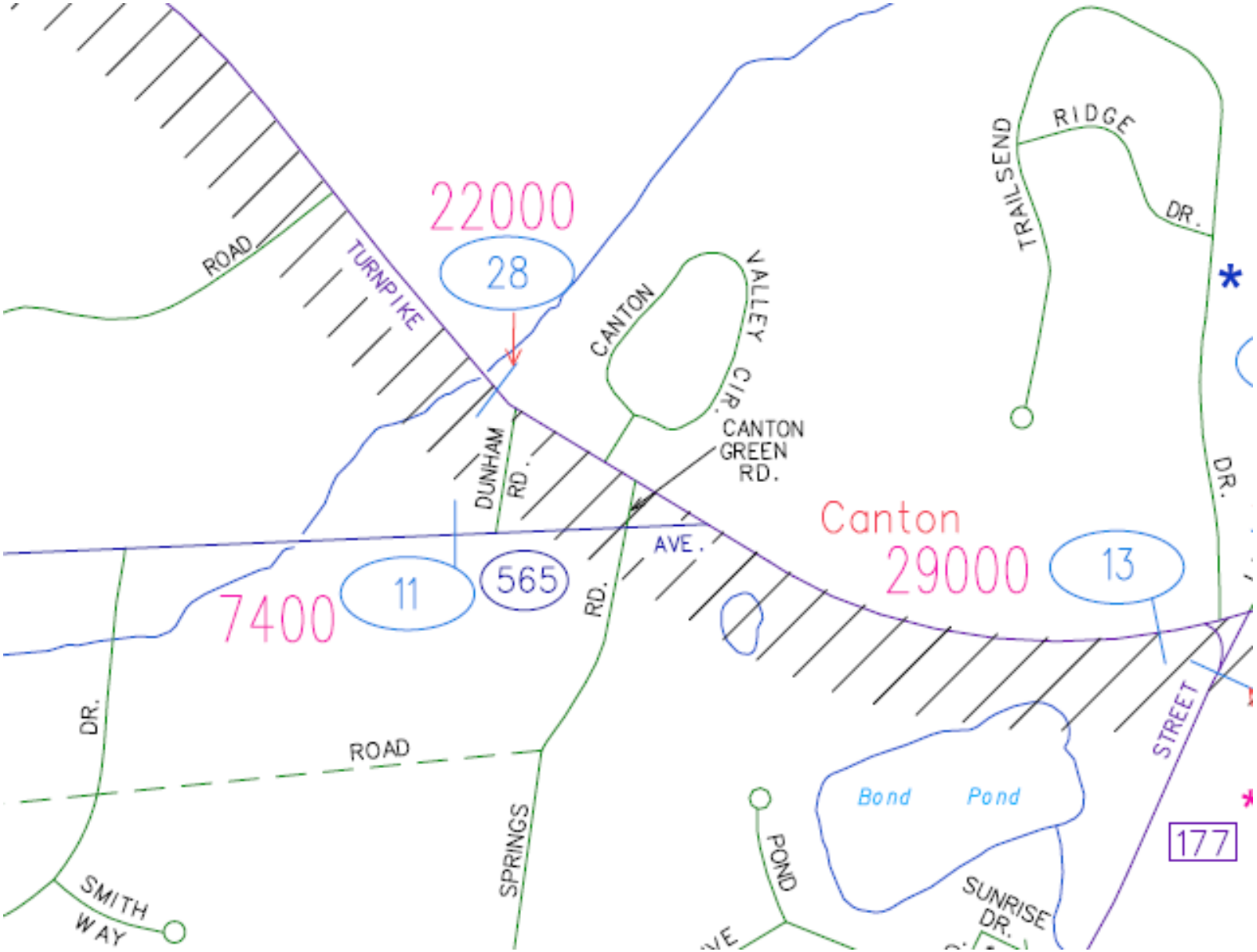
Figure 1



0 250 500 1,000 Feet

N

Average Daily Traffic (ADT)

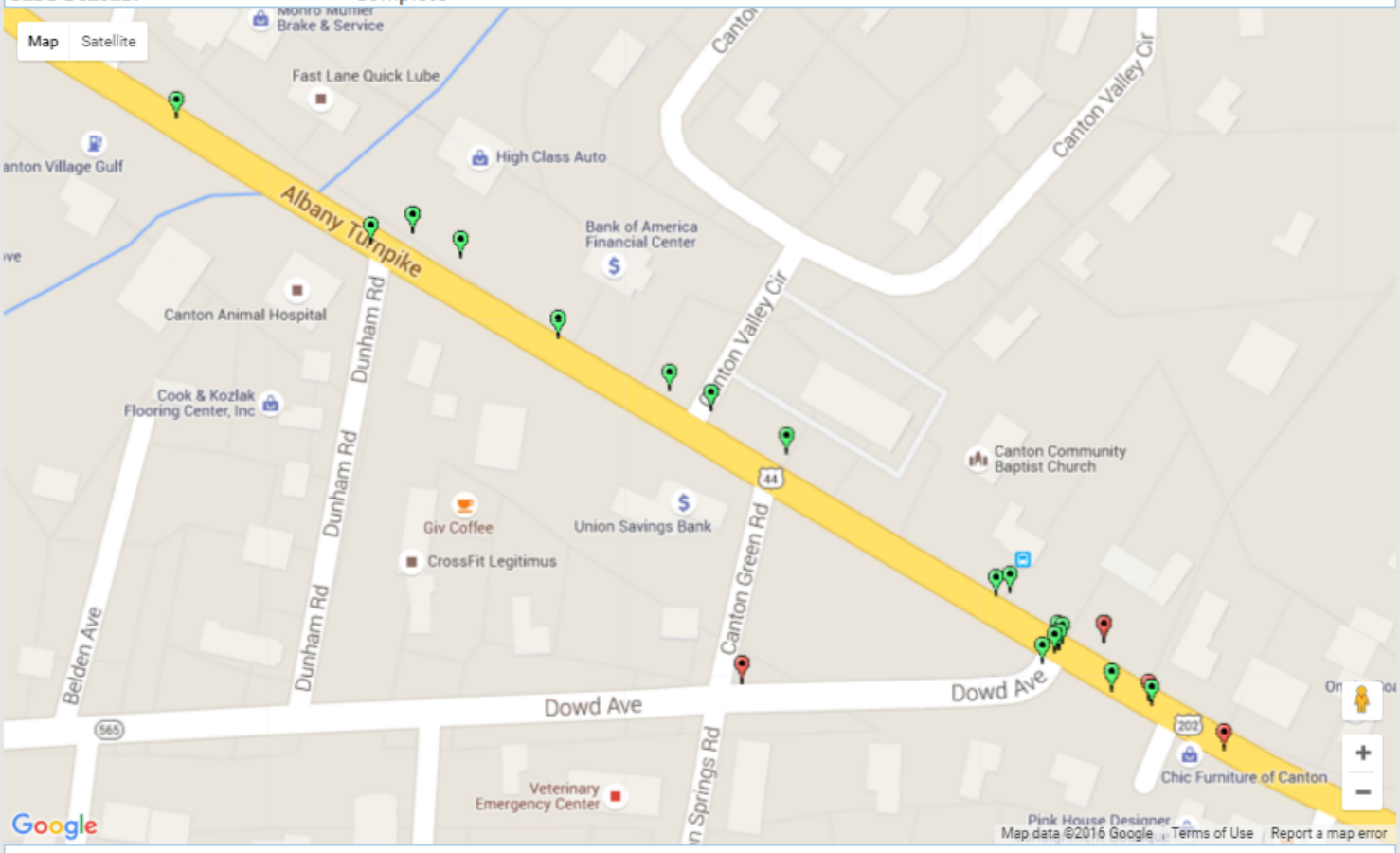


2015 Crashes

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Towns:	Canton
Crash Severity:	Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Body Type:	null, null, null
Condition at Time of Crash:	null, null, null
Driver Distracted By:	null, null, null
Non-motorist Distracted By:	null, null, null
Case Status:	Complete



Markers | Heatmap | Select & Query | Query Selection

Injury of any type (Serious, Minor, Possible) | Fatal (Kill) | Property Damage Only

Select All | Deselect All

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Connecticut Crash Data Repository - User Guide | Contact Us

Road Safety Audit – Canton

Crash Summary

Data: 3 years (2012-2014)

1 crash involved a cyclist and resulted in property damage only.

Severity Type	Number of Accidents	
Property Damage Only	40	75%
Injury (No fatality)	13	25%
Fatality	0	0%
Total	53	

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	4	8%
Rear-end	24	45%
Turning-Intersecting Paths	4	8%
Turning-Opposite Direction	7	13%
Fixed Object	2	4%
Backing	0	0%
Angle	12	23%
Turning-Same Direction	0	0%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Total	53	

Weather Condition	Number of Accidents	
Snow	1	2%
Rain	7	13%
No Adverse Condition	45	85%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	53	

Light Condition	Number of Accidents	
Dark-Not Lighted	4	8%
Dark-Lighted	6	11%
Daylight	43	81%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	53	

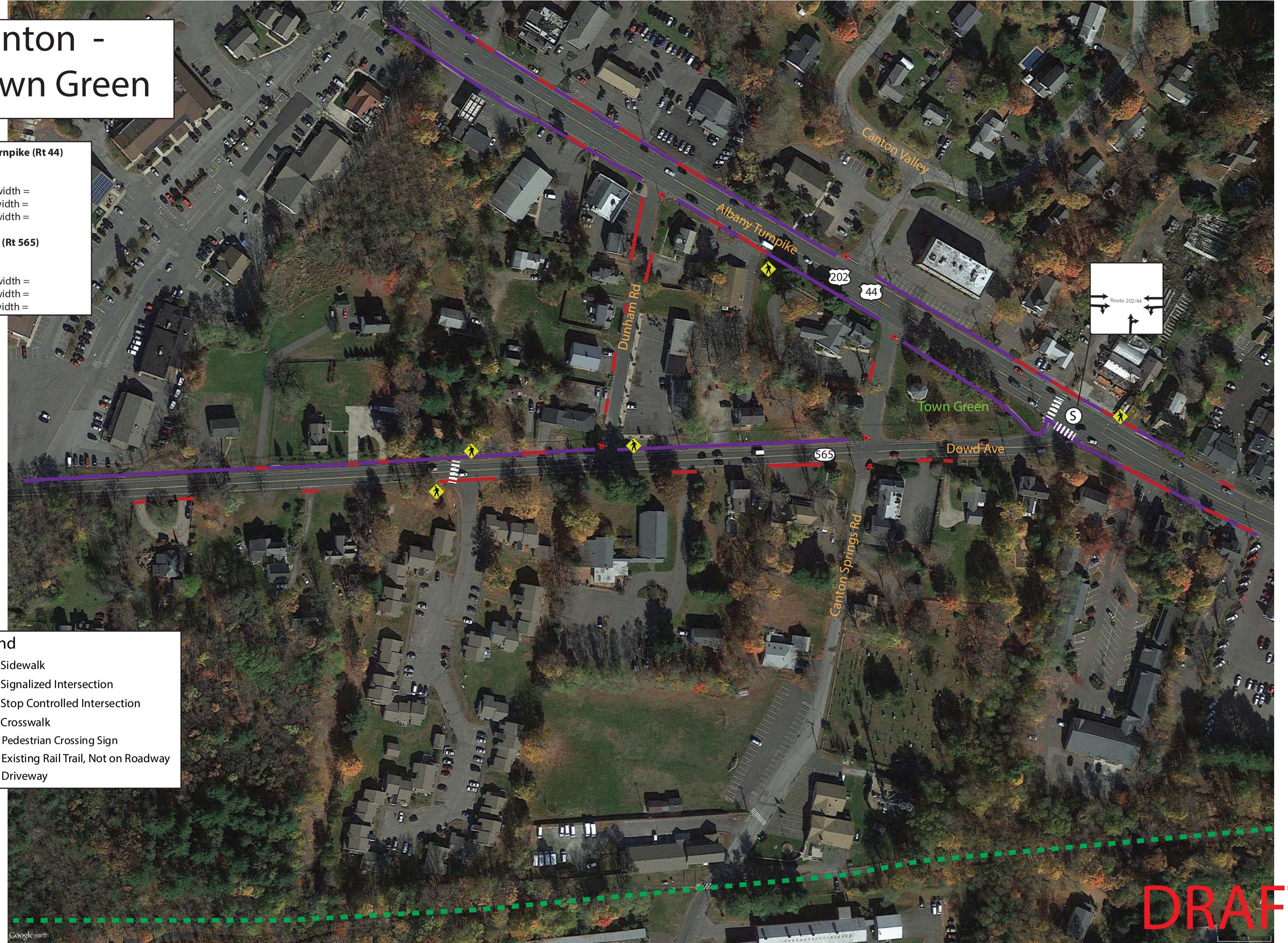
Road Surface Condition	Number of Accidents	
Snow/Slush	1	2%
Wet	12	23%
Dry	40	75%
Unknown	0	0%
Ice	0	0%
Other	0	0%
Total	53	

Time		Number of Accidents	
0:00	**0:59**	0	0.0%
1:00	**1:59**	0	0.0%
2:00	**2:59**	0	0.0%
3:00	**3:59**	0	0.0%
4:00	**4:59**	0	0.0%
5:00	**5:59**	0	0.0%
6:00	**6:59**	0	0.0%
7:00	**7:59**	3	5.7%
8:00	**8:59**	4	7.5%
9:00	**9:59**	2	3.8%
10:00	**10:59**	5	9.4%
11:00	**11:59**	3	5.7%
12:00	**12:59**	2	3.8%
13:00	**13:59**	4	7.5%
14:00	**14:59**	6	11.3%
15:00	**15:59**	7	13.2%
16:00	**16:59**	6	11.3%
17:00	**17:59**	3	5.7%
18:00	**18:59**	1	1.9%
19:00	**19:59**	0	0.0%
20:00	**20:59**	3	5.7%
21:00	**21:59**	4	7.5%
22:00	**22:59**	0	0.0%
23:00	**23:59**	0	0.0%
Total		53	

Canton - Town Green

Albany Turnpike (Rt 44)
Speed =
Lanes =
Roadway width =
Sidewalk width =
Shoulder width =

Dowd Ave (Rt 565)
Speed =
Lanes =
Roadway width =
Shoulder width =
Sidewalk width =



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Legend

- Sidewalk
- Signalized Intersection
- Stop Controlled Intersection
- Crosswalk
- Pedestrian Crossing Sign
- Existing Rail Trail, Not on Roadway
- Driveway

DRAFT

Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations

- Medium Term recommendations

- Long Term recommendations

Next Steps

- Discussion regarding responsibilities for implementing the countermeasures (including funding)

Road Safety Audit – Canton

Fact Sheet

Functional Classification:

- Route 44 is classified as a Principal Arterial
- Route 565 is classified as a Collector

ADT

- ADT along Route 44 spans between 22,000 and 29,000 in this area
- ADT on Route 565 near Dunham Road is 7,400

Population and Employment Data (2014):

- Population: 10,334
- Employment: 3,534

Urbanized Area

- Route 44 and Route 565 are located in the Hartford Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Canton exceeding the state's average.

- The statewide average percentage minority population is 30.53%. There are no areas in Canton that exceed the state's average.

Air Quality

- Canton's CIPP number 206
- Canton is within the Greater CT Marginal Ozone Area
- Canton is within a CO Attainment Area

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Appendix D

Built to deliver a better world

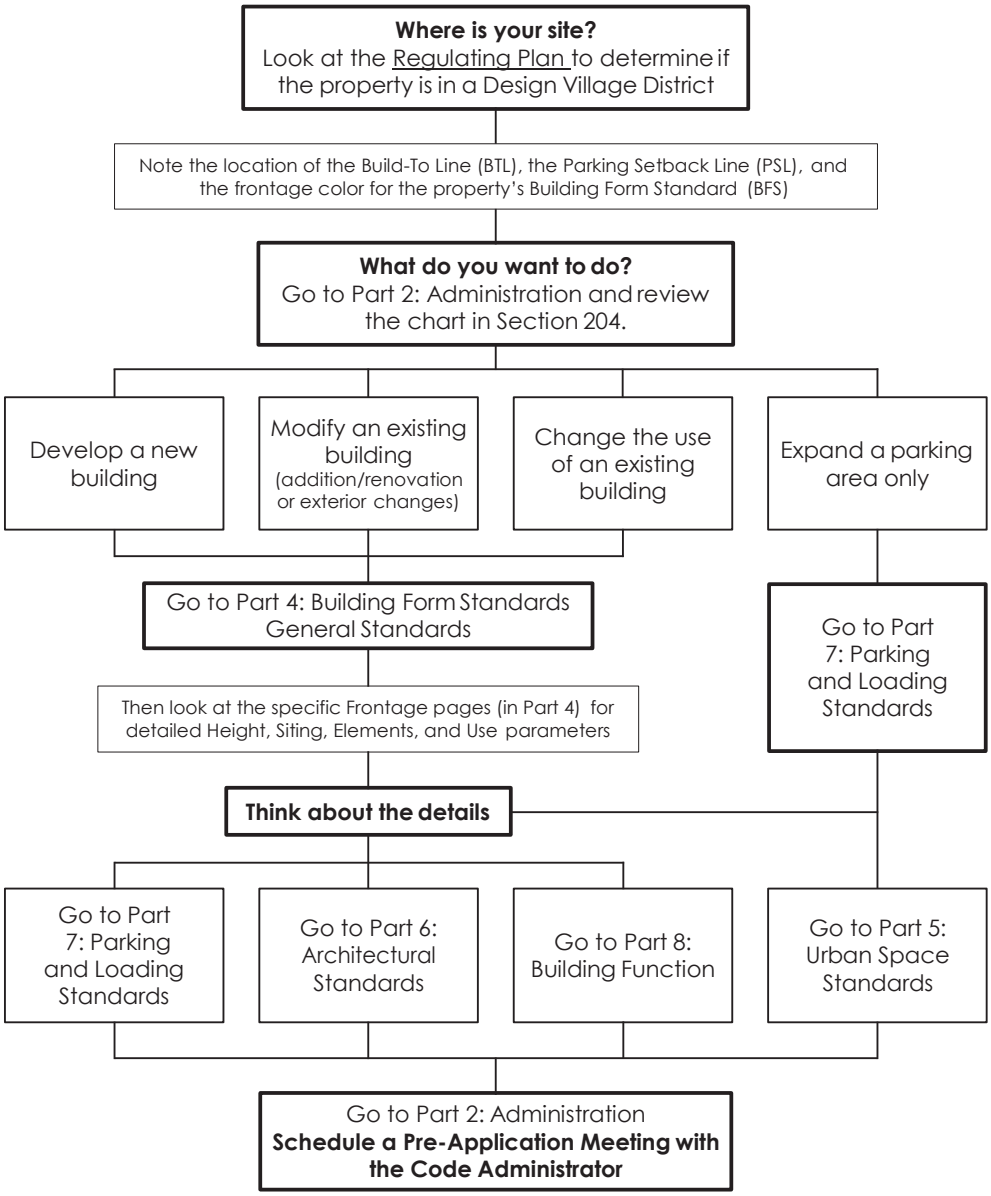
CANTON DESIGN VILLAGE DISTRICTS FORM-BASED CODE

CANTON, CONNECTICUT

DRAFT

September 8, 2015

How to Use this Code*



* Use and development under this Code is governed by the provisions of the Code. This section is not part of the Code but is intended as a general overview of the code review process.

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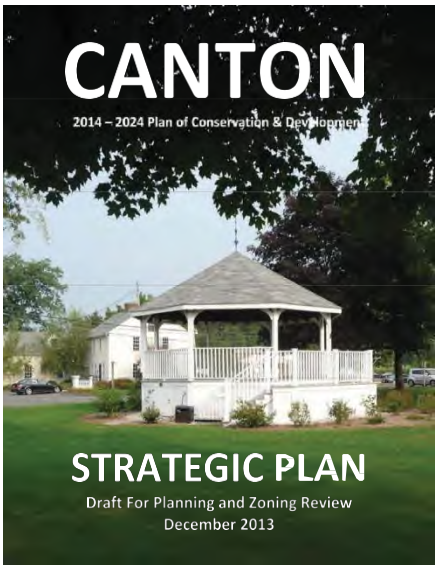
Part 1. General Provisions



101. Title

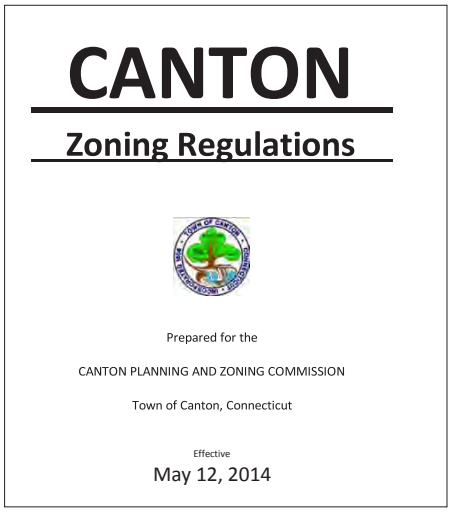
This Code is known as the Canton Design Village Districts Form-Based Code.

102. Purposes

A. Intent

1. The *Town of Canton Plan of Conservation and Development 2014-2024* (adopted December, 2013) identifies Collinsville, the Canton Village District, Harts Corner, and the East Gateway as significant opportunities for protection and enhancement under a Village District designation per *General Statutes of Connecticut (CGS) revised to January 1, 2011, Title 8 Zoning, Planning, Housing, Economic And Community Development and Human Resources, Chapter 124 Zoning, Sec. 8-2j. Village districts*. This Code is intended to meet the goals of the Plan of Conservation and Development (POCD) by providing strong implementation tools for these areas.
2. The Code is designed to foster a setting for economic growth and development in a sustainable mixed-use pattern of diverse neighborhoods, integrating residential with employment, commercial, and recreation uses while preserving the existing neighborhoods and protecting the community character.
3. The Code shall be applied to new, and infill development, and re-development in the Design Village Districts to achieve the vision set forth by the POCD and to provide a mechanism for implementing the following specific goals, utilizing both public and private sector investment:
    a. Enable the development of a specific area in accordance with an overall master plan for such area;
    b. Result in a development which demonstrates a high regard for a design which is compatible with the historic, cultural, and geographic qualities of Canton;
    c. Foster development which is compatible with surrounding areas and which incorporates buffers or transition areas to reduce potentially negative impacts on single family residential areas;
    d. Encourage a mixture of compatible uses and sizes of structures to create a sustainable and attractive environment for a wide variety of businesses and residences;
    e. Break up the apparent mass and scale of large structures, as well as large paved areas, to reduce visual impacts and ensure that such development does not detract from Canton's character, scale, and sense of place;
    f. Mitigate the impact of large-scale development on its surroundings;
    g. Promote and facilitate a safe and comfortable pedestrian scale environment;
    h. Be flexible, to allow for innovative design techniques, accommodate unique uses and encourage creative approaches to development issues; and
    i. Allow for an organized manner in which applications filed under *CGS § 8-30g and under Chapter 124b, Sec. 8-13m-x* may be processed.

4. The Code places greatest emphasis on the design, or physical form, over density and uses, as it is of greatest importance when creating the pedestrian-oriented places that attract jobs and economic vitality. Density and uses can be expected to change over time as the districts grow and mature.



103. Other Applicable Regulations

A. Ordinances and Agreements

1. References to "*Zoning Article*" throughout this Code are made to *Canton Zoning Regulations, Town of Canton, Connecticut*, effective May 12, 2014 and any amendments.
2. All development must comply with relevant Federal, State, and Town regulations. Whenever any provision of this Code imposes a greater requirement or a higher standard than is required in any State or Federal statute or other Town ordinance or regulation, the provisions of this Code shall govern unless preempted by State or Federal law.
3. Where apparent conflicts exist between the provisions of this Code and other existing ordinances, regulations, or permits, or by easements, covenants, or agreements, the Code Administrator shall determine, based on the intent of this Code and the Town's vision, which provisions shall govern.

104. Minimum Requirements

In interpreting and applying the provisions of the Code, they are the minimum requirements for the promotion of the purposes of this Code.

105. Territorial Application

The Code is in effect for that part of the Town of Canton, Connecticut, designated on the *Zoning Map* as the Collinsville Design Village District (CDVD), Harts Corner Design Village District (HCDVD), Canton Village Design Village District (CVDVD), and the East Gateway Design Village District (EGDVD). The Design Village Districts are created as individually designated Village Districts per *CGS Title 8, Chapter 124 Zoning, Sec. 8-2j.*

106. Severability

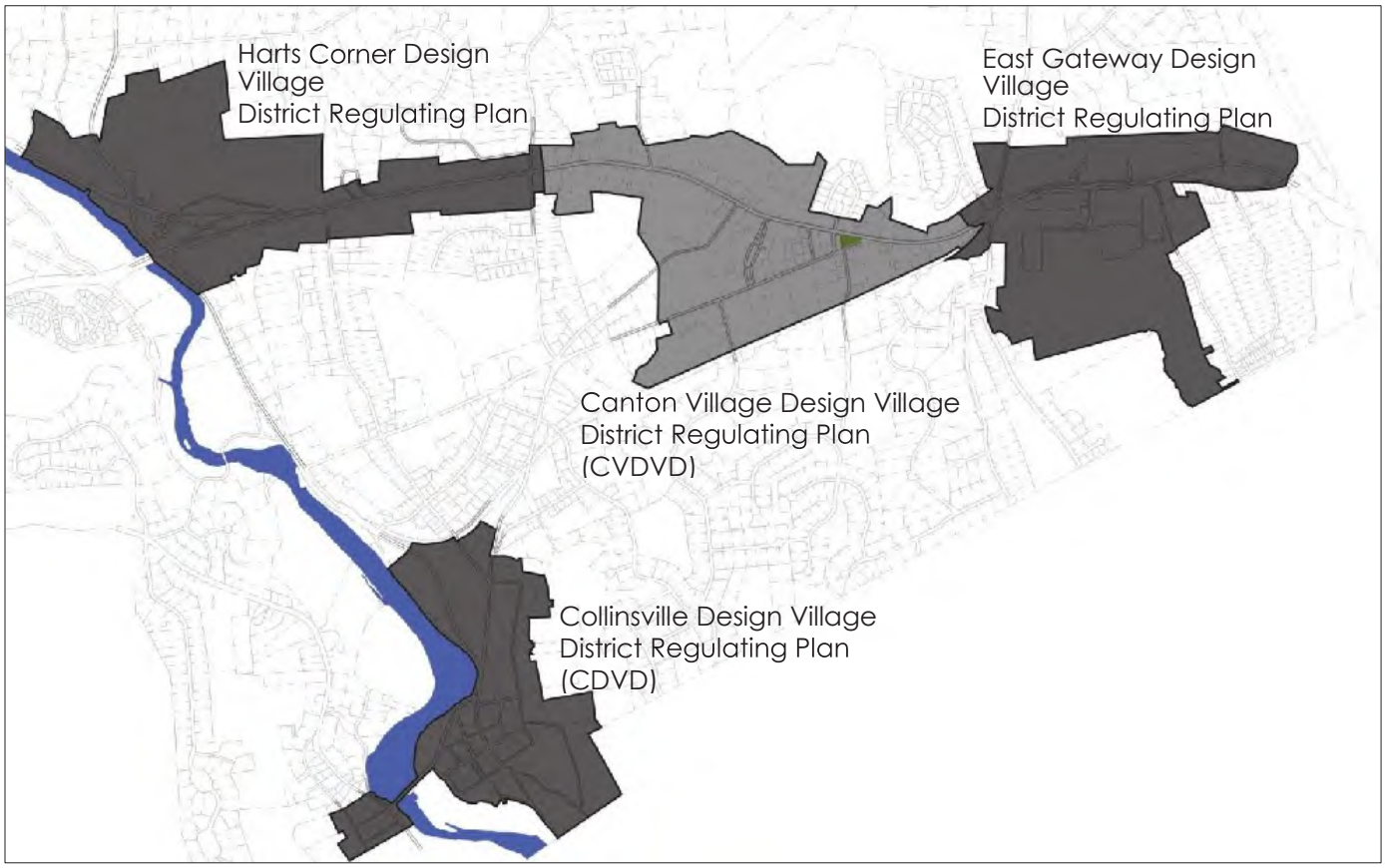
Should any provision of this Code be decided by the courts to be unconstitutional or invalid, that decision shall not affect the validity of the Code other than the part decided to be unconstitutional or invalid.

In the event that a court rules that the Code is invalid in its entirety, the zone for any property located in a Design Village District shall be the district where it was located immediately prior to the enactment of the Code.

107. Components of the Code

A. The Regulating Plan

1. Part 3. Regulating Plan is the application key for the Code. It provides a master plan of public space with specific information on development parameters for each parcel within the district.



Design Village Districts

2. The Regulating Plan shows how each lot relates to the public realm or street-space (all streets, squares/civic greens, pedestrian pathways, etc.) and the surrounding neighborhood. The Regulating Plan may also identify additional requirements for lots in specific locations.

B. The Building Form Standards

1. The primary intent of Part 4. Building Form Standards (BFS) is to define the placement and massing controls on buildings as frames of the public space.
2. The BFS establish basic parameters governing building form, including the buildable envelope (in three dimensions) and certain permitted and/or required elements. The applicable street frontage for a building site is determined by the BFS designated on the Regulating Plan.

C. The Urban Space Standards

1. The purpose of Part 5. Urban Space Standards is to ensure coherent street-space and to assist builders and owners with understanding the relationship between the public space of the district and their own building. These standards set the parameters for the placement of street trees and other amenities or furnishings (e.g., benches, signs, street lights, etc.) within the street-space.
2. The Street Type Recommendations illustrate preferred typical configurations for streets within the districts. They recommend vehicular traffic lane widths, curb radii, sidewalk dimensions tree planting areas, and on-street parking configurations.

D. The Architectural Standards

The goal of Part 6. Architectural Standards is a coherent and quality building character that reflects and is complementary to the best building traditions of Canton. The architectural standards govern a building's exterior elements (including sidewalks), regardless of its BFS, and set parameters for allowable materials, configurations, and techniques.

E. Parking and Loading Standards

Part 7. Parking and Loading Standards provide goals and requirements to promote a "park once" environment through shared parking and encourage a pedestrian-friendly district.

F. Building Functions

Part 8. Building Function provides for the uses allowed on ground floors and in upper floors, correlated with each BFS. Because the Code emphasizes form more than use, it includes fewer, broader categories than those provided in the *Canton Zoning Regulations*. True Civic Use, in Civic Use Buildings, is narrowly defined (see Part 10. Definitions), and exempt from many of the BFS requirements.

G. Definitions

Words shown in san serif and underlined are defined terms listed in Part 10. Definitions. Certain terms in the Code are used in very specific ways, often excluding some of the meanings of common usage.

Part 2. Administration

201. Applicability

This section, Part 2. Administration, sets forth the provisions for reviewing and approving applications for Design District Certificate of Compliance (DDCC) and is intended to provide an incentive to property owners and developers to develop in a particular form. This Code is applicable to the Canton Design Village Districts as shown on the official *Zoning Map* and the Regulating Plans for each district. All elements of the Form Based Code - the Regulating Plan, the Building Form Standards, the Urban Space Standards, and the Architectural Standards - will be applied during review to ensure that all development occurring is consistent with the provisions of this Code.

202. Code Administrator

A. Code Administrator

The Code Administrator is designated by the Planning and Zoning Commission (PZC), will be responsible for planning staff working on the day-to-day administration and enforcement of this Code, and is specifically authorized to review and approve applications for submittal approvals in accordance with Section 205. Design Plan Submittal and Review Process.

B. Delegation of Administration

The Code Administrator may designate any planning staff member to represent the Code Administrator in any function assigned by this Code. The Code Administrator remains responsible for any final action.

203. Authority

A. Type I Design Plan

A Type I Design Plan, see Section 205. Design Plan Submittal and Review Process, shall be reviewed and approved by the Code Administrator in accordance with the procedures and standards of this section prior to issuance of a DDCC.

B. Type II Design Plan

The PZC, in consultation with the Code Administrator, shall review and make a decision on an application for a Type II Design Plan in accordance with the procedures and standards of Section 205. Design Plan Submittal and Review Process.

204. Applicability

A. Determination

1. The Code Administrator will determine whether the project requires a DDCC based on the applicability chart in Section 204.B.

B. Applicability Chart

Canton Design Village Districts Form-Based Code Applicability

	Part 4. Building Form Standards Sections 403, 404, 405, & 406 - **Plan Elements**	Part 4. Building Form Standards Sections 403, 404, 405, & 406 - **Section Elements**	Part 6. Architectural Standards Section 602.C - **Clearly visible from the Street-Space**	Part 6. Architectural Standards Sections 603-607.B.1 - **Materials**	Part 6. Architectural Standards Section 605 - **Street Walls**	Part 6. Architectural Standards Section 607 - **Signage**	Part 5. Urban Space Standards Sections 504-507 & Section 706 - **Streetscape & Landscape**	Part 7. **Parking and Loading Standards**	Part 8. **Building Function**
Main, Main Shopfront, and Town Building Form Standards									
New construction	X	X	X	X	X	X	X	X	X
Change of use, or expansion of use in an existing structure over 15% of the building footprint	X	X							X
Expansion of building area									
0%-25% expansion of building area [1]	X		X				X		
26%-50% expansion of building area [1]	X	X	X	X	X	X	X	X	
51% expansion of building area [2]	X	X	X	X	X	X	X	X	
Expansion of parking area only (not in conjunction with a use/building)									
Up to 10 spaces	X		X				X	X	
11 or more additional spaces	X		X		X	X	X	X	
Façade Changes (increase/decrease in fenestration, projections, awnings)		X	X						X
Detached, and Cottage Building Form Standards									
New Construction	X	X	X	X	X	X	X	X	X
Change of use, or expansion of use in an existing structure over 15% of the building footprint			X						X
Expansion of building area									
0%-50% expansion of building area [1]		X	X						
> 50% expansion of building area [2]	X	X	X	X	X	X		X	
Façade Changes (increase/decrease in fenestration, projections, awnings)		X	X						

Notes:

(1) Expansions, including those that do not require the retrofitting of existing elements.

(2) Expansions above the 50% level or expansions requiring the retrofit of any existing elements.

205. Design Plan Submittal and Review Process

A. Pre-Application Conference

1. Prior to submitting a formal application for a Design Plan, an applicant must schedule a pre-application conference with the Code Administrator to discuss the requirements of this Code.
2. A request must be accompanied by an application form, preliminary project plans, and additional design information as identified in the Checklist found in the *Appendix 1 of Zoning*.
3. The Code Administrator will determine whether the project requires a DDCC based on Section 204, inform the applicant of requirements as they apply to the proposed project, discuss issues of concern that may arise during formal application review, suggest possible modifications to the proposed application, and identify any technical studies that may be necessary for the review process when a formal application is submitted.
4. The Design Plan Type, and therefore the appropriate review process, will be determined at this meeting.
5. Any discussion held is not to be binding on either the applicant or the Town.
6. Modifications to structures within the Collinsville Historic District (CHD) must follow the requirements of this Code. The CHD Commission shall review the Design Plan Application in accordance with the criteria established for exterior architectural features, as defined by *Chapter 268 Article II 268-14* that are clearly visible from the streets-pace, as defined by this Code.

B. Design Plan Types

1. Type I: Projects of building area less than or equal to 10,000 total gross square feet and with individual story areas of less than or equal to 2,000 gross square feet shall be able to build as a matter of right when they meet all of the standards of the Code. During the review of the application, the Code Administrator will forward the application to appropriate Town departments and agencies for review and recommendation as necessary. A DDCC will be issued upon approval of the application by the Code Administrator. Permits will not be issued for building activity until review is completed and a determination made that the proposal is consistent with the Code.
2. Type II: This process will be required for buildings over 10,000 gross square feet, or with individual story areas of over 2,000 gross square feet, or parcels large enough to require a new regulating plan, see Section 302. Rules for New Regulating Plans. A review before the PZC is required to address the project's compliance with the Code and to address issues that may not have been contemplated by the Code. Such sites will be required to meet the intent of the Code and will be evaluated in terms of how well they conform to the Code. The Type II Design Plan process will give the opportunity for design that is consistent with the town's goals and visionto revitalize the Design Village Districts as articulated by the participantsof the design charrette. A DDCC will be issued upon approval of the application by the PZC. Permits will not be issued for building activity

Plan sketch for Canton Village Shops

Potential Dowd Avenue Improvements

until review is completed and a determination made that the proposal is consistent with the Code.

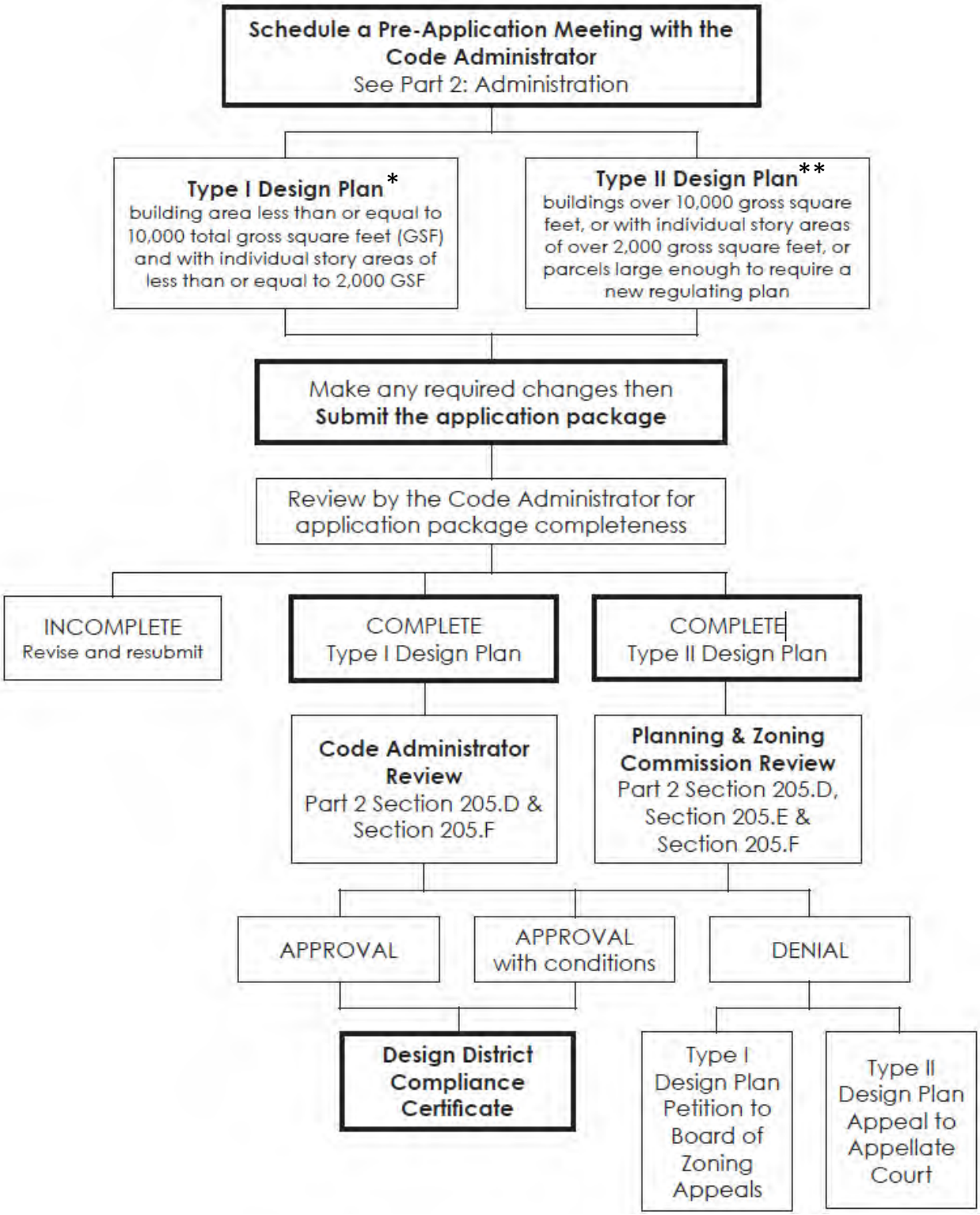
3. Unless otherwise specified, applications seeking to modify any of the following standards of this Code may request to do so as a Type II Design Plan:
   a. Any increases in maximums as defined by the Regulating Plan and applicable BFS or changes in Use; or
   b. Decreases in required minimum standards as defined by the Regulating Plan and applicable BFS; or
   c. Increases in buildable area, building heights, or build-to line variations or applications seeking to deviate from the standards found in Part 3. Regulating Plans and Part 4. Building Form Standards.

C. Application

1. After the Pre-Application Conference and guidance provided by the Code Administrator regarding the Design Plan Type and process, a Design Plan application shall be submitted in accordance with *Zoning Section 9.1. Site Plan Application* and *Zoning Article 9.9.A.*:
   a. For any activity designated in the regulations as requiring a DDCC;
   b. For any construction, development, or expansion of a multiple dwelling unit or non-residential use; or,
   c. For any demolition or expansion over 50% of the existing building area of a single-family dwelling; or,
   d. For any alteration in lot improvements, such as parking, pedestrian or vehicle circulation, public utilities or reduction of landscaping in any Design Village District, unless determined to be a minor modification per *Zoning Article 9.1.A.13*.
2. The Code Administrator may, in accordance with the requirements of these regulations, require the submission of additional information as deemed necessary to make a reasonable review of the application.
3. If a site plan application involves an activity regulated pursuant to *CGS Section 22a-36 to 22a-45*, inclusive, the applicant shall submit an application for a permit to the Inland Wetlands and Watercourses Agency not later than the day such application is filed with the Code Administrator.

D. Type I Design Plan Review Criteria

1. The determination of Design Plan Type will be in accordance with Section 205.B.
2. The Code Administrator shall review all applications in accordance with the following:
   a. Compliance with this Code;
   b. The Canton Design Village Districts Regulating Plans;
   c. Review by the CHD Commission as required by Section 205.A.5;
   d. POCD: Whether the proposed use or activity is in accordance with or facilitates achievement of one or more of the goals, objectives, policies, and recommendations of the POCD, as amended;
   e. *Zoning Section 7.13. Stormwater Management*;
   f. Purposes of Regulations: The proposed use or activity is consistent with the purposes of Zoning and this Code;
   g. The Village District Standards of Part 9;



* Shall follow Zoning Permit time lines
** Shall follow Site Plan time lines

Illustration of Submittal and Review Process, see text for details.

h. Adequate Public Utilities and Services:
    i. The provisions for water supply, sewage disposal, and storm water drainage shall conform to accepted engineering practices, comply with all standards of the appropriate regulatory authority, and not unduly burden the capacity of such facilities.
    ii. The proposed use or activity shall provide ready accessibility for fire apparatus and police protection, and be laid out and equipped to further the provision of emergency services.

3. On an application involving an activity regulated pursuant to *CGS Section 22a-36 to 22a-45*, inclusive, the Code Administrator shall:
    a. Wait to render a decision until the Inland Wetlands and Watercourses
    Agency has submitted a report with its final decision; and
    b. Give due consideration to any report of the Inland Wetlands and Watercourses Agency when making its decision.
4. On an application involving notice to adjoining municipalities under *Zoning Article 9.9.H* or notice to water companies under *Zoning Article 9.9.J*, the Code Administrator shall give due consideration to any report or testimony received.

E. Type II Design Plan Review Criteria

1. The determination of Design Plan Type will be in accordance with Section 205.B.
2. All Type I Design Plan Review Criteria, see Section 205.D, shall apply to a Type II Design Plan in addition to the standards listed in this section:
    a. The application shall depict the proposed development in a manner sufficient to allow the PZC to make a determination regarding its compatibility with surrounding uses;
    b. All improvements must be a suitable location for use and appropriate to the neighboring properties and the development of the Design Village District;
    c. The proposed use shall have no material adverse impact upon the neighborhood and not create a nuisance or hinder the public health, safety, convenience, and property values.
3. Review and Decision by the PZC
    a. Following Code Administrator review, the PZC shall conduct a review on the application in accordance with *Zoning Article 9.1. Site Plan* and standards specified in this section.
    b. The PZC shall consider the application, relevant support materials and testimony, the review by the Code Administrator, and any comments given by the public about the application.

F. Conditions of Approval

1. In authorizing a Design Plan, the Code Administrator or the PZC may impose such conditions regarding the location, character, and other features of the proposed Design Plan as may be deemed necessary to ensure compliance with this Code and to prevent or minimize adverse effects from the proposed Design Plan. Conditions, where imposed, shall be included as part of the approval.

G. Action by the Reviewing Body

1. The Code Administrator or the PZC, by a majority vote of a quorum present, shall review the application in accordance with Section 205, and take one of the following actions:
   a. Approval of the application as submitted; or
   b. Approval of the application with conditions (See Section 205.E. Conditions of Approval); or
   c. Denial of the application.

H. Design District Compliance Certificate

1. Upon compliance with the provisions of this Code, the Code Administrator or the PZC shall approve all DDCC.
2. Approval of a Design Plan and issuance of a DDCC allows an applicant to apply for other subsequent permits and approvals including, but not limited to, those permits and approvals required by the building code.
3. Unless otherwise specified in the DDCC, an application for a building permit shall be applied for and approved within five years of the date of the approval; otherwise, the DDCC shall become null and void, and automatically expire. Permitted timeframes do not change with successive owners.
4. Upon written application submitted at least 30 days prior to the expiration of the DDCC by the applicant, and upon a showing of good cause, the Code Administrator may grant one extension not to exceed six months. The approval shall be deemed extended until the Code Administrator has acted upon the request for extension. Failure to submit an application for an extension within the time limits established by this section shall render the DDCC null and void upon expiration and require a new application.

206. Petitions and Appeals

A. Petitions

1. An applicant may petition a decision of the Code Administrator on an application for a Type I Design Plan to the Zoning Board of Appeals (ZBA) in the manner provided in *CGS Chapter 124 Zoning, Sec. 8-7*.
2. The Code Administrator may file a petition for PZC review if a Type I Design Plan application is particularly complex or contentious.
3. A petition may be taken to the ZBA within thirty (30) days, of the date of the decision by the Code Administrator, by filing a notice of petition and specifying the grounds thereof.
4. The Code Administrator shall forthwith transmit to the ZBA all documents upon which the action was petitioned.
5. The ZBA may require additional fees as outlined in Town Ordinance (#248) or submittals as maybe relevant to the interpretation of the order, requirement, or decision made by the Code Administrator.

B. Appeals

1. An applicant may appeal a decision of the PZC on an application for a Type II Design Plan to the Superior Court and, upon certification for review, to the Appellate Court in the manner provided in *CGS Chapter 124 Zoning, Sec. 8-8*.

207. Modifications to Approved Design Plans

A. Modifications

1. Modifications to approved Design Plans may be requested by submitting a letter of request and supplemental documents detailing the change and the reason for the modification.
2. The Code Administrator has the authority to request a meeting with the applicant or refer the application to the PZC for additional review.
3. The Code Administrator has the authority to grant modifications to Design Plans approved under this Code, via written approval, in accordance with the procedures and standards that governed its original approval.

208. Text Amendment

Any written amendment or change to this Code will be a Text Amendment that must follow the procedure set forth in *Zoning Article 9.3. Regulation Amendment Application*.

209. Map Amendment

Any amendment or change to the Regulating Plan will be a Zoning Map Amendment of this Code that must follow the procedure set forth in *Zoning Article 9.4. Zone Map Change Application*.

210. Subdivision

Where Subdivision of parcels is desired, without the submission of a Design Plan as specified in Section 302. Rules for New Regulating Plans, approval of the Subdivision must occur in accordance with *Subdivision Regulations of the Town of Canton Connecticut, including Amendments through December 7, 2009*.

Part 3. Regulating Plans

301. Regulating Plans

A. Purpose and Intent

1. A Regulating Plan is the controlling document and principal tool for implementing this Code.
2. The Regulating Plan makes the development standards place-specific, by allocating the BFS; the boundaries for the district; new and existing streets; the Build-To Line (BTL) and Parking Setback Line (PSL); the recommended street type; and delineating the public spaces.
3. The EGDVD Regulating Plan and the HCDVD Regulating Plan show a Build-To Zone between the BTL and PSL. Parking may occur in front of the building only in this zone and the building face may occur anywhere in this zone but no further back than the BTL.
4. A Regulating Plan may identify specific characteristics assigned to a lot or building site and may identify additional regulations (and opportunities) for lots in specific locations.
5. As identified on the Regulating Plans, "Existing Buildings to be Protected" are structures which should be rehabilitated and re-used. They represent historic buildings (either national, state, or local) including those not currently in a historic district and structures of local cultural significance or contributing influence.

B. Regulating Plan/Key

302. Rules for New Regulating Plans

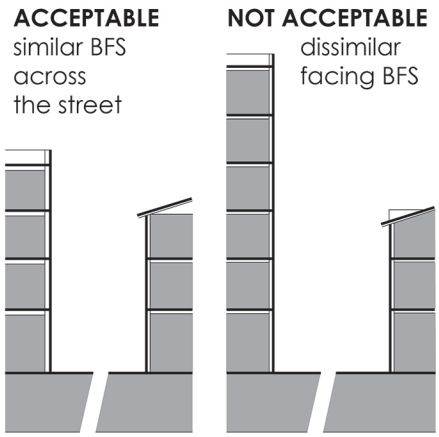
A. Regulating Plans

1. Within the Design Village Districts, subdivision of larger parcels must follow these regulations, to generate a detailed Regulating Plan, and the *Subdivision Regulations of the Town of Canton* where:
   a. It contains at least five (5) acres;
   b. It complies in all respects with this Code and *Canton Zoning Regulations*;
   c. Each lot shall have a water supply system approved by the Farmington Valley Health District, Connecticut Water Company or other regulatory authority acceptable to the Commission; and,

d. Each lot shall have a sewage disposal system approved by the Farmington Valley Health District or Plan Review Approval by the Canton Water Pollution Control Authority.

B. Building Form Standards

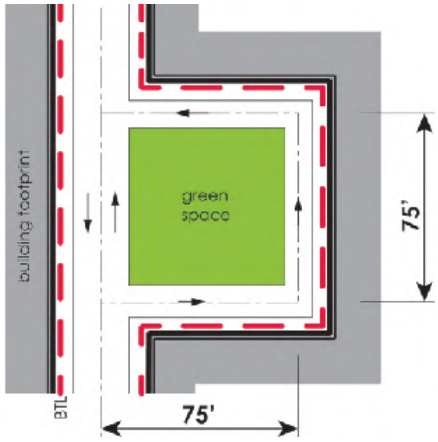
1. General
   a. When creating a Regulating Plan, the following standards apply.
   b. In determining the allocation, and thereby the form and mixed-use character of the district, attention must be paid to both the physical context (what goes next to what) and diversity of allowed/required uses.
2. Consistency of Application
   a. Consistent BFS (of a similar intensity) shall face across streets.
   b. When separated by an alley (or common access easement), or when fronting different streets (i.e. a corner lot and its adjacent lot), any BFS may sit adjacent to one another.
   c. When separated by a civic space or park, BFS shall be no more than one-story in height variation (e.g. 2-story and 3-story is acceptable but not 1-story to 3-story.)
   d. Civic Use Buildings (designated on the Regulating Plan) are not restricted by these standards.



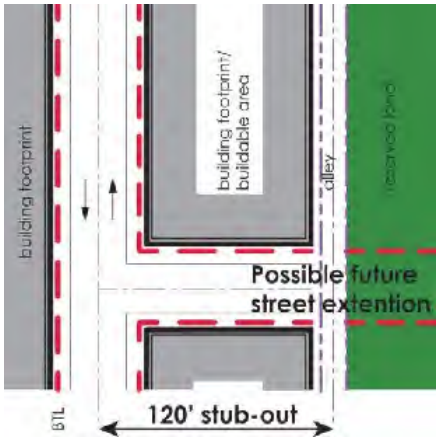
302.B.2.

C. Urban Standards

1. Streets
   a. Where new streets (not in existence as of 2014) are shown on the Regulating Plan with an asterisk (*), they shall be considered optional and at the discretion of the property owner(s).
   b. Where new streets are designated on the Regulating Plan without an asterisk, they are critical to the working of the larger community and shall be considered mandatory. While the street infrastructure may not be constructed until some point in the future, the BTL, and other regulations of the Regulating Plan shall be respected.
   c. New streets shall be designated and designed in accordance with the street type recommendations in Part 5. Urban Space Standards.
   d. New streets shall be public or common access easements.
   e. Street types are configured such that in-lane bicycle travel is encouraged and appropriate unless dedicated bike lanes are shown on the Regulating Plan or in the Urban Space Standards.
   f. Within neighborhoods, intersections configured as roundabouts are discouraged. They are encouraged at the edges of and between neighborhoods, where their ability to break up and distribute traffic flow is most appropriate and least disruptive to pedestrian comfort.
   g. No street-space shall be gated.
   h. All lots shall share a frontage line with a street-space.
   i. Connectivity of the street grid and intersection alignment throughoutis established and regulated by the Regulating Plan and street recommendations shown in Part 5. Urban Space Standards.
   j. Streets that do not connect to other streets, as part of an interconnected network, are not permitted except as below:



302.C.1.j.i.



302.C.1.j.ii.

i. Where streets are configured with a one-way loop around the perimeter of a central green area, having a maximum depth (perpendicular to the primary street centerline) of 75 feet and a minimum width (dimension parallel to the primary street) of 75 feet;
ii. Where streets are less than 120 feet long (measured from the street intersection centerline) and configured as a stub-out designed for connection to future streets/development;
iii. Where streets are less than 120 feet long (measured from the intersection centerlines) and connected to alleys or common drives giving rear lot access, and ending at designated conservation lands.
iv. Additional streets may be added to the Regulating Plan to create a smaller block pattern.

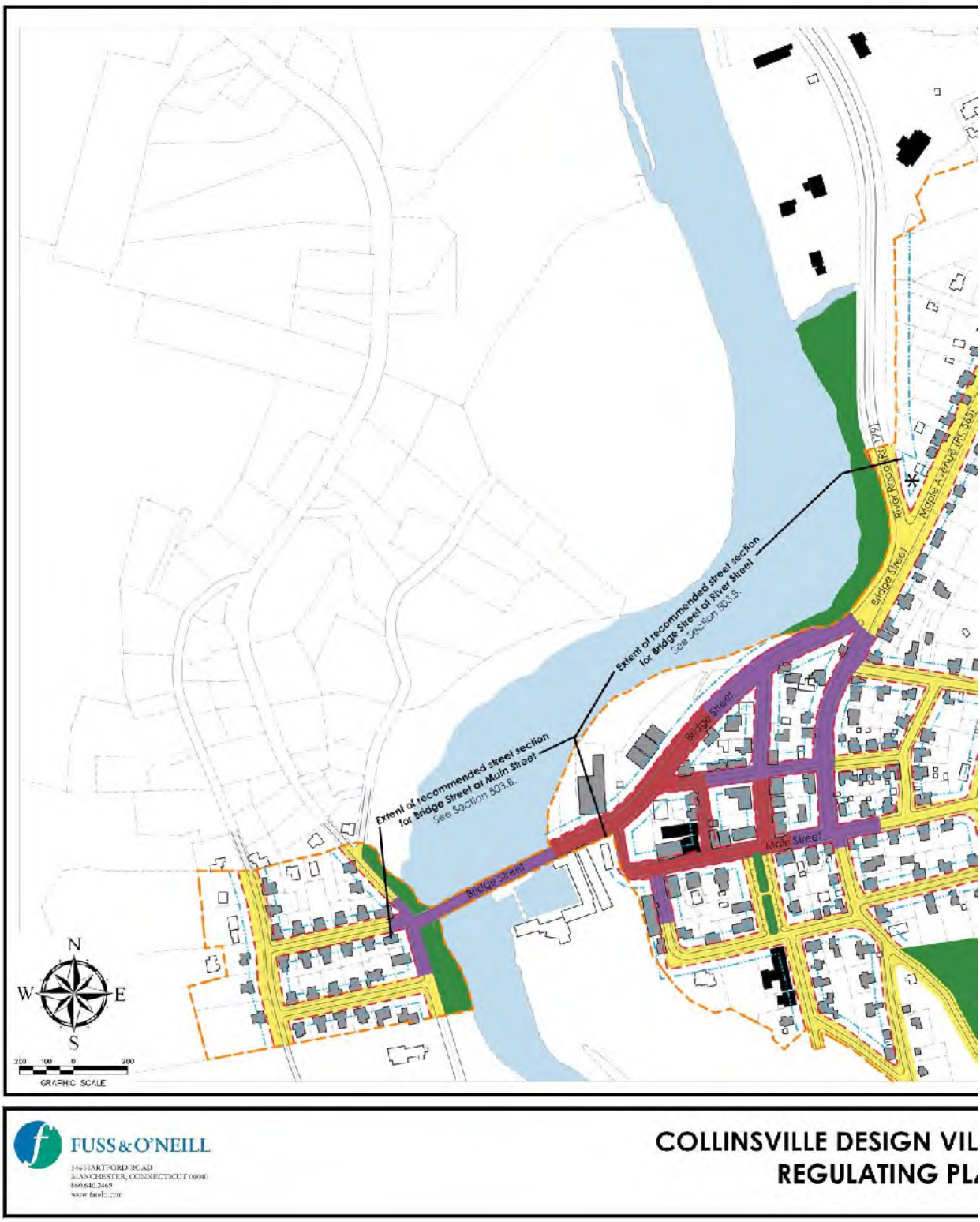
2. Blocks
   a. No block face shall have a length greater than 500 feet without an alley, common access easement, or pedestrian pathway providing through- access to another street-space, alley or common access easement, or conservation restricted land. Individual lots with less than 100 feet of frontage are exempt from the requirement to interrupt the block face; those with over 200 feet of frontage shall meet the requirement within their lot, unless already satisfied within that block face.
   b. Unless otherwise specified on the Regulating Plan, no curb cuts are permitted within 50 feet of another curb cut, intersection, or driveway. Driveways into or from alleys are not restricted by this measure.
3. Alleys
   a. New alleys may be public or private, but public access must be dedicated via a common access easement.
   b. Alleys may be incorporated into (rear) parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is required, see part 7. Parking and Loading Standards.

303. Build-To Line Adjustment

1. The BTL represents a 24 inch deep zone rather than a precise vertical plane.
2. In the event that a designated BTL on an approved Regulating Plan is within an existing travel way, the Code Administrator and the property owner shall make best efforts to resolve such conflict in order that the development may occur and meet the goals and objectives of the Canton Design Village District Form-Based Code.
3. In the event that a designated BTL on an approved Regulating Plan cannot be achieved and no vehicular access from the fronting street-space is possible due to topography, then a planted buffer shall occur on the BTL for a depth of 25 feet. See *Zoning Article 7.1.D Buffer Yard B* for plantingrequirements.
4. Any other necessary, not design, adjustments to a designated BTL on an approved Regulating Plan should follow the procedures of Section 205. Design Plan Submittal and Review Process.

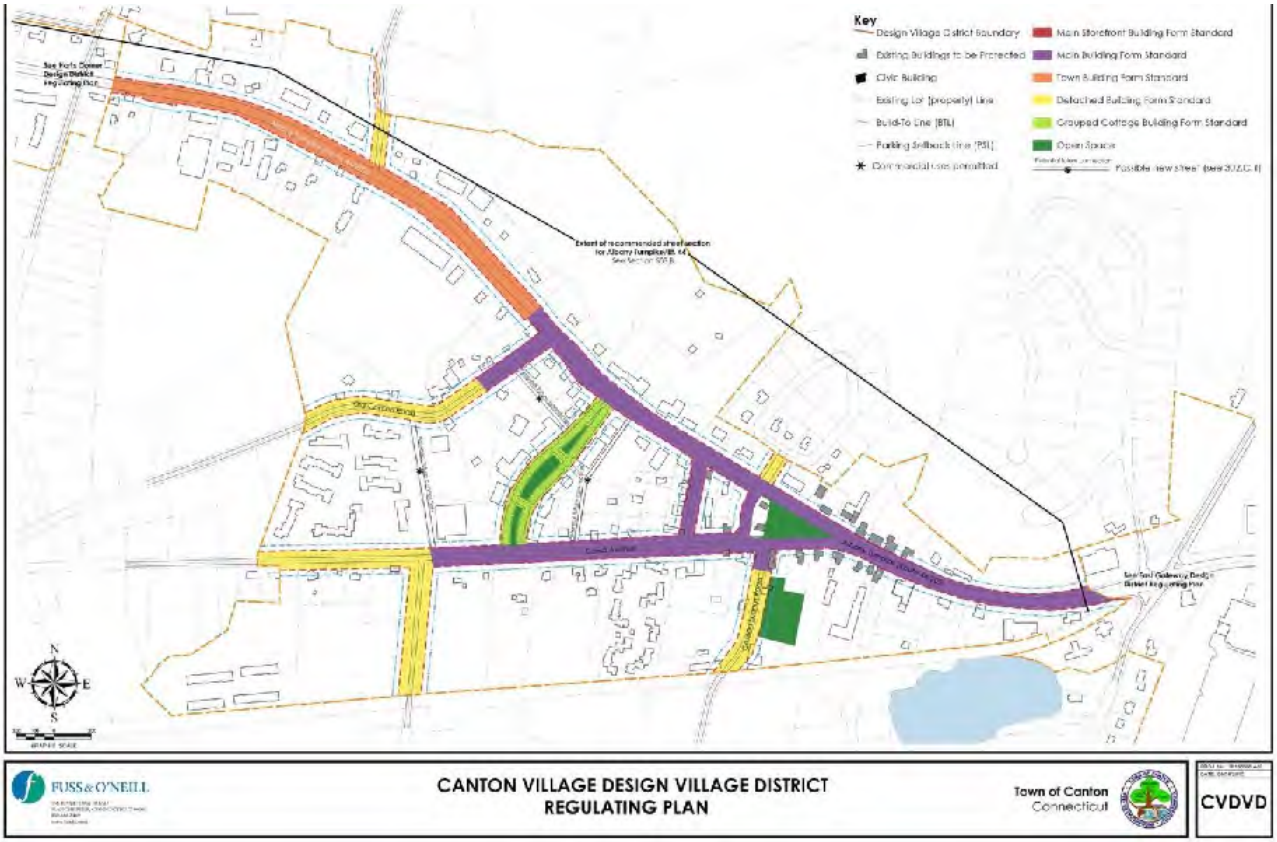
304. Sample Regulating Plans

For illustrative purposes only, refer to the Town for Regulating Plan information.



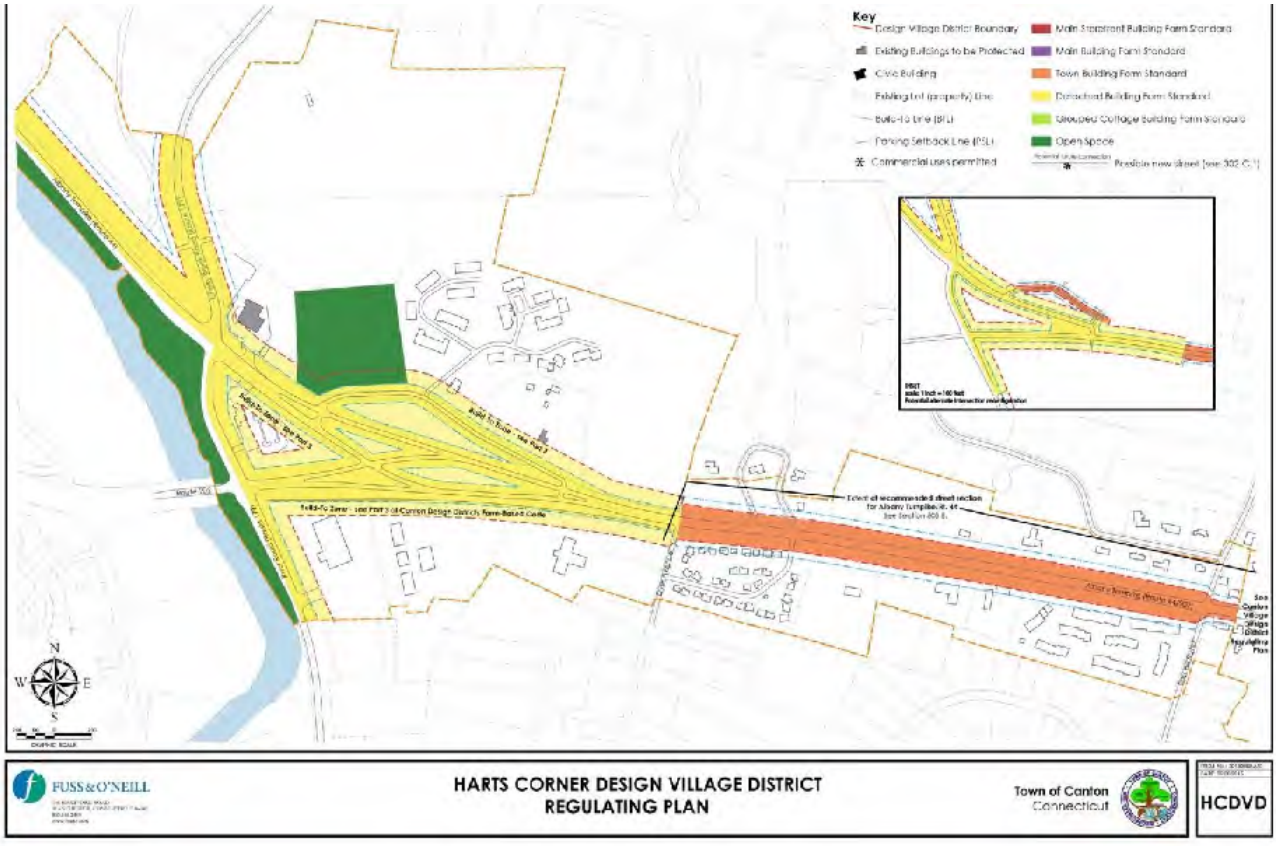

Key
Design Village District Boundary
Existing Buildings to be Protected
Civic Building
Existing Lot (property) Line
Build-To Line (BTL)
Parking Setback Line (PSL)
Commercial uses permitted
Main Storefront Building Form Standard
Main Building Form Standard
Town Building Form Standard
Detached Building Form Standard
Grouped Cottage Building Form Standard
Open Space
Potential future connection
Possible new street (see 302.C.1)
Bridge Street
Town of Canton
Connecticut
CDVD

For illustrative purposes only, refer to the Town for Regulating Plan information.



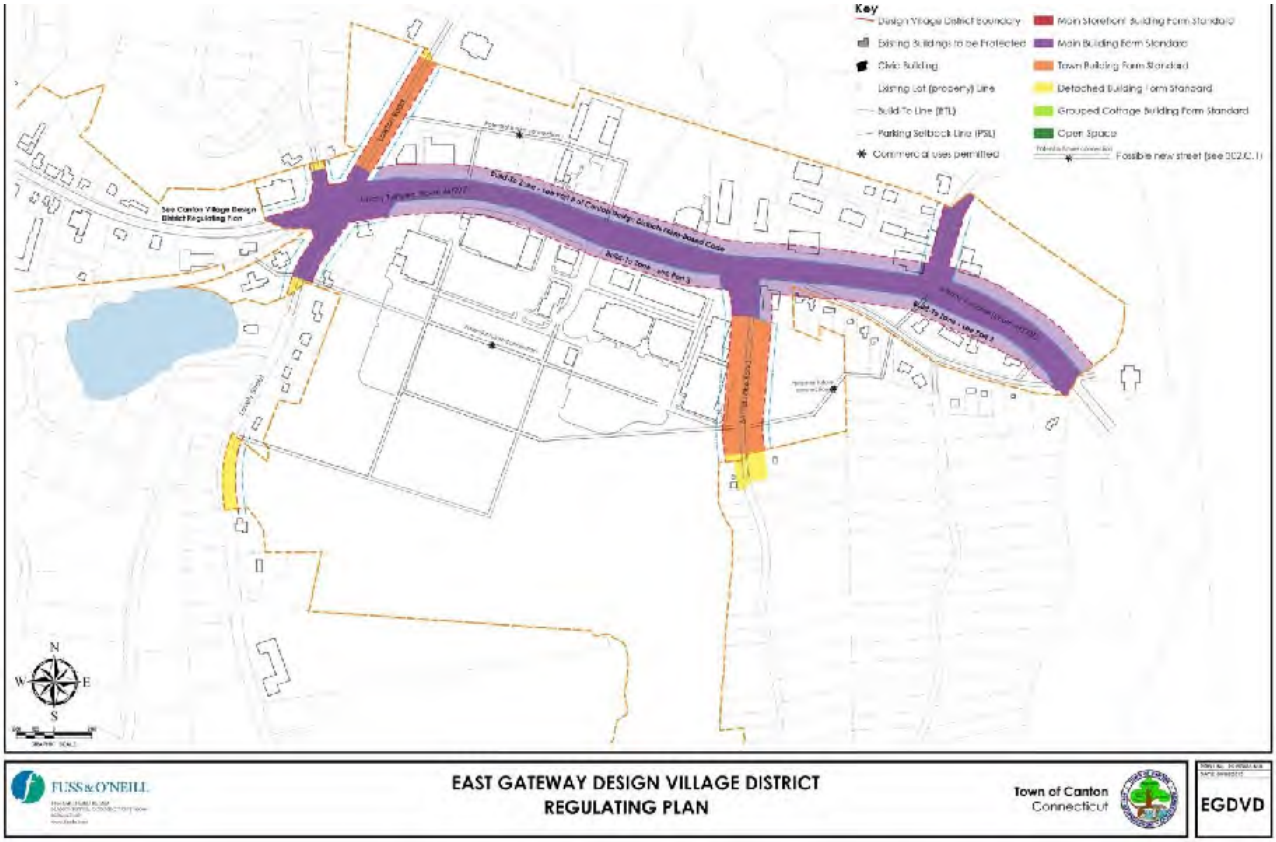
Illustrations: Multiple redevelopment possibilities.

For illustrative purposes only, refer to the Town for Regulating Plan information.

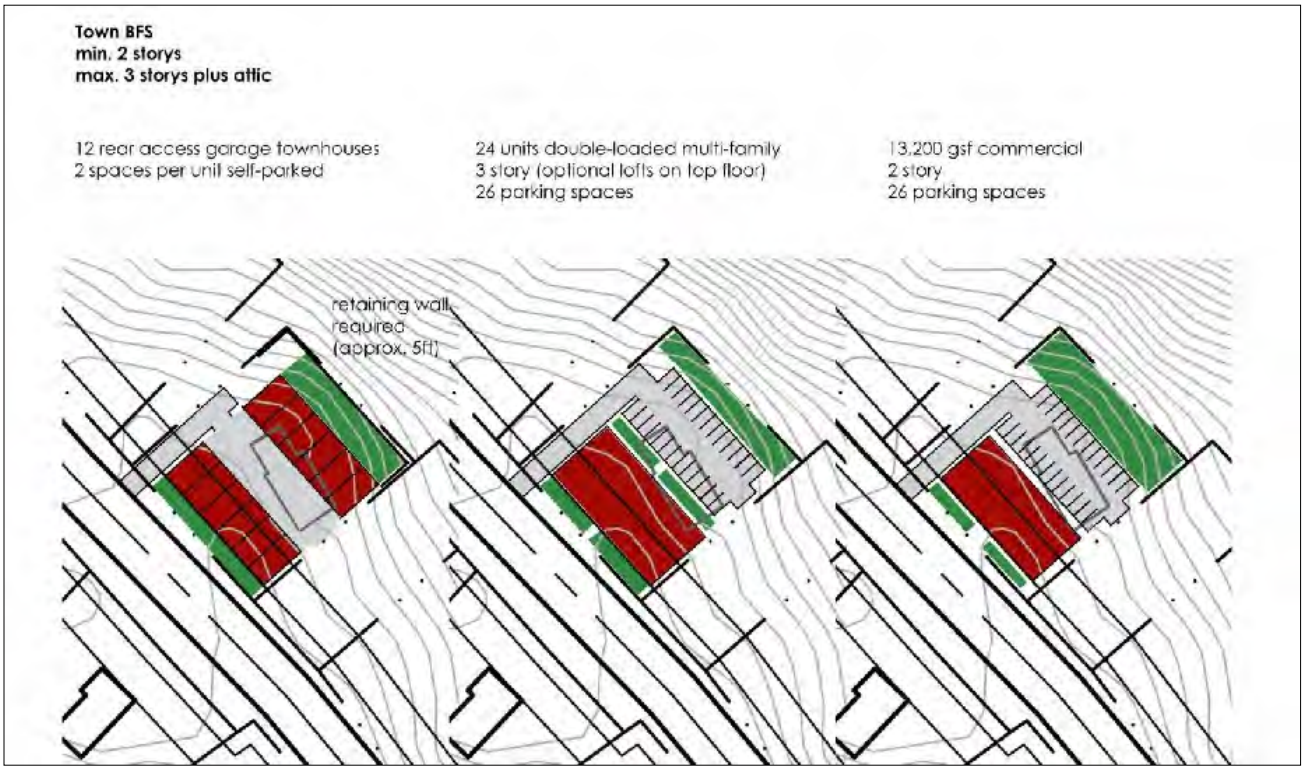


Illustrative redevelopment possibility.

For illustrative purposes only, refer to the Town for Regulating Plan information.



Illustrative redevelopment possibility.



Part 4. Building Form Standards

401. Purpose and Intent

A. Goals

1. The goal of the BFS is the creation of a consistent public realm through the creation of coherent street-space. The form and function controls on buildings work together while allowing the buildings more flexibility in use.
2. The Regulating Plan identifies the BFS for all parcels within the Design Village Districts.
3. The BFS set the basic parameters governing the building form for development and redevelopment on private lots, unless otherwise indicated on the Regulating Plan, as well as certain required functional elements such as fenestration (windows and doors) and street walls, or permitted elements such as stoops, balconies, or front porches.

402. General Provisions

A. Building Size

The maximum size for a building under a Type I Design Plan is 10,000 gross square feet; beyond that limit a Type II Design Plan is required. This shall not limit parking structures built according to this Code.

B. Building Height

1. The height of all buildings is measured in stories, with an ultimate limit in feet, measured from the fronting sidewalk elevation to the locations shown in *Zoning Article 2.2 Defined Terms "Building Height' and "Story Related Terms"*, unless otherwise designated.
2. Dormers are permitted and do not constitute a story (for height measurement purposes) so long as: they do not break the primary eave line, are individually less than 15 feet wide, and are collectively not more than 60% of their BTL façade length.
3. If an individual story exceeds the maximum story clear height (floor to ceiling), it shall be counted against another story, and no individual building height may exceed the specified ultimate height.
4. The prescribed minimum story clear height shall be met by at least 80% of the story's floor area.
5. Mezzanines that have a floor area greater than 40% of the ground story's floor area shall count as an additional full story in the story height measurement. Mezzanines shall be set back from the BTL at least 20 feet and its uses shall be limited to a continuation of the ground floor uses.
6. Any portion of a parking structure within 30 feet of a building constructed per this Code shall not exceed that building's primary roof ridge or parapet height.

C. Siting

1. Buildable Area
   a. Buildings must be located within the designated buildable area per the BFS.

b. The private, interior portions of the lots (toward the alley or rear lot lines) are much less controlled to allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private (semi-private for apartment and condominium dwellers) gardens and courtyards.
c. No part of any building shall be located outside of the buildable area except overhanging eaves, awnings, storefronts, bay windows, stoops, steps, balconies, or handicapped ramps approved by the Code Administrator. See *Zoning Article 2.2, Table 2.1 –Coverage and Yard Setback Applicability*.
d. On lots designated Main or Town BFS adjacent to the boundary of Design Village District and adjacent to existing single-family homes, a planted buffer must be provided along the common lot line in accordance with *Zoning Article 7.1*.

2. Corner Lots
   a. Corner lots shall satisfy the BTL requirements for their full/all street frontages, unless otherwise shown on the Regulating Plan.
   b. The building façade must occupy the BTL at a block corner for 20 feet minimum in both directions.
3. Street Walls (see also Part 6. Architectural Standards)
   A street wall, 2 feet minimum and 6 feet maximum height, shall be required along any BTL frontage that is not otherwise occupied by a building, private drive, or common access easement. The street wall shall be located not more than 12 inches behind the BTL.
4. Garage and Parking (see also Part 7. Parking and Loading Standards)
   a. The PSL, shown on the Regulating Plan, extends vertically from the ground floor as a plane to the minimum building height specified per BFS. Vehicle parking shall be located behind the PSL, except where parking is provided below grade or above the minimum required story height.
   b. Driveways shall be located at least 50 feet away from any block corner or another garage entry on the same block face. These requirements are not applicable along alleys or common access easements.
5. Transitions
   a. On a lot with more than one BFS across the BTL, the property owner has the option, of applying either BFS for a maximum additional distance of 20 feet, in either direction along that BTL.
   b. Existing structures located on a lot with more than one BFS across the BTL may use the Building Use for either BFS designated on the Regulating Plan for the existing structure only.
   c. Where any Main BFS is adjacent to an existing single-family detached residential lot, any structures shall have a maximum height of 30 feet for a minimum of 20 foot depth.
   d. Where any Main BFS abuts an existing single-family residential lot, a street wall or privacy fence up to 6 feet in height shall be constructed within 12 inches of the common lot line.

D. Civic Use Buildings

When designated on the Regulating Plan, civic use buildings are exemptfrom the BFS and Architectural Standards, excepting any provisions that concern adjacent existing single-family detached or Cottage BFS.

Note: the following pages have a color coordinated format to correspond with the key on the Regulating Plan.

403. Main Frontage

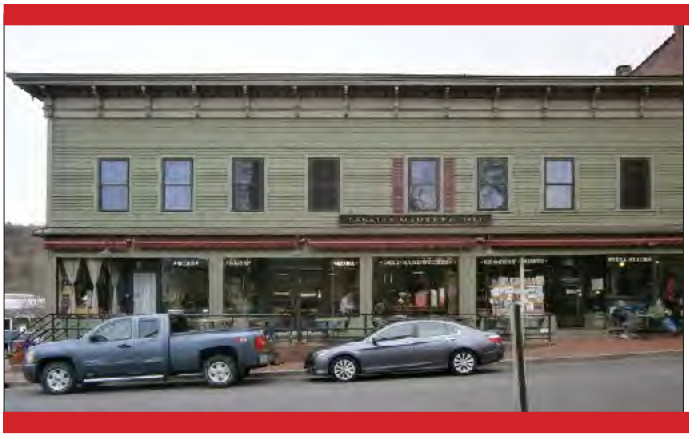
CHARACTER FOR COLLINSVILLE AND CANTON VILLAGE DESIGN VILLAGE DISTRICTS

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 (or upper floor residential possible)



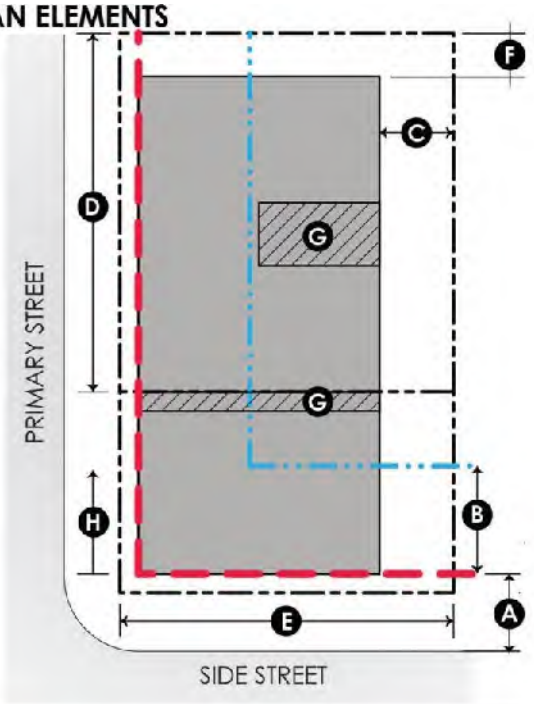
Main Storefront Frontages

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.2.c Storefront Windows for specific requirements.)

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

BFS FOR COLLINSVILLE AND CANTON VILLAGE DESIGN VILLAGE DISTRICTS

PLAN ELEMENTS



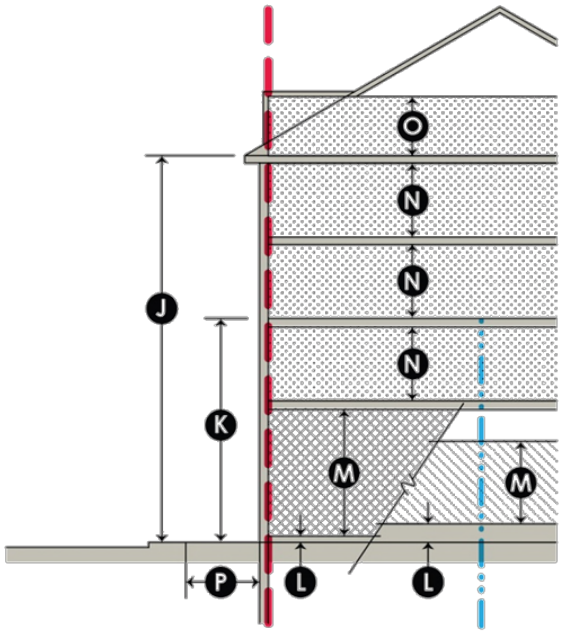
KEY

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

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	20' min. (Collinsville Historic District exempt)
D	Lot Width	N/A
E	Lot Depth	N/A
F	Side Setback	N/A
G	Private Open Space	10% of Buildable Area
H	Primary Street Façade	80% min. of Build-To Line

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Commercial (Office only) Use
- Commercial (Office, Restaurant, Retail) Use

DIMENSIONS

J	Building Height Maximum	4 storys 60' max. to top of wall plate
K	Building Height Minimum	2 storys 33' max. to top of wall plate
L	Finished Ground Floor Level	
	Commercial:	at grade min. / 18" max.
	Residential:	2'-6" min. / 4'-0" max.
M	First Floor Story Clear Height	
	Commercial:	12'-0" min. / 18'-0" max.
	Residential:	9'-0" min. / 12'-0" max.
N	Upper Story Clear Height	9'-0" min. / 12'-0" max.
O	Optional Attic Height	8'-0" min.
P	Clear Walkway Width	5'-0" min.

CHARACTER FOR EAST GATEWAY AND HARTS CORNER DESIGN VILLAGE DISTRICTS

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, whereas Harts Corner should maintain a more casual rural character with farm-type buildings.

East Gateway Design Village District character example

East Gateway Design Village District character examples

East Gateway Design Village District character examples

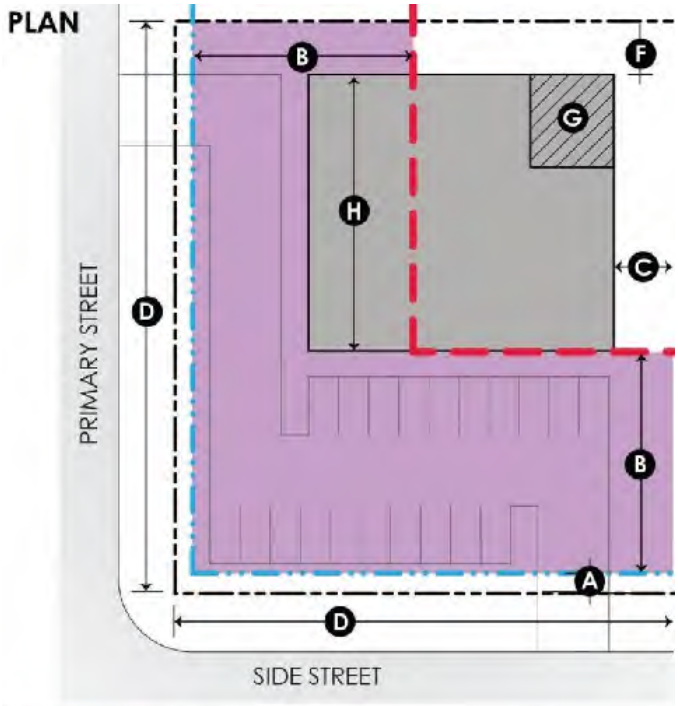
Harts Corner Design Village District character example

Harts Corner Design Village District character examples

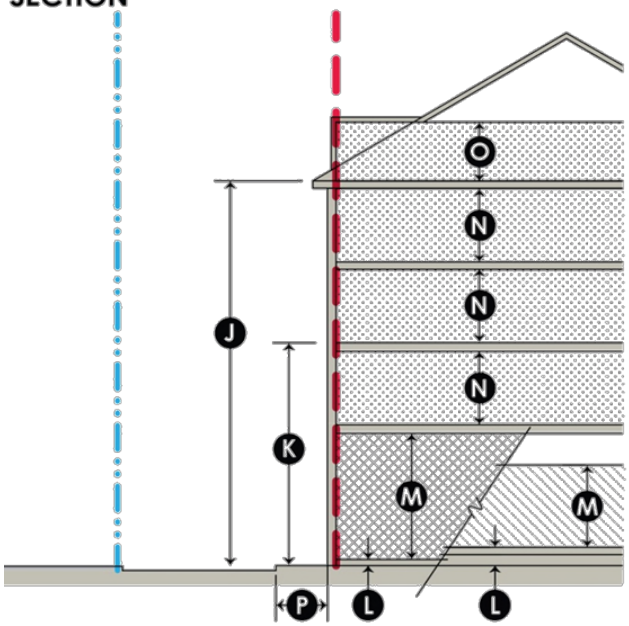
Harts Corner Design Village District character examples

BFS FOR EAST GATEWAY AND HARTS CORNER DESIGN VILLAGE DISTRICTS

PLAN



SECTION



KEY

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

KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Commercial (Office only) Use
- Commercial (Office, Restaurant, Retail) Use

DIMENSIONS

A	Parking Setback Line	15' from Property Line (refer to Regulating Plan)
B	Build-To Zone	75' depth
C	Rear Setback	20' min.
D	Lot Width	N/A
E	Lot Depth	N/A
F	Side Setback	N/A
G	Private Open Space	10% of Buildable Area
H	Primary Street Façade	50% min. of primary street property width

DIMENSIONS

J	Building Height Maximum	4 storys 60' max. to top of wall plate
K	Building Height Minimum	2 storys 33' max. to top of wall plate
L	Finished Ground Floor Level	
	Commercial:	at grade min. / 18" max.
	Residential:	2'-6" min. / 4'-0" max.
	Note: no ground floor residential permitted in areas of BTZ	
M	First Floor Story Clear Height	
	Commercial:	12'-0" min. / 18'-0" max.
	Residential:	9'-0" min. / 12'-0" max.
	Note: no ground floor residential permitted in areas of BTZ	
N	Upper Story Clear Height	9'-0" min. / 12'-0" max.
O	Optional Attic Height	8'-0" min.
P	Clear Walkway Width	5'-0" min.

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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.

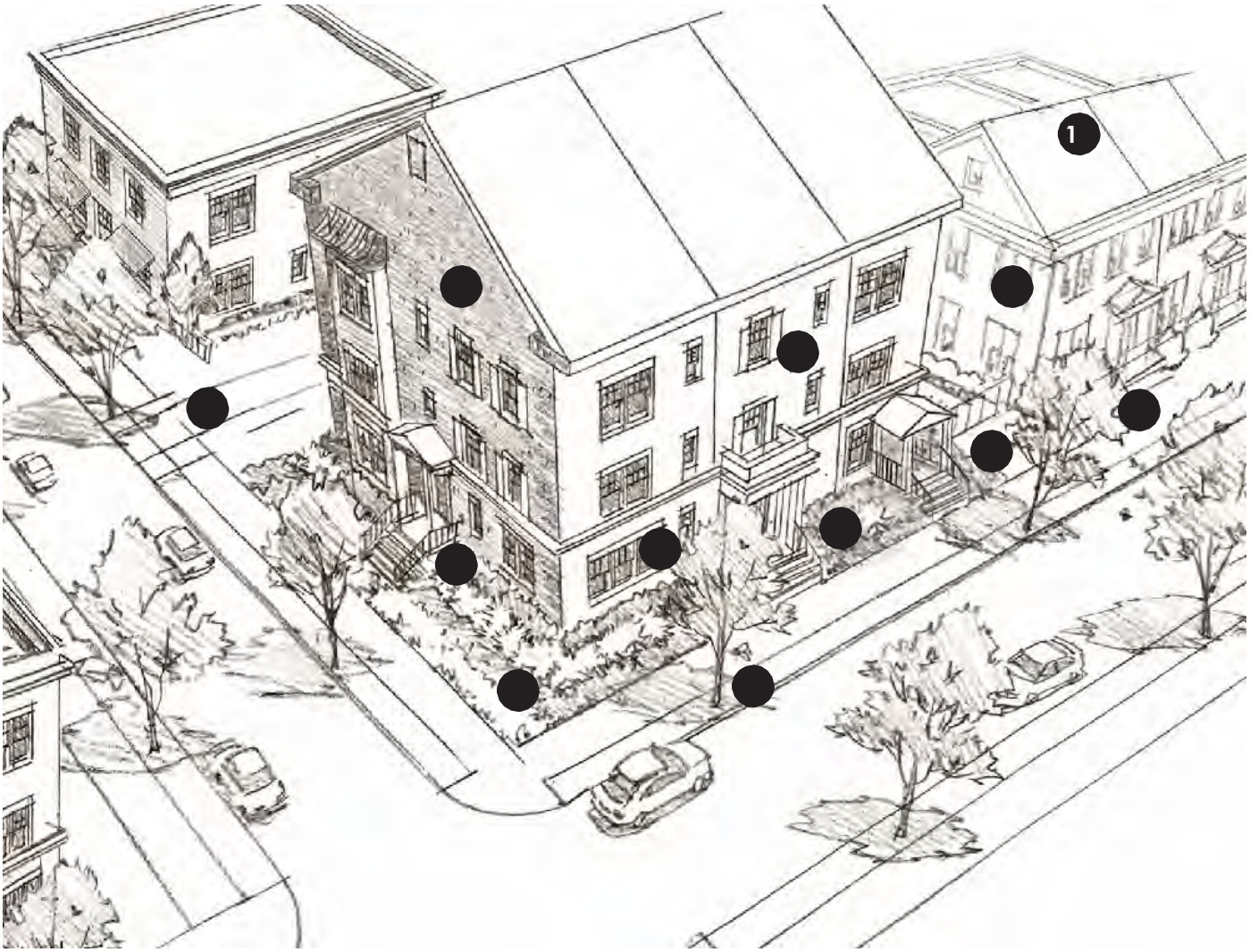
Duplex (2 attached houses) type divided into four apartments

Conventional Colonial-style rowhouses

Attached single family "cottages"

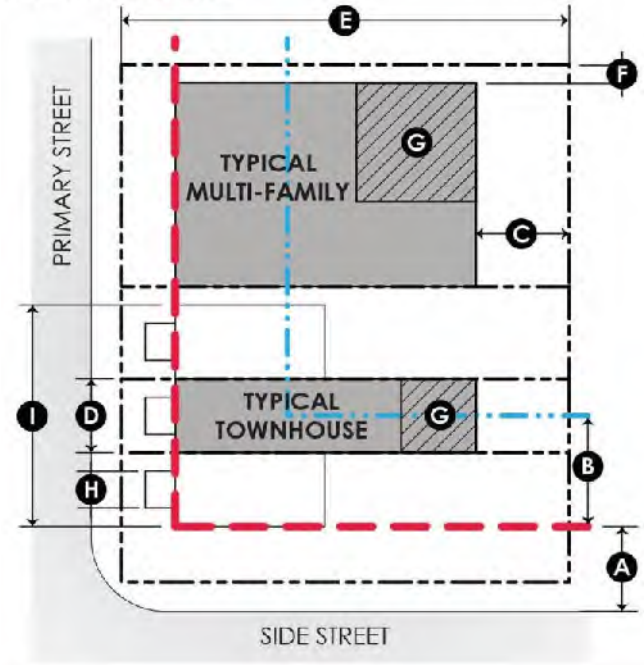
Architecturally detailed townhouses to articulate the row

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



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)

PLAN ELEMENTS



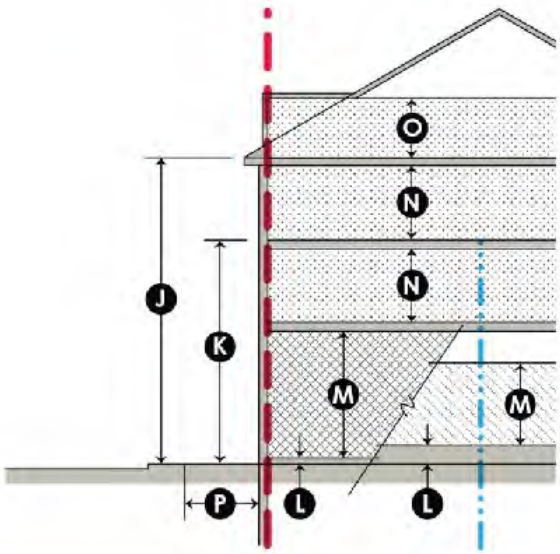
KEY

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

DIMENSIONS

A	Build-To Line	30' from curb or edge of paving (refer to Regulating Plan)
B	Parking Setback Line	30' behind BTL
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	25% of Buildable Area
H	Primary Street Façade	33% min. of Build-To Line
I	Continuous Primary Street Façade Frontage	120' max.

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Commercial (Office only) Use
- Commercial (Office, Restaurant, Retail) Use

DIMENSIONS

J	Building Height Maximum	3 storys 48' max. to top of wall plate
K	Building Height Minimum	2 storys 33' max. to top of wall plate
L	Finished Ground Floor Level	
	Commercial:	at grade min. / 18" max.
	Residential:	2'-6" min. / 4'-0" max.
M	First Floor Story Clear Height	
	Commercial:	12'-0" min. / 18'-0" max.
	Residential:	9'-0" min. / 12'-0" max.
N	Upper Story Clear Height	9'-0" min. / 12'-0" max.
O	Optional Attic Height	8'-0" min.
P	Clear Walkway Width	5'-0" min.

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405. Detached Frontage

CHARACTER FOR COLLINSVILLE AND CANTON VILLAGE DISTRICTS

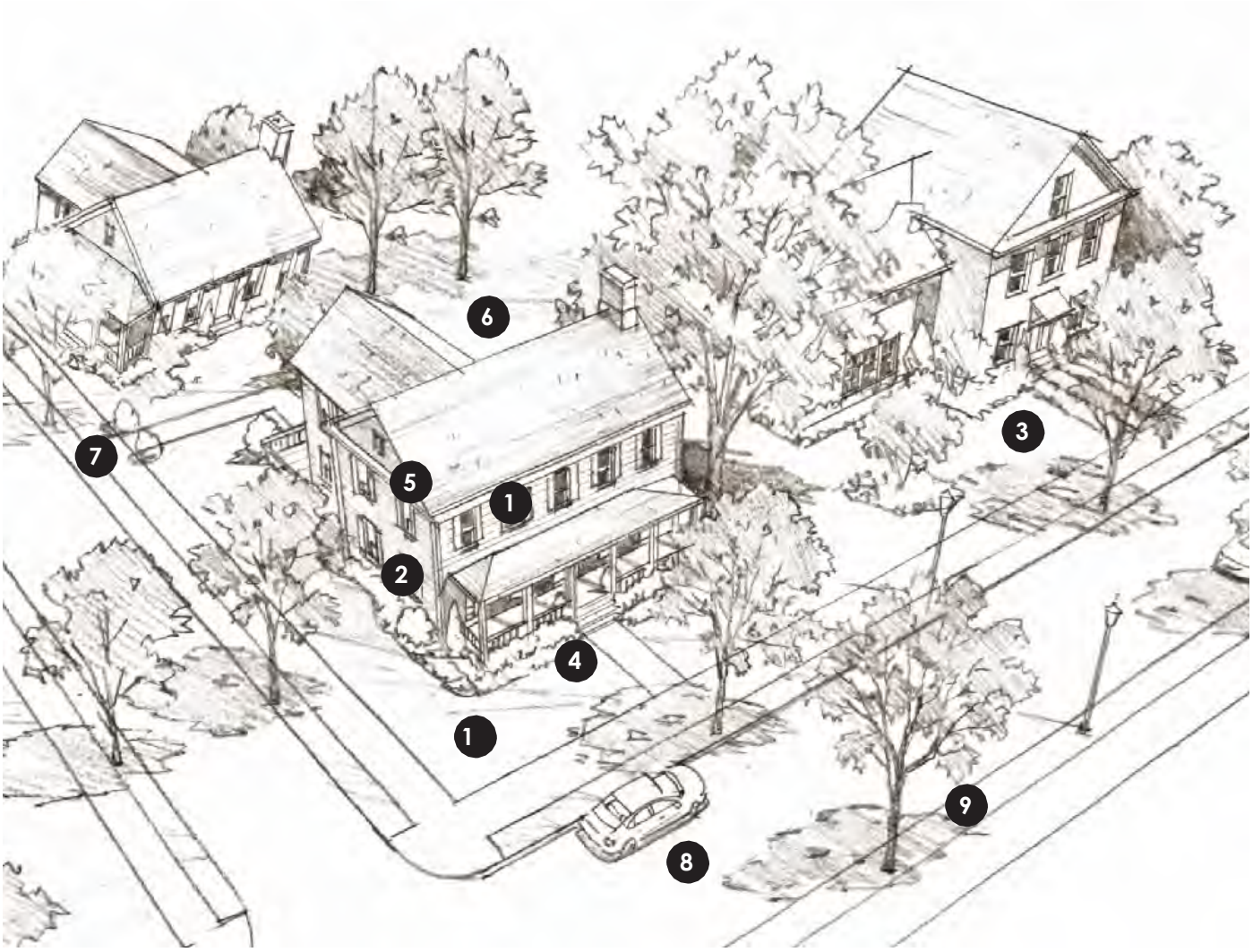
The Detached frontage standard is represented by the traditional single family house with small front, side and rear yards along a tree-lined street. Structures are typically 2 to 3 stories in height with pitched roofs and front porches.

Small lot (close together) single family homes

Simple, yet well detailed, wood siding

One-story bungalow with local stone

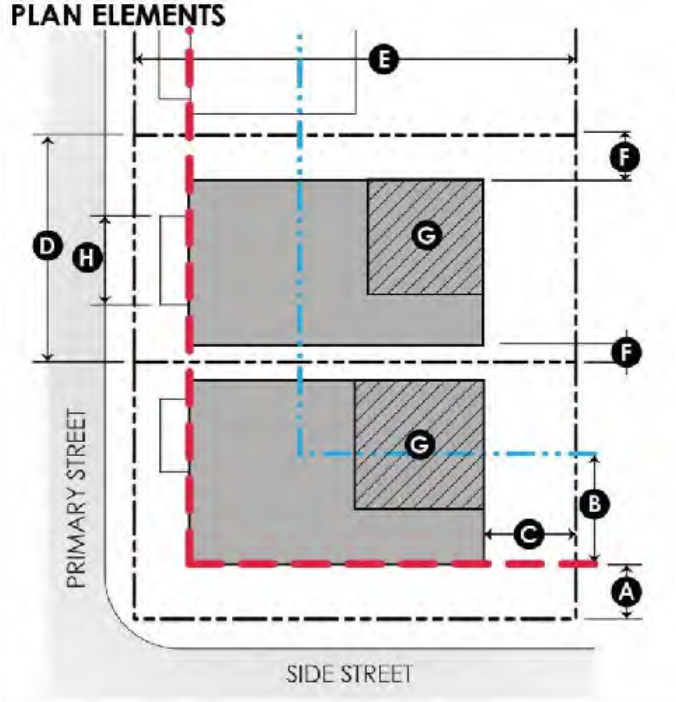
Possible home occupation uses



1. Residential Use
2. Optional limited Office Use
3. Wider dimension facing street
4. Optional stoop or porch
5. Minimum 2 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

BFS FOR COLLINSVILLE AND CANTON VILLAGE DESIGN VILLAGE DISTRICTS

PLAN ELEMENTS



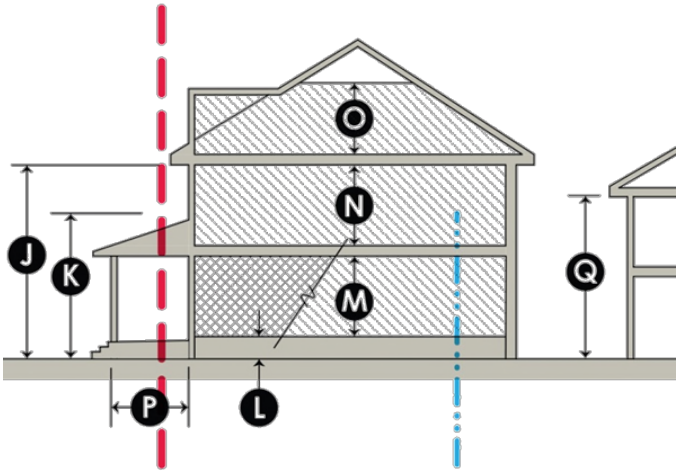
KEY

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

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./70' max.
E	Lot Depth	100' min.
F	Side Setback	5' min./10' max. (both sides) 5' max. (one side) / 20' max. (driveway width)
G	Private Open Space	25% of Buildable Area
H	Optional Porch Width	33% min. of Façade

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Commercial (Office only) Use
- Commercial (Office, Restaurant, Retail) Use

DIMENSIONS

J	Building Height Maximum	2 storys 26' max. to top of wall plate
K	Building Height Minimum	1-1/2 storys 18' max. to top of wall plate
L	Finished Ground Floor Level	2'-0" min. / 4'-0" max.
M	First Floor Story Clear Height	9'-0" min. / 12'-0" max.
N	Upper Story Clear Height	9'-0" min. / 12'-0" max.
O	Optional Attic Height	7'-0" min.
P	Optional Front Porch	6'-0" min. depth
Q	Accessory Building	2 storys max. 20' max. to top of wall plate

CHARACTER FOR EAST GATEWAY AND 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

Harts Corner Design Village District character example

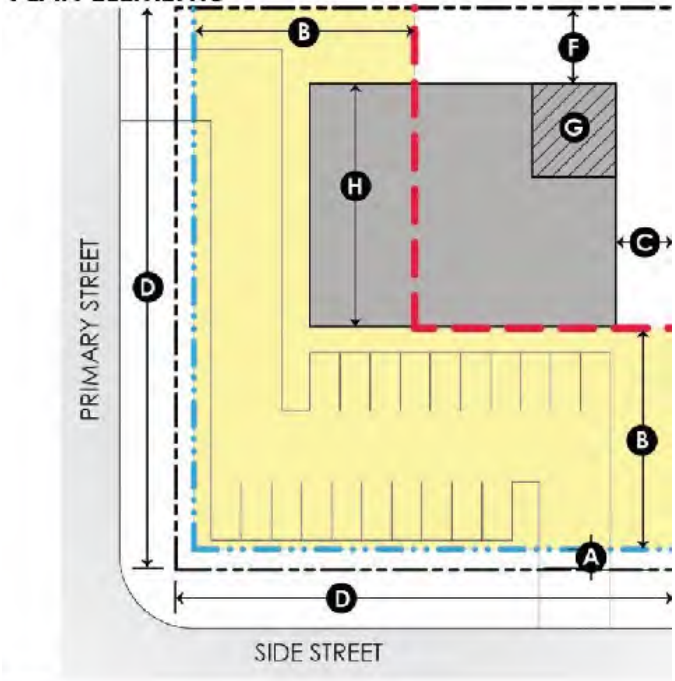
East Gateway Design Village District character example

Harts Corner Design Village District character example

Harts Corner Design Village District character example

BFS FOR EAST GATEWAY AND HARTS CORNER DESIGN VILLAGE DISTRICTS

PLAN ELEMENTS



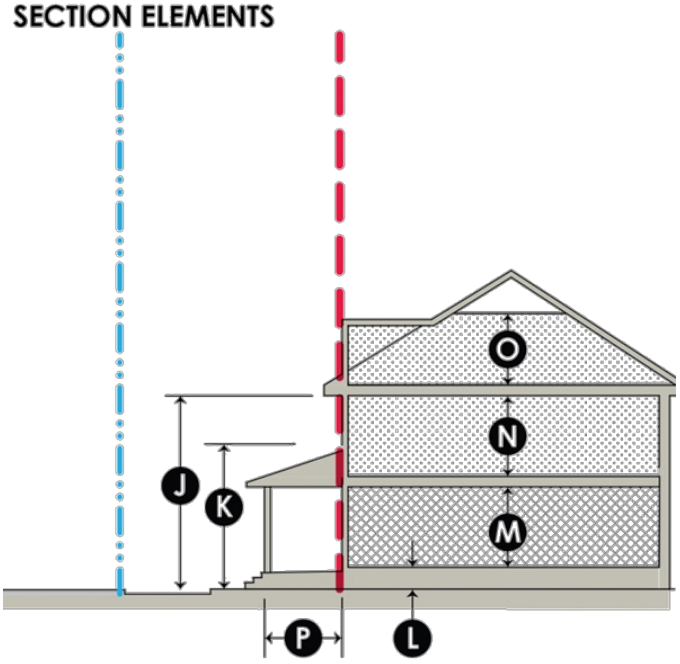
KEY

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

DIMENSIONS

A	Parking Setback Line	15' from Property Line (refer to Regulating Plan)
B	Build-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. of primary street property width

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Commercial (Office only) Use
- Commercial (Office, Restaurant, Retail) Use

DIMENSIONS

J	Building Height Maximum	2 storys 26' max. to top of wall plate
K	Building Height Minimum	1-1/2 storys 18' max. to top of wall plate
L	Finished Ground Floor Level	at grade min. / 18" max.
M	First Floor Story Clear Height	9'-0" min. / 18'-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.

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406. Cottage Frontage

CHARACTER DESCRIPTIONS

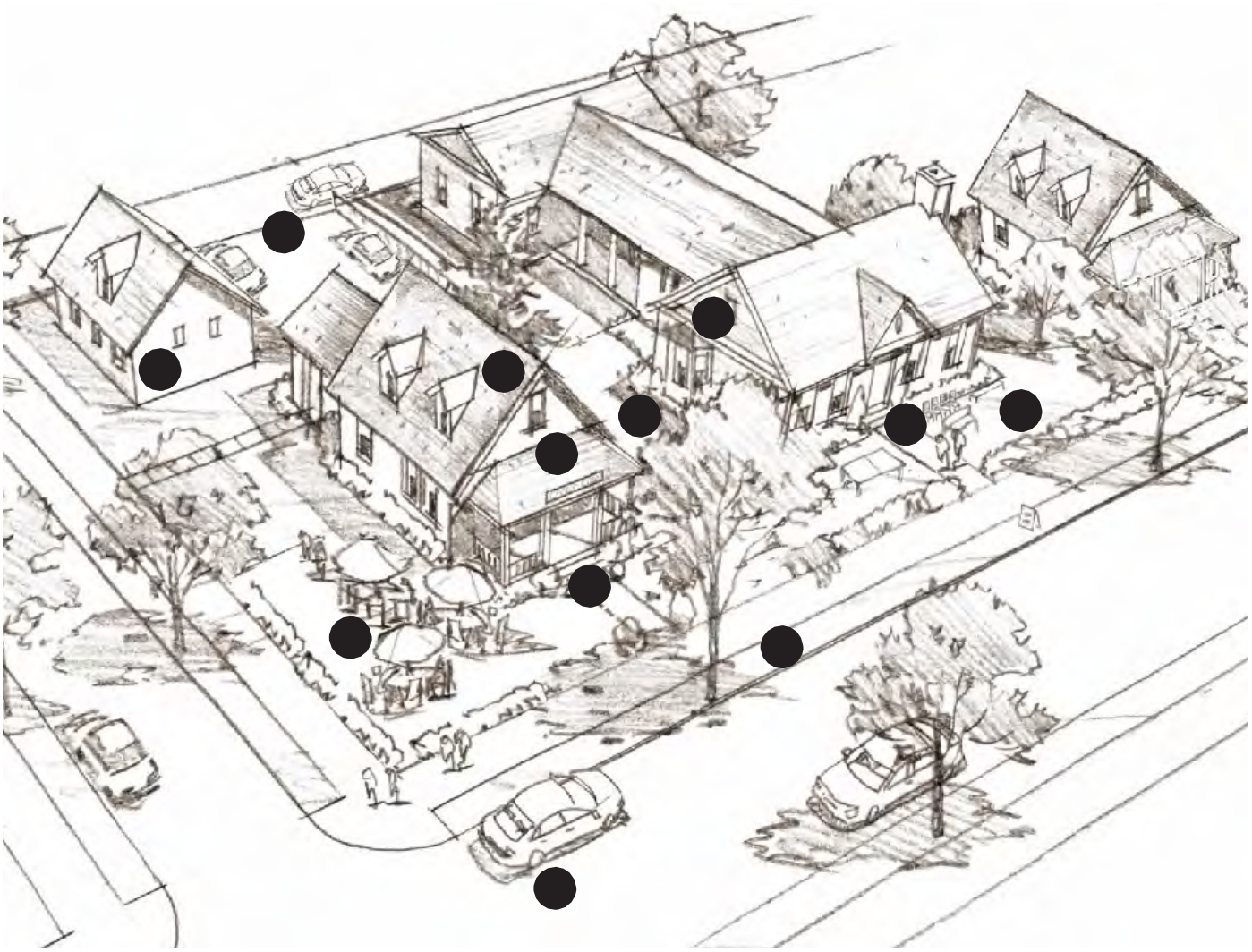
The Cottage Form Standard accommodates small retail and artisan workshops within Design Village Districts. Cottages will occur only as groupings with a minimum of three buildings. These structures are of limited height and are built to the fronting sidewalk. Exterior work areas are confined to work courts and/or at the center of the block or behind the buildings.

Small building shopping center (some attached) with parking

Cafe with outdoor seating

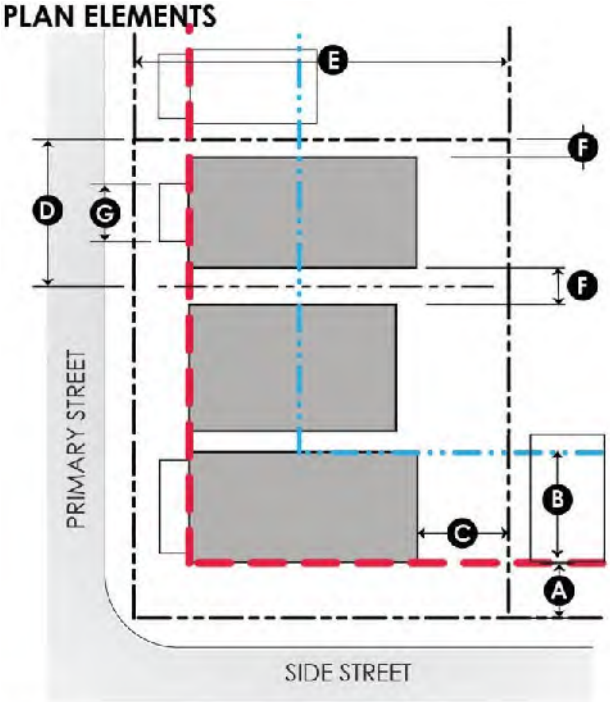
Bungalow-type for two small commercial spaces

Shingled retail and offices along a commercial street (with on-street parallel parking)



1. Ground floor Commercial Use (preferably Retail or Restaurant
2. Upper floor Office Use
3. Minimal side yards
4. Optional stoop or porch
5. Minimum 1-1/2 story
6. Outdoor seating permitted
7. Rear alley access preferable for parking and loading (service access)
8. Street trees and street lighting in continuous tree lawn or tree grates
9. Optional signage
10. Build-To Line behind sidewalk providing dooryard and front yard for merchandise
11. On-street or Private Access Easement (driveway) parking - parallel, perpendicular, or diagonal to curb
12. Accessory buildings permitted

PLAN ELEMENTS



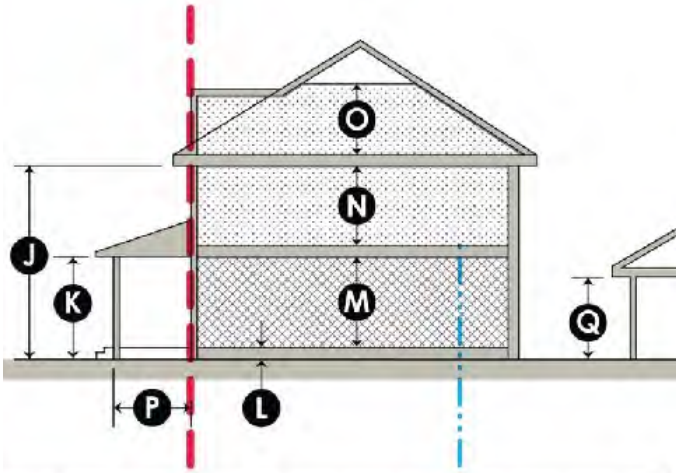
KEY

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

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	15' min.
D	Lot Width	20' min./80' max.
E	Lot Depth	90' min.
F	Side Setback	5' min./10' max. (both sides)
G	Optional Porch Width	50% min. of Façade

SECTION ELEMENTS



KEY

- Build-to Line
- Parking Setback Line
- Residential Use
- Residential OR Commercial (Office only) Use
- Commercial (Office, Restaurant, Retail) Use

DIMENSIONS

J	Building Height Maximum	2 storys 24' max. to top of wall plate
K	Building Height Minimum	1 storys 12' max. to top of wall plate
L	Finished Ground Floor Level	0" min. / 18" max.
M	First Floor Story Clear Height	8'-0" min. / 10'-0" max.
N	Upper Story Clear Height	8'-0" min. / 10'-0" max.
O	Optional Attic Height	7'-0" min.
P	Optional Front Porch	6'-0" min. depth
Q	Accessory Building	1 storys max. 12' max. to top of wall plate

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Part 5. Urban Space Standards

Walkable Main Street in Collinsville

501. Applicability

A. Street-space

1. The Urban Space Standards apply to the development of street-space as well as the reconstruction of existing streets and other public (and publicly accessible) spaces.
2. The Urban Space Standards establish the rules and standards for the street-space or public realm (especially streets and sidewalks).

502. Intent

A. Urban Space and Walkability

1. Although commonly thought of as just squares, greens, plazas or parks, the urban space includes the complete street-space. The street-space is the public domain between the building façades: the travel lanes between the curbs as well as the sidewalks.
2. The coherent definition of the street-space should be ensured via the Regulating Plan and Building Form Standards to assist residents, building owners, and managers with understanding the relationship between the street-space and their own lots.
3. These are streets—not highways, arterials, or collectors—and must be developed as such to create pedestrian-oriented places. "Walkable" streets that are comfortable, efficient, safe, and interesting.
4. Streets must balance the needs of all forms of traffic—auto, transit, bicycle, and pedestrian—to maximize mobility and convenience for all Town residents and visitors. The character will vary depending on their location: some streets will carry a large volume of traffic while others provide a more active and intense urban pedestrian experience.
5. Streets should contribute to environmental sustainability. Native trees and plants contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and rainwater management.
6. Property frontages and façades are part of the public realm, literally forming the walls of the public street-space and are therefore subject to more regulation than the other portions of the private property.

503. Street Type Recommendations

A. Principles

1. Overall function, comfort, safety and aesthetics of a street are more important than efficiency alone. To design solely for continuous free-flowing traffic creates situations where vehicles will travel at speeds greater than desirable for pedestrians.
2. Street design should take into consideration what is reasonably foreseeable, not every situation that is conceivably possible. Designing a street to facilitate (rather than accommodate) infrequent users may actually be the wrong design for the frequent users of the space.
3. With appropriate design techniques, drivers will choose slower speeds and less aggressive behavior, not typically achieved through speed limit signage/postings alone. For example, on-street parking slows traffic and acts as a buffer between moving vehicles and pedestrians.

4. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.
5. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any lot or parcel.
6. In a pedestrian-oriented area, non-vehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.
7. When the street design creates a conflict between the vehicular and non-vehicular user, it should be resolved in favor of the non-vehicular user unless public safety will be truly jeopardized by the resolution.

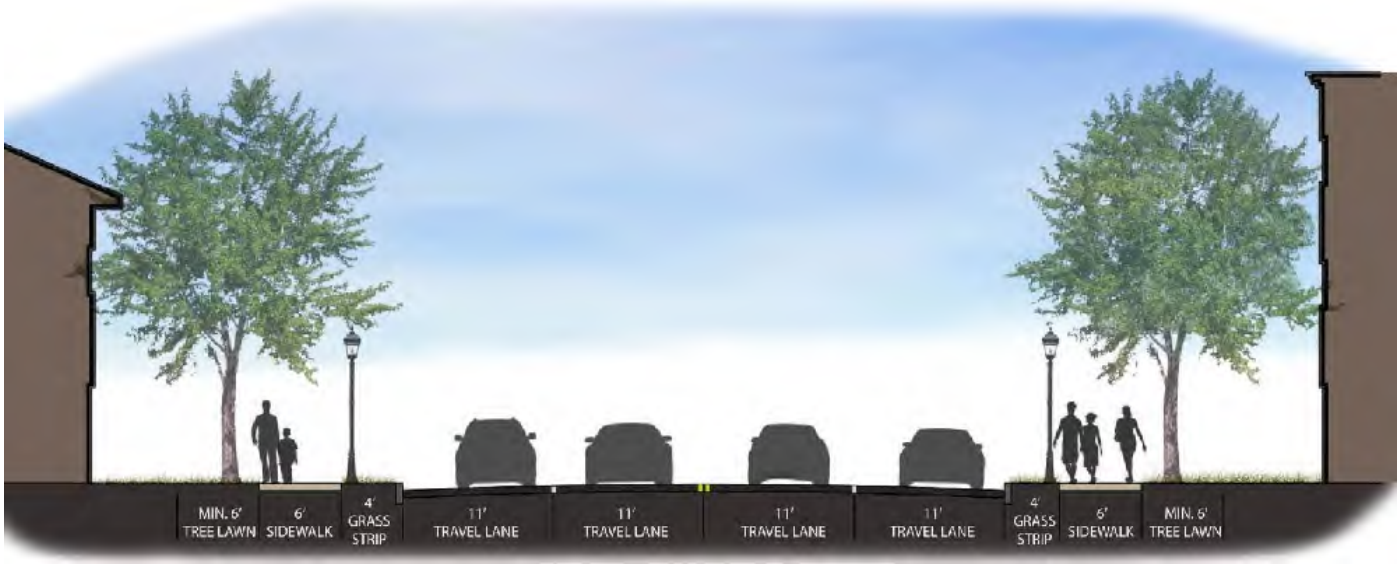
B. Street Types

1. As existing streets are modified and upgraded, these are the recommended types and configurations within the Design Village Districts:
   a. Albany Turnpike/Rt. 44/202
   b. Bridge Street at River Street
   c. Bridge Street at Main Street
2. New streets added to the existing street network or within new developments should be similar in character to the existing streets and these recommended street sections.

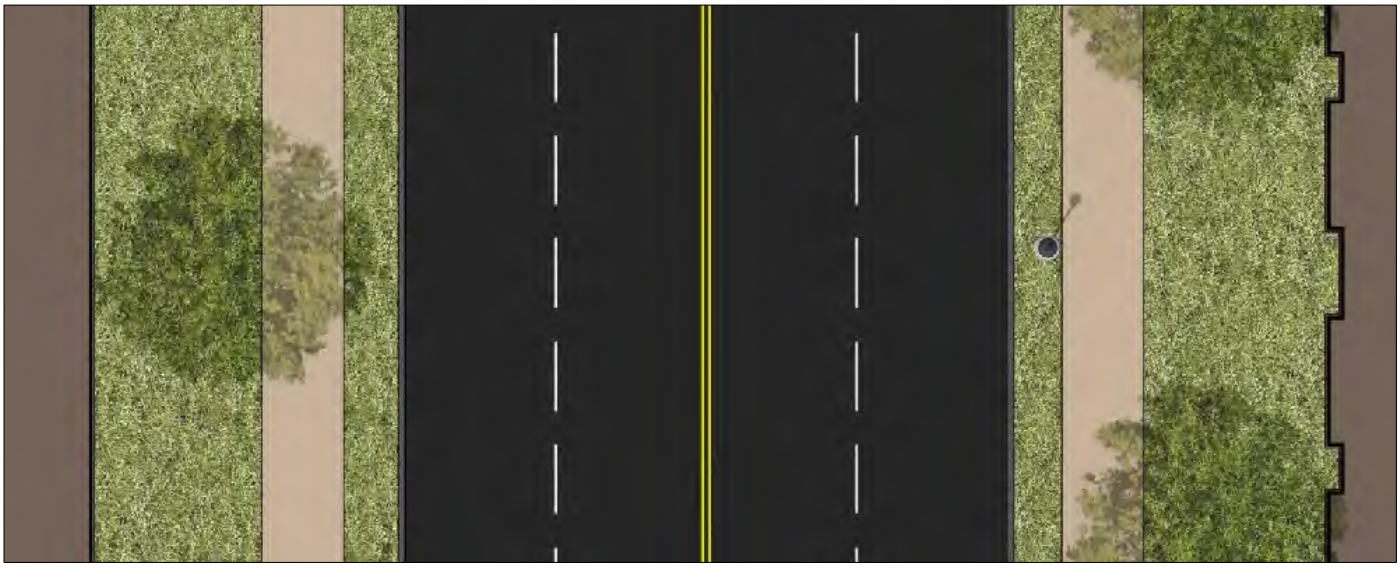
Maple Avenue provides a good example for residential streets

a. Albany Turnpike/Rt. 44

Existing conditions

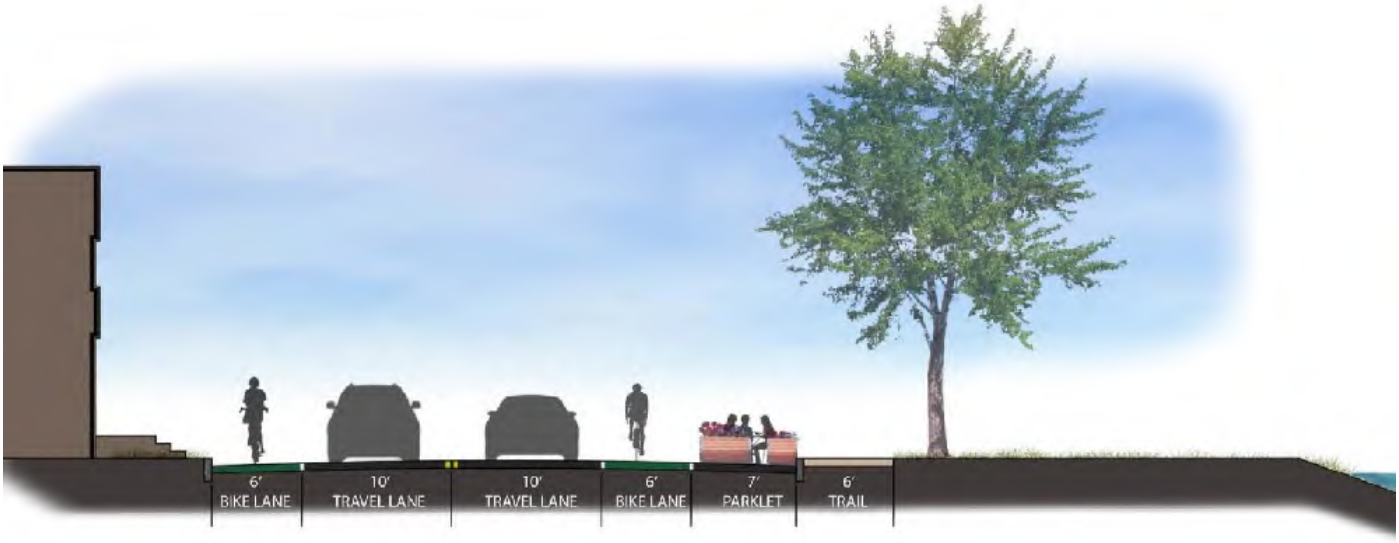


Recommended street section



b. Bridge Street at River Street

Existing conditions

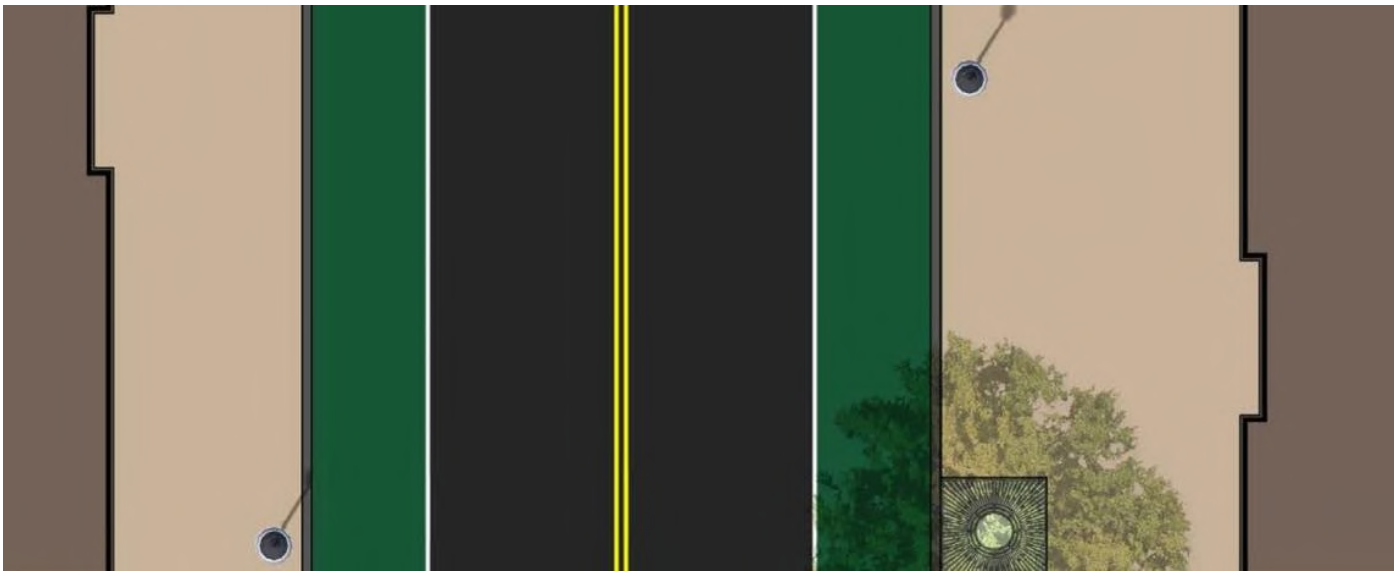


Recommended street section

c. Bridge Street at Main Street

Existing conditions

Recommended street section



504. Streetscape Standards

A. General Provisions

1. In addition to the lot, the owner is encouraged to maintain the following areas:
   a. The portion of the street-space between their lot line and the back of the curb.
   b. The portion of an alley or common access easement between the lot line and the edge of pavement.
2. Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, rain barrels, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any street-space. (Not visible water pumps are not included in this prohibition. Temporary placement of private garbage cans within the street-space may be allowed to accommodate scheduled pick-up.)

B. Street Trees

1. Each street-space must have street trees planted as shown in the Street Type Recommendations - generally 3 to 3½ feet from the back of the curb at an average spacing not greater than 30 feet on center (calculated per block face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants, and other infrastructure elements; however, at no location shall street tree spacing exceed 45 feet on center.
2. At an intersection, street trees must be setback from the perpendicular curb a minimum of 30 feet to maintain vehicular sight lines.
3. Required tree planting area minimum specifications are as follows:
   a. Soil surface area shall not be less than 50 square feet per isolated tree or 30 square feet per tree for connected tree lawn situations.
   b. No dimension of the soil surface area may be less than 5 feet.
   c. These requirements may be met through the use of bridged slab, structural soil, or other techniques that clearly exceed these standards in the fostering of vital and long-lived street trees.
4. Street tree planting areas shall be at grade or not greater than 6 inches in height above or below the sidewalk.
5. Street trees must be "limbed up" as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 8 feet clear over the sidewalk and 14 feet over the travel lanes of the street) and to maintain visibility.
6. At planting, street trees shall be at least 2.5 inches in diameter at breast height and at least 10 feet in overall height. Species must be selected from the street tree list (see Section 507. Tree Lists). Consult with the Code Administrator for the designated tree species for a particular street-space.
7. Any unpaved ground area shall be planted with groundcover or flowering vegetation not to exceed 12 inches in height.

C. Streetscape Elements

1. Street lights shall be installed on both sides of streets and, unless otherwise designated on the Regulating Plan, at intervals of not more than 80 feet, measured parallel to the street.

2. Street lights shall be between 9 and 15 feet above ground in height.
3. At the time of development, the developer is encouraged to install street lights and sidewalks, as illustrated in the Street Type Recommendations and coordinated with the Town, on the side of the street-space being developed.
4. Sidewalks not otherwise designated in the Regulating Plan or Street Type Recommendations shall be a minimum of 5 feet wide and be constructed to meet all Town, State, and Federal specifications.
5. Street furnishings such as trash cans and benches, should be designed into the site plan, not added as an afterthought, and be simple, functional, and durable. Street furnishings may be located in the dooryard area or in alignment with the street trees except in the situation of a continuous tree lawn.
6. On-street bicycle parking shall be provided forward of the dooryard area, preferably in alignment with the street trees except in the situation of a continuous tree lawn. See *Zoning Article 7.9.D Bicycle Parking Design Standards*.

505. Civic Spaces

A. Intent

1. These standards apply upon development of or redesign/reconfiguration of those open spaces that are either publicly owned or publicly accessible, as designated on the Regulating Plan. This section does not apply to private open area within the buildable area on a lot.
2. Civic spaces, such as greens and plazas, should be situated at prominent locations within each neighborhood and should be dedicated to important events or citizens. The green plants and trees of civic spaces should provide a landscape that complements the surrounding private building architecture.
3. Pervious paving materials (to allow oxygen for tree roots and absorb stormwater run-off) are encouraged in all civic spaces, and the percentage of impervious paving material is limited. (See Section 505.C. Materials and Configurations.)

B. Standards

1. Civic spaces shall have at least 60% of their perimeter fronting rights-of-way and shall be surrounded by street trees. Their dimensions shall be no narrower than a 1:5 ratio and no space width or breadth dimension shall be less than 25 feet.
2. A clear view through the civic space (from 2 to 8 feet in height) is required for visibility and safety.
3. Civic spaces may not include active recreation structures such as ball fields and courts.

C. Materials and Configurations

1. The ground surface level elevation should be between 0 and 18 inches above the top of the adjacent curb.
2. The maximum slope across any civic space may not exceed 10 percent.
3. Asphalt is prohibited within a civic space.
4. Surface treatment and materials (excluding any Civic Use Building, public art, or monument footprint) shall be a minimum 50 percent unpaved pervious surface area.

5. Pedestrian pathways shall be a common access easement or public right-of-way. The easement width for these pathways must not be less than 10 feet with a paved walkway not less than 6 feet wide and must provide an unobstructed view straight through its entire length, except where otherwise specified on the Regulating Plan.

506. Private Open Area

At least 1 tree per 800 square feet of any at-grade required private open area shall be planted in the rear lot area and located no closer than 5 feet to any common lot line.

507. Street Tree List

The following list contains all approved tree species for use in a Design Village District. The list includes native and acceptable adapted species. Other species may be used for planting within a private lot. Invasive exotic species may not be used in any location.

Canton Village Green civic space surrounded by street trees

Street Tree List

Acer buergerianum	Trident Maple
Acer campestre	Hedge Maple
Aesculus octandra (flava)	Yellow Buckeye
Aesculus x carnea	Red Horsechestnut
Betula nigra	River Birch
Celtis occidentalis	Common Hackberry
Cercidiphyllum japonicum	Katsura Tree
Corylus colurna	Turkish Filbert
Crataegus 'x lavallei', 'x mordenensis Toba', 'phaenopyrum', 'viridis Winter	Hawthorn varietals
Fraxinus americana 'Autumn Purple'	White Ash
Fraxinus excelsior	Blue Ash
Fraxinus pennsylvanica 'Marshall's Seedless', 'Newport', 'Patmore', 'Summit',	Green Ash varietals
Ginkgo biloba, 'Fastigiata', 'Sentry'	Ginkgo, varietals (male only)
Liquidambar styracifolia	Sweetgum
Platanus acerifolia 'Bloodgood'	London Plane tree
Quercus coccinea	Scarlet Oak
Quercus palustris	Pin Oak
Quercus phellos	Willow Oak
Quercus rubra	Red Oak
Quercus robur, 'Concordia', 'Fastigiata'	English Oak, varietals
Quercus x shumardii	Shumard Oak
Sophora japonica 'Fastigiata'	Fastigiate Scholar Tree
Tilia Americana 'Redmond'	Redmond American Linden
Tilia cordata, 'Chancellor', 'Glenleven', 'Greenspire'	Littleleaf Linden, varietals
Tilia tomentosa	Silver Linden
Tilia x euchlora	Crimean Linden
Ulmus 'Homestead', 'Pioneer', 'Urban Elm'	Elm varietals
Ulmus parvifolia	Lacebark Elm
Zelkova serrata, 'Halka', 'Village Green'	Zelkova, varietals

From: *http://www.hort.uconn.edu/ipm/homegrnd/htms/32cttree.htm*

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Part 6. Architectural Standards

601. Intent

A. Character

1. These Architectural Standards are intended to preserve the character of Canton as permitted by *CGS Title 8, Chapter 124 Zoning, Sec. 8-2j. Village districts* as follows "(b) The regulations establishing village districts shall protect the distinctive character, landscape and historic structures within such districts and may regulate, on and after the effective date of such regulations, new construction, substantial reconstruction and rehabilitation of properties within such districts and in view from public roadways...".
2. The Architectural Standards serve to establish a coherent character and encourage a high caliber, lasting quality of development that reflect and complement the traditional materials and techniques of the Canton region and Connecticut. Buildings shall be reviewed by the Code Administrator to verify that they meet the Architectural Standards (as well as the balance of this Code).
3. In order to establish and maintain a sense of place, these standards specify an architectural aesthetic of load-bearing walls and all building materials shall express their specific properties. For example, stronger and heavier materials (masonry) support lighter materials (wood).

602. General Principles

A. Intent

1. Architectural style is not restricted to any particular historical period (such as Colonial) or type (such as Georgian, Victorian, etc.).
2. Each Design Village District has variations on architectural character - see Building Form Standards - but the materials and proportions appropriate to the region, as outlined in this Part, will be similar.
3. Commercial "franchise", "logo", or "brand name" prototype architecture is discouraged.
4. Buildings, lot elements, fenestration, and other architectural elements shall be designed to be appropriate for the character of each Design Village District (at a human scale, to have good proportions and relationships within the composition of the entire building), and to relate to the size of other buildings in the surrounding area.

B. Equivalent or Better

1. While the materials, techniques, and product types prescribed here are allowed by-right, equivalent or better practices and products are encouraged. Substitutions or alternate materials, techniques, and products may be submitted to the Code Administrator for review.
2. Additional products may be added to the list through Section 208. Text Amendment to this Code or may be allowed on a case by case basis through a departure from a design standard approved in accordance with Section 205.

Town-type (narrow facade) in siding

Brick Main-type building

Rustic or farm-style in Harts Corner

Historic Greek Revival style

C. Clearly Visible from the Street-Space

Many of these standards apply only in conditions where clearly visible from the street-space. These controls therefore concentrate on the views from the public space and minimize interference in the private realm. For example, a building element more than 30 feet behind the required Build-To Line is not clearly visible from the street-space.

603. Building Walls

A. Intent

Building walls define the public realm - the street-space. All walls shall express the construction techniques and structural constraints of traditional, long-lasting, building materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details, and are applicable where clearly visible from the street-space.

Wood clapboard (horizontal) siding

Brick

Stone

Primary material of wood clapboard siding with secondary material cedar shingles

B. Implementation

1. Primary Materials
   The following materials are permitted for 75 to 100 percent of the building wall surface area – per façade:
   a. Brick and tile masonry.
   b. Native stone (or synthetic equivalent).
   c. Wood – clapboard or shingles.
   d. Fiber cement siding (such as Hardie-PlankTM) equivalent or better siding.
   e. Stucco (cementitious finish).
   f. Glass curtainwall systems (only permitted in the East Gateway Design Village District).

2. Secondary Materials
   The following materials are permitted for a maximum ten percent of building wall surface area – per façade:
   a. Pre-cast masonry (for trim and cornice elements only).
   b. Gypsum Reinforced Fiber Concrete (GFRC – for trim elements only).
   c. Metal (for beams, lintels, trim elements and ornamentation only).
   d. Molded urethane foam (such as Fypon™) equivalent or better (for trim elements and ornamentation only).
   e. Split-faced block (only for piers, foundation walls and chimneys).
   f. Glass block (only permitted in the East Gateway Design Village District).

3. Projections
   a. Only porches (between 8 feet and 10 feet deep with a width not less than 1/3rd of the façade), overhanging eaves, awnings, storefronts, bay windows, stoops (not more than 5 feet deep and 6 feet wide not including steps), steps, balconies, or handicapped ramps approved by the Code Administrator may project beyond the BTL.
   b. Awnings shall project a minimum of 5 feet from the façade but maintain a minimum of 4 feet back from any street tree or street light and maintain a clear height of at least 9 feet.
   c. Awnings may have supporting columns/posts at their outer edge provided that a minimum of 8 feet clear width is maintained, there is a minimum of 24 inches between the columns/posts and the back of curb, and a clear walkway of 5 feet minimum occurs adjacent and parallel to the awning columns/posts.
   d. Balconies and stoops shall not project within 5 feet of a common lot line.
   e. Covered sidewalks or arcades shall have a minimum clear height of 12 feet (signage or lighting permitted to 9 feet clear) and a minimum clear width from BTL to inside column face of 10 feet. The area shall include a minimum 5 feet of clear walkway.

Stucco

Glass curtainwall system

Split-face concrete block

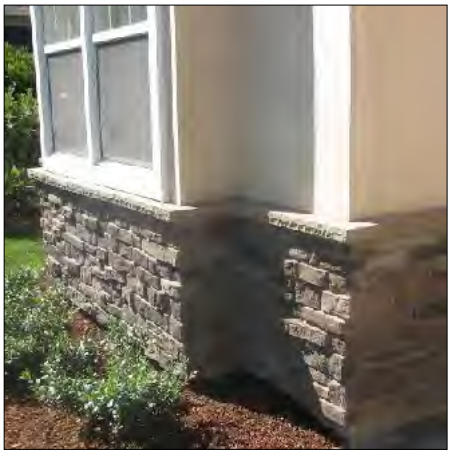
4. Configurations and Techniques

   The following configurations and techniques are permitted.

   a. Walls
      i. See Section 606. Windows and Doors for fenestration standards.
      ii. Fenestration and wall openings shall not span vertically more than one story.
      iii. Fenestration shall correspond to interior space and may not span across building structure, such as the ceiling to floor above thickness required for structure and mechanical systems.
      iv. Material changes shall be made with construction details typical for each abutting material – as where an addition (of a different material) is built onto the original building.
   b. Wood Siding and Wood Simulation Materials
      i. Siding shall be in a lap (horizontal) configuration. East Gateway and Harts Corner Design Village Districts may use vertical siding.
      ii. Siding shall be smooth or rough-sawn finish.
   c. Brick, Block, and Stone
      i. All masonry shall be detailed in load-bearing configurations – lighter weight material on top e.g. wood siding over masonry base.
   d. Stucco (cementitious finish)
      i. Finish coat shall be smooth or sand only, no roughly textured finish.

Glass block in transom of storefront

Projecting awnings



Loading-bearing configuration

604. Roofs and Parapets

A. Intent

Roofs and parapets shall demonstrate recognition of the climate by utilizing appropriate pitch, drainage, and materials in order to provide visual coherence to the district and are applicable where clearly visible from the street-space.

1. The roof type is integral to the design of the building and its architectural character.
2. The roof design shall help maintain the balance, setbacks and visual lines of the street-space.
3. The slope of a pitched roof is determined by local climatic conditions (such as the ability to shed snow loads) and physical properties of the roofing material. Roof types that have overhanging eaves, such as gabled or hipped roofs, should be of a dimension suitable for sun shade.
4. Parapets are low guarding walls at the edge of roofs (usually flat) and are formed by extensions of the building façades.
5. Cornices are crowning (trim) projections on a parapet wall. While the code requires certain horizontal dimensions, these elements shall be designed for the architectural style of the building and proportionate for the dimensions of the façade.

Dormer in asphalt shingle roof

Projecting cornice at parapet

Eaves – projecting from the gable end of the building form – with decorative trim

Standing seam metal with snow guards

B. Implementation

1. Materials

   Only the following materials are permitted:

   a. Clay or concrete (faux clay).
   b. Tile (beavertail or flat roman).
   c. Slate (equivalent synthetic or better).
   d. Metal (standing seam, equivalent or better).
   e. Cedar shingles.
   f. Dimensional ("architectural" or varied/shadowed) asphalt shingles.
   g. Cornices and soffits may be a combination of wood, vinyl, and/or metal.
   h. Gutters and Downspouts may be wood, PVC, vinyl, and/or metal.

2. Configurations and Techniques

   a. Parapet Roofs are allowed on Main, Main Storefront, and Town BFS where the roof material is not visible from any adjacent street-space.
   b. Pitched Roofs (exclusive of roofs behind parapet walls) are allowed on all Building Form Standards:
      i. Simple hip and gable roofs shall be symmetrically pitched between 5:12 and 10:12.
      ii. Shed roofs, attached to the main structure, shall be pitched between 3:12 and 8:12.

3. Overhang Requirements

   a. Eaves shall overhang 18 to 30 inches on the primary structure.
   b. Eaves and rakes on accessory buildings, dormers, and other smaller structures shall overhang at least 8 inches.
   c. Timber eaves and balcony brackets shall be a minimum of 4 inches by 4 inches in dimension.

4. Cornices and Other Features

   a. Buildings without visible roof surfaces and overhanging eaves shall satisfy the overhang requirement with a cornice or similar form projecting from the top of the building wall horizontally between 6 and 12 inches beyond the building walls on the primary structure.
   b. Skylights and roof vents are permitted only on the roof plane opposite the street-space (or BTL), when perpendicular to the street-space or when shielded from street-space view by the building's parapet wall.

605. Street Walls

A. Intent

Property lines are physically defined by buildings, walls, or fences. Land should be clearly public or private – in public view and under surveillance or private and protected.

Street walls establish a clear edge to the street-space where there are no buildings. These requirements include masonry walls, wooden fences, or planted hedges that define outdoor spaces and separate the street- space from the private realm (e.g. parking lots, trash cans, gardens, and equipment). All street walls shall be as carefully designed as the building façade, with the finished side out (i.e. the "better" side facing the street-space).

Planted landscape screening shall be equally effective throughout the year.

Wood fence

Hedges and dense plantings

Stone wall with iron railing

Planted embankment and grade change

B. Implementation

1. Materials

   The following materials are permitted:

   a. Native/regional stone and equivalent imitation stone.
   b. Metal (wrought iron, welded steel and/or electro-statically plated black aluminum) – may be used for gates.
   c. Brick.
   d. Stucco on concrete block or poured concrete (only when a brick or stone coping on top of the wall is provided).
   e. A combination of materials (e.g. stone piers with brick infill panels).
   f. Wood (picket fence, no split rails).
   g. Hedges.
   h. Continuous row of densely planted shrubs.

2. Configurations and Techniques

   a. Street walls along any unbuilt BTL, or forward line (PSL) of a Build-To Zone, shall be built to the height and length specified in the Building Form Standards.
   b. Metal work may additionally be treated to imitate a copper patina (aged green finish).
   a. Copings shall project between 1 and 4 inches from the face of the street wall.
   b. Street walls taller than 4 feet shall be subject to the fenestration requirements of their BFS.

606. Windows and Doors

A. Intent

The placement, type, and size of windows and doors on the façade largely establish the scale and vitality of the street-space. The types and numbers of windows (divided by multiple panes of glass) and doors that define the façade shall maintain a design balance that is similar to the size and spacing of the fenestration of existing buildings along the street-space.

For commercial buildings, windows and doors allow interplay between the shop interiors and the street-space. Restaurants and retail establishments benefit from exposure to the passers-by and the street-space benefits from the visual activity. For residences, windows form the "eyes on the street" surveillance, which provides for the security and safety for the area.

Double-hung with storm windows

12-over-12 divided lites

Main entrance door with sidelights and a covered stoop

Storefront

B. Implementation

1. Materials
   a. Window frames shall be of anodized aluminum, wood, clad wood, vinyl, or steel.
   b. Window glass shall be clear, with light transmission at the ground story at least 90 percent and for the upper stories 75 percent (modification as necessary to meet any applicable building and energy code requirements).
   c. Non-transparent specialty windows, such as round or oval or hexagonal, limited to one per façade, may utilize stained or opalescent glass or other material approved by the Code Administrator.
   d. Window screen frames shall match the window frame material, or be dark in color (anodized or painted).
   e. Doors shall be of wood, clad wood or steel and may include glass panes.
   f. Shutter materials shall be painted wood or clad wood.

2. Configurations and Techniques
   a. All Windows
      i. The horizontal dimension of the opening shall not exceed the vertical dimension except where otherwise prescribed in this Code (no more squat than square).
      ii. Windows may be ganged horizontally if each grouping (maximum 5 per group) is separated by a mullion, column, pier or wall section that is at least 4 inches wide.
      iii. Windows (not doors) shall be no closer than 30 inches to building corners (excluding bay windows and storefronts).
      iv. No ground floor window may face or direct views toward a common lot line within 10 feet unless:
         - that view is contained within the lot (e.g. by a privacy fence/ street wall) or,
         - the sill is at least 6 feet above the finished floor level.
      v. Bay windows shall not project more than 36 inches beyond the BTL; shall have a minimum interior clear width at the façade of 4 feet; walls and windows shall be between 90 degrees (perpendicular) and 0 degrees (parallel) relative to the primary building wall from which they project.
      vi. Exterior shutters, if applied, shall be sized the full height and one-half the width of the window opening and mounted at the edge of the window opening, over the trim if it exists, even if inoperable.
      vii. Window panes shall be recessed behind the wall surface a minimum of 3 inches, except for bay windows and storefronts.
      viii. Windows with multiple panes shall be true divided lites or simulated true, no removable muntins or grills solely on the interior.
   b. Upper-Story Windows
      i. Windows shall be double-hung, single-hung, awning, or casement windows.
      ii. Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.

Double-hung with storm windows

606.B.2.a.vi

606.B.2.b.vi

iii. Residential buildings/floors: panes of glass no larger than 36" vertical by 30" horizontal.
iv. The maximum pane size for office uses is 48" vertical by 42" horizontal.
v. Egress windows shall be installed according to the appropriate building code.
vi. On the BTL side of the roof-pitch, attic stories may have windows only via dormers and windows in gable-ends.

c. Storefront Windows
   i. Single panes of glass shall not be permitted larger than 8 feet in height by 4 feet in width.
   ii. Ground story windows shall not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space). (See Section 607. Signage.)
   iii. A minimum of 75 percent of the window surface shall allow a view into the building for a depth of at least 15 feet.
   iv. Storefronts may extend up to 24 inches beyond the façade or BTL into the street-space.

d. Doors
   i. At least one functioning entry door shall be provided along each ground story façade at intervals not greater than 60 feet. (This requirement shall be satisfied for large footprint uses, such as groceries and street front parking garages, through the use of liner shops.)
   ii. Double-height entryways (those that span more than one story) shall not be permitted.
   iii. A door shall not be recessed more than 3 feet behind its façade or storefront and, in any case, shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.

606.B.2.c.i

606.B.2.c.iii


606.B.2.d.iii

607. Signage

A. Intent

1. See *Zoning Article 7.3. Signage.*
2. Signs along commercial frontages should be clear, informative to the public, and durable.
3. Signs in the Collinsville and Canton Village Design Village Districts are subject to review by the Collinsville Historic Commission and should be scaled and detailed for this mixed-use, pedestrian-oriented area and not for high speed automobile traffic.
4. Signage that is glaring or too large creates distraction, lessens the urban experience, and creates visual clutter.

Painted within ground floor windows

Company logo

Wall sign within area between ceiling of ground floor and second story sill

Wall sign lighting

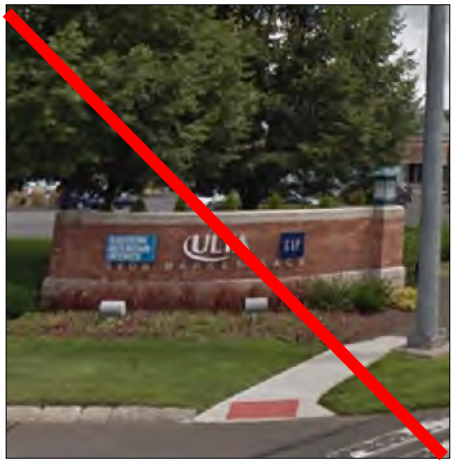
B. Implementation

1. General Design and Materials
   a. Wall signs are permitted within the area between the second story window sill line and the first floor ceiling, within a horizontal band not to exceed 3 feet in height. This band shall be no higher than 24 feet or lower than 12 feet above the adjacent sidewalk.
   b. Letters shall not exceed 24 inches in height or width and 3 inches in relief. Signs shall not come closer than two feet to an adjacent common lot line.
   c. Company logos may be placed within the horizontal sign band or placed or painted within ground story windows.
   d. A single masonry or bronze plaque bearing an owner's or building's name may be placed in the building's cornice/parapet wall or under the eaves, and above the upper story windows. Any such plaque shall be no larger than a rectangle of 18 square feet in size. Company logos or names in this position shall not be larger than a rectangle of 8 square feet in size.
   e. Blade signs (not more than 4 square feet with a minimum 8 feet clear height above the sidewalk) may be hung within the permitted wall sign area, perpendicular to the BTL or from a ground story overhang or awning.
   f. Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, and roof signs are prohibited.
   g. Internally lit permitted in Canton Village, East Gateway or Harts Corner Design Village Districts only. See *Zoning Article 7.3. Signage* for details.
   h. Signs painted directly on façades are prohibited (excepting those existing prior to January 2015).

2. Awnings/Sidewalk Overhangs
   a. See Section 603.B.3 for dimensional restrictions.
   b. Only the following materials are permitted: canvas or equivalent (no shiny or reflective fabric/material), metal, or glass.
   c. Lettering on awnings shall be limited to 9 inches in height on the vertical face of the curb side of the awning.

Blade sign perpendicular to building

Awning with lettering



No suburban monument signs

608. Lighting & Mechanical Equipment

A. Intent

Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution. Every attempt should be made to preserve the ambiance of the night by applying the appropriate fixtures in the correct locations – street lights are pedestrian – scaled and should occur along all streets but "cobra-head" highway fixtures should only occur at intersections if absolutely necessary. All materials and equipment chosen for lighting fixtures should be durable to age well without demanding maintenance requirements.

Mechanical equipment is generally any Heating Ventilation and Air Conditioning (HVAC) or electrical machinery but also includes air compressors, hoods, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar elements. These elements should not be located in any public areas or be visible from the street. Mechanical equipment should not detract or interfere with the pedestrian space or block the sight triangle.

Pedestrian-scaled street lamps

The illustrations below are examples of mechanical equipment arrangements that are only acceptable away from and/or not visible from a street-space (e.g. within an alley or hidden from view).

No unscreened dumpsters

No electrical equipment on front facade

No highway fixtures (except Rt.44)

B. Implementation

1. Stormwater Management
   a. See *Zoning Section 7.13. Stormwater Management.*

2. Lighting
   a. See *Zoning Article 7.4. Outdoor Lighting.*
   b. Lighting standards should be developed to meet the minimum standards of the *Illumination Engineering Society of North America* (IESNA), with the design criteria giving equal weight to the lighting of the pedestrian areas and the automobile areas.
   c. Street lights shall be located and specified per Section 504.C. Streetscape Elements.
   d. When mounted to the front of the building, exterior lights shall be located between 6 feet and 15 feet above the adjacent grade.
   e. Lighting elements shall be specified to include LED, metal halide, or halogen elements with a spectrum of light in the daylight range. Low pressure sodium lamps are prohibited. High-intensity discharge (HID) or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) shall not be used on the exterior of buildings. These standards may be updated as technologies advance and produce additional equivalent or better elements.
   f. Floodlights or directional lights (maximum 100-watt bulbs) may be used to illuminate alleys, common access easements, parking garages and working (maintenance) areas, but shall be fully shielded.
   g. Lighting for parking garages shall consider general Crime Prevention Through Environmental Design (CPTED) intent and guidelines.
   h. Flood or uplighting may not be used to illuminate private building walls. Accent lighting may be permitted on Civic Use Buildings, historic or locally significant buildings, or monuments to highlight architectural features (such as church steeples or courthouse domes).
   i. Site lighting shall be of a design similar to and a height no taller than the street lights and be located so as to illuminate only the lot - shielded or aimed in such a way that they do not shine into other lots or the street-space. An exterior lighting plan may be required and be approved as consistent with these standards by the Code Administrator.
   j. See also Section 607. Signage.

3. Mechanical Equipment
   a. The following shall be placed behind and away from any BTL, may not be stored or located within any street-space, and shall be screened from view from the street-space: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar equipment.
   b. Roof mounted equipment shall be placed behind and away from any BTL and be screened from view from the street-space.

4. Solar Energy Equipment
   a. Location: The system shall be located on the roof of a principal structure not clearly visible from the street-space, on the roof of an accessory structure, on the side of such structures, on a pole, or on the ground, subject to the Building Form Standards.
   b. Height: The system shall comply with the maximum height standards for the Design Village District in which it is located, provided that a roof-mounted system shall not extend more than 5 feet above the roofline of the structure on which it is mounted.
   c. Nonconforming Structure-Height: Where an existing structure exceeds the applicable height limit, a solar energy collection system may be located on its roof irrespective of applicable height standards, provided the system extends no more than 5 feet above the roof surface.
   d. Area: The area of the system shall not exceed one-half the footprint of the principal structure or 600 square feet, whichever is greater.
   e. The property owner shall be responsible for negotiating with other landowners in the vicinity to establish any solar easement designed to protect solar access for the solar energy collection system.

Photo-voltaic (solar) panels

5. Rainwater Cisterns
   a. Location: Above grade rainwater cisterns shall be located directly adjacent to the principal structure on a lot. Rainwater cisterns shall not be located within front, side, or rear setbacks, unless the cistern is below 5 feet in height.
   b. Capture Water from Principal or Accessory Structure: Rainwater cisterns shall be affixed to capture rainwater from the principal structure or accessory structure's gutter system.
   c. Not Signage: Rainwater cisterns shall not serve as signage or advertising of any type.
   d. Comply with Other Policies: Water collected from rainwater cisterns shall be used in a manner that complies with Town policies.

Rain barrel

6. Small Wind Energy System
   a. Amount: Towers and turbines associated with a small wind energy facility shall be limited to a maximum of one per principal use.
   b. Capacity: Small wind energy facilities shall be:
      i. Limited to 10kw of wind power generation or less, in residential zones; and
      ii. Limited to less than 100kw of wind power generation, in business and mixed-use zones.
   c. Location and Setback:
      i. Small wind energy facilities shall not be located between a principal building and any streets fronting the lot.
      ii. A small wind energy facility shall be set back a distance equal to its total extended height (e.g., if on a roof, roof height plus the height of any tower extending from the roof) plus 10 feet from all lot lines and overhead utilities. Guy wires and other support devices shall be set back at least 10 feet from all lot lines.
   d. Height: The maximum height of a small wind energy system (including the tower and extended blades) shall be 90 feet.

Rooftop wind turbines

c. Sound: Sound produced by the wind turbine under normal operating conditions, as measured at a lot line, shall not exceed 55 dBA. The 55 dBA sound level, however, may be exceeded during short-term events that occur beyond the property owner's control, such as utility outages and/or severe wind storms.

d. Appearance: The wind turbine and tower shall be painted or finished in the color originally applied by the manufacturer, or a matte neutral color (e.g., gray, white, or galvanized steel).

e. Blade Clearance: The blade tip or vane of any small wind energy facility shall have a minimum ground clearance of 15 feet above grade, as measured at the lowest point of the arc of the blades. No blades shall extend over public rights-of-way, parking, or driveway areas.

f. Lighting: No illumination of the turbine or tower shall be allowed, unless required by the FAA.

g. Access to Tower: Any climbing rungs shall be removed to a height of 12 feet above grade.

h. Signage Prohibited: Signage visible from any public street shall be limited to the manufacturer's or installer's identification, appropriate warning signs, or owner identification.

i. Abandonment: On working with the local utility and determining that a small wind energy facility has not been in use for 90 days or more, the Code Administrator shall send the property owner notice requiring restoration of the system to operating order within 90 days after receiving the notice. If the owner fails to restore the system to operating condition within the authorized time frame, the owner shall be required, at the owner's expense, to remove the wind turbine from the tower for safety reasons. If the owner fails to remove the wind turbine from the tower, the Town may pursue legal action to have the wind turbine removed at the owner's expense.

Rain garden for stormwater infiltration

Part 7. Parking and Loading Standards

701. Intent

A. Purpose

1. Promote an environment that will enable people to conveniently park as few times as possible and access a variety of commercial and civic enterprises in pedestrian-friendly environments by encouraging shared parking.
2. Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking by incorporating access management.
3. Avoid adverse parking impacts on existing residential neighborhoods adjacent to redevelopment areas.
4. Maximize on-street parking.
5. Provide flexibility for redevelopment of small sites and for the preservation of historic or locally significant buildings.
6. Promote early prototype projects using flexible and creative incentives.

702. Other Applicable Regulations

The requirements of *Article 7.2, Parking & Loading* and *Article 7.9, Bicycle, Pedestrian, and Emergency Accommodations* apply to all parking and loading areas under this Code unless noted below or on the Regulating Plan.

703. Scope of Regulations

A. Achieving Requirements

1. Area exempt from off-street parking requirements: No off-street parking shall be required for any development which occurs on infill lots or change of use on lots in the entire Collinsville Design Village District.
2. Achieving parking requirements:
   a. Parking requirements may be met either on-site or within an 800 foot walking distance of the development.
   b. In lieu of minimum parking requirements, the Town may accept a one-time payment per each space of shared parking in accordance with *CGS Title 8, Chapter 124 Zoning, Sec. 8-2c.*
3. Small sites: In all Design Village Districts, applications with buildings fewer than 800 gross square feet in non-residential floor area shall have no minimum parking requirements.
4. Pervious surfaces are encouraged for surface parking lots.

704. Required Parking Spaces

A. Space Requirements

Use	**Parking Requirements** (minimum)
ALL Residential	One (1) space per dwelling unit
Commercial (including Retail, Office, and Personal Service uses)	One (1) space for every 500 square feet of gross floor area
Home Based Business, Minor or Major	One (1) per dwelling unit plus 1 per non-resident employee

B. Shared Parking

Sites over 5,500 square feet in land area and all multi-family residential uses in all Design Village Districts have the following requirements:

1. Shared parking shall be designated by signage and pavement markings for public use.
2. A minimum of 1/4 parking space per residential unit shall be provided as shared parking. There are no maximum limits on shared parking.
3. A minimum of 1-1/4 spaces per 1,000 square feet of the required non-residential gross floor area shall be provided as shared parking. There are no set maximum limits on shared parking.
4. New on-street parking spaces created in conjunction with the development, which did not previously exist, may be counted toward the minimum requirement for shared parking.
5. Any limitations on the shared parking (time limits or hours of the day) shall be subject to approval by the Code Administrator which shall be given upon a finding that at least 12 hours of public parking are provided in any 24-hour period. At least 8 of those hours shall be provided during either business or nighttime hours depending on whether the Code Administrator determines that the primary public use will be for commercial or residential uses.

C. Reserved Parking

1. Reserved parking includes all parking that is not Shared Parking. Surface and structured parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded:

Use	Maximum Reserved Spaces
Residential	2.0 per dwelling unit, regardless of bedroom count
Nonresidential	3.0 per 1,000 SF

D. Surface Parking

1. Surface parking may not exceed 110 percent of the required parking per Section 704.4. Design Village District Parking Space Requirements. If a use is not listed, *Zoning Table 7.2.C - Parking Space Requirements* shall apply. Structured or underground parking may exceed the required quantity of parking without the imposition of maximum standards.

E. Bicycle Parking

1. The bicycle parking facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians, nor shall they encroach on any required fire egress. See Section 504.C.6 and *Zoning Article 7.9.D Bicycle Parking Design Standards.*

F. Existing Parking

1. Required off-street parking and loading facilities in existence on the effective date of this Code and located on the same lot as the building, or use served, or located elsewhere shall not hereafter be reduced below or, if already less than, shall not be further reduced below the requirements for a similar new building or use under the provisions of this Code.

705. Special Parking Standards

A. On-Street Parking

1. A parking space located on a public street may be included in the calculation of parking requirements if it is adjacent to the building site (where more than 50% of the space is fronting).
2. Each on-street parking space may only be counted for one use, except that an on-street parking space may be used to reduce the combined total parking requirement of a project with a mix of multiple uses. (For example: if a property has 3 spaces and is mixed-use, those 3 spaces can count only to one use, e.g. the commercial use but not the residential above.)

B. Access Management (see also Part 3. Regulating Plans)

1. Where surface parking areas lie within 50 feet of one another on abutting sites, a request shall be made of the neighbor as part of the application process to create connecting drive aisles at the common lot line, provided a mutual access easement acceptable to the Code Administrator has been executed.
2. Applicants shall agree to a condition that grants access easements to adjoining property owners in the future in the event that a neighbor creates a parking area or common access easement that should be connected according to Section705.2.a.
3. The access management agreement may be included with a shared parking agreement.
4. The agreement must ensure that maneuvering space for required parking spaces in both parking areas is preserved.

C. Off-Site Parking

1. Off-site parking must be located within a walking distance of 800 feet from the site served by the off-site parking.
2. The off-site parking shall be located within the same Design Village District as the use it serves.
3. The off-site parking must be the subject of a long-term lease approved as to form by the Town Attorney, or permanently dedicated for off-site parking use.

D. Tandem Parking (2 vehicles in one long space, nose-to-tail)

1. Tandem parking is allowed for:
   a. Single-family projects; and
   b. Multifamily projects and the residential component of projects with a mix of multiple uses.
2. Two parking spaces in tandem shall have a combined minimum dimension of 9 feet in width by 34 feet in length.
3. Up to 50 percent of the total off-street parking spaces provided for residential projects may incorporate tandem parking. For residential projects, both tandem spaces shall be assigned to the same dwelling unit. Tandem parking may not be used to provide guest parking.

706. Surface Parking Lot Plantings

A. Landscaping Standards

1. All surface parking lots in a Design Village District must meet the planting requirements of *Zoning Article 7.1.E. Parking Area Landscaping Standards*.
2. A street wall is required on the BTL wherever a surface parking lot is located on the street-space side of any building.
3. In Design Village Districts, residential buffers shall not be required at non-residential uses. However, the edge of any surface parking lot adjacent to a residential common lot line shall be planted with canopy shade trees from the Street Tree List in Part 5. Urban Standards, planted at an average distance not to exceed 30 feet on center and aligned no greater than 3 feet from the common lot line or privacy fence on the property with the non-residential use.

707. Loading Facilities

A. Loading

1. No loading docks or dedicated loading facilities are required in the CDVD or CVDVD.
2. In HCDVD and EGDVD the requirements of *Article Zoning 7.2.E. Loading Spaces* of the Ordinance shall be applied.
3. Where loading facilities are provided, they shall be located to the rear and alley side of buildings.

Part 8. Building Function

801. General Provisions

A. Permitted Uses

1. In order to regulate use, categories of uses have been established. Use categories provide a systematic basis for assigning land uses to appropriate category with other, similar uses. Use categories classify land uses and activities based on common functional, product, or physical characteristics, and the likely impact on surrounding properties, site conditions and site conditions.
   a. Principal and accessory uses are grouped into categories by BFS (frontage type) and are shown in the Use Tables in Section 805.
   b. See also *Canton Zoning Regulations* for uses and requirements.

B. Use Determination

1. Administrator Responsibility: The Code Administrator is responsible for categorizing all uses. If a proposed use is not listed in a use category, but is similar to a listed use, the Code Administrator shall treat the proposed use as a use under that category. If a proposed use is not listed in a use category, and is not similar to any other listed use, the use shall be prohibited.
2. Uses Not Specifically Listed: When determining whether a proposed use is similar to a use listed in Section 805. the Code Administrator may consider the following criteria:
   a. The actual or projected characteristics of the proposed activity in relationship to the stated characteristics of each use.
   b. The relative amount of site area or floor space and equipment devoted to the activity.
   c. Relative amounts of sales from each activity.
   d. The customer type for each activity.
   e. The relative number of employees in each activity.
   f. Hours of operation.
   g. Building and site arrangement.
   h. Types of vehicles used and their parking requirements.
   i. The relative number of vehicle trips generated.
   j. Signs.
   k. How the use is advertised.
   l. The likely impact on surrounding properties.
   m. Whether the activity is likely to be found independent of the other activities on the site.

802. Adaptive Re-Use

A. Purpose and Intent

The purpose of this section is to foster the renovation and reuse of structures that have significant historical, architectural or cultural value to the Town of Canton. This section recognizes that many existing structures within the CDVD and CVDVD will not conform to all of the standards and guidelines in this Code.

B. Applicability

The redevelopment and reuse of buildings that pre-date 1963 or have qualities of significance and integrity consistent with criteria used to evaluate inclusion on the National Register shall be encouraged. Among the buildings that the National Register Criteria for Evaluation recognizes are those which have made a significant contribution to history, are associated with significant persons, or embody distinctive characteristics. Applicants who feel that a building, that does not meet this Code's dimensional criteria, merits consideration under this section should set a Pre-Application meeting with the Code Administrator to determine the appropriate submittal process.

C. Development Standards

1. BFS shall not apply to existing buildings, but shall apply to building additions.
2. Parking.
   a. If a change in use results in more spaces being required than already exist, no additional parking spaces are required.
   b. If a change in use results in fewer spaces being required than already exist, then only the number of spaces necessary to fulfill the requirements need to be maintained.
   c. Existing parking in excess of the limits set forth in Part 7. Parking and Loading Standards may remain and be used for on-site or off-site parking purposes for other property owners, subject to an agreement between the property owners.
   d. On-site parking shall be provided, according to the Part 7. Parking and Loading Standards, for all building additions, and calculated based on newly constructed gross area.
3. On-Site Loading.
   a. Residential uses are not required to have on-site loading spaces.
   b. Non-residential uses shall retain existing on-site loading spaces unless the number of on-site loading spaces exceeds the requirements in Part 7. Parking and Loading Standards.
4. Mezzanines. New construction to add a mezzanine level space in an existing story is permitted, provided that the mezzanine area does not exceed 40% of the floor area of the space below, and the space meets all applicable building codes.
5. Building Façades. Façades must maintain the architectural integrity of an existing building. If a building façade is replaced or significantly modified, as defined by 204.B. Applicability Chart, it must satisfy the requirements set forth in Part 2. Administration.

803. Affordable Dwelling Units

A. Purpose and Intent

These regulations are intended to encourage the development of below market rate dwelling units within the Town of Canton. Accessory apartments afford an opportunity for the development of small rental units designed to meet the special housing needs of single persons, persons with fixed or limited income, and relatives of families who live or desire to live in the Town.

Accessory apartments provide a degree of flexibility for single-family homeowners (not multi-family, apartments, or condominiums), within Detached and Town BFS only, with changing economic conditions and/or family structure, while providing a reasonable degree of protection for existing property values. In addition, these provisions are provided to recognize formally previously established apartments and provide for improved safety and physical appearance.

B. General Limitations

1. In all Design Village Districts, Accessory Dwelling Units are permitted under separate billing provided that the units shall be affordable to households with an income equal to or less than eighty percent (80%) of the Household Area Median Income for the Standard Metropolitan Statistical Area encompassing Canton.
2. Accessory buildings, structures, and uses shall be located on the same lot as the principal building, structure, or use to which they are accessory.
3. Accessory buildings, structures, and uses shall not be located on a lot without the establishment of a permitted principal use, nor shall any new lot be created that has an accessory building, structure or use without a principal use.
4. Accessory uses and structures are permitted as provided in this section provided that the coverage and yard setbacks comply with the appropriate BFS.

C. Attached Accessory Dwelling

One (1) accessory dwelling unit within or attached to the main dwelling unit provided that it conforms to all of the following requirements:

1. The owner of the lot shall occupy either the principal dwelling unit or the accessory dwelling unit;
2. The area devoted to the accessory dwelling unit shall not exceed 30% of the area of the principal dwelling, exclusive of garage, attic, and basement;
3. The accessory dwelling unit shall not be located in a basement or story below the first floor unless more than 25% of the perimeter of the accessory dwelling unit opens to grade and the ceiling is more than five (5) feet above that grade;
4. Only one accessory dwelling unit shall be permitted for each lot;
5. No accessory dwelling unit shall be approved as part of a multiple dwelling unit or a multi-family development;
6. The principal dwelling unit and the accessory dwelling unit shall comply with the building code and health and safety regulations;
7. Upon establishment of the accessory dwelling unit, the building shall:
    a. maintain the exterior appearance and style (roof line, roof pitch, building materials, window style and spacing, etc.) of a single-family residence;
    b. have any secondary entrance incorporated into the principal residence to reflect the architectural style of a single-family unit; and
    c. share access from the public right-of-way and parking facilities shall serve both the principal and accessory units.

D. Detached Accessory Dwelling

One (1) accessory dwelling unit detached from the main dwelling unit provided that:

1. The owner of the lot shall occupy either the principal dwelling unit or the accessory dwelling unit;
2. The detached accessory dwelling unit shall be located on the same lot with the primary dwelling unit to which it is accessory;
3. No detached accessory dwelling unit shall be permitted within any accessory buildings that that is located in the front yard or that does not meet the minimum yard requirements of *Zoning Article 3.4.E*;
4. When a detached accessory dwelling unit is proposed within a local historic district, the building containing the detached accessory dwelling unit shall have received a Certificate of Appropriateness from the Historic District Commission before being issued a zoning permit; and
5. There shall be approval by the Farmington Valley Health District, Canton WPCA, and or Water Company, of adequate provision of water supply and sewage disposal.

804. New Housing Development (Inclusionary)

A. Purpose and Intent

These regulations are intended to encourage the development of below market rate dwelling units in new residential developments within the Town of Canton, consistent with *Section 8-13(m-x) of the General Statutes of Connecticut*.

B. Applicability

The Section 804. New Housing Development (Inclusionary) regulations is an optional overlay on lots in HCDVD and CVDVD only where the Code allows dwelling units as a principal use.

C. Allowable Density

1. The minimum allowable density for housing development, per acre of developable land, shall be:
   a. Six units per acre for single-family detached housing;
   b. Ten units per acre for duplex or townhouse housing; and
   c. Twenty units per acre for multi-family housing
2. Inclusionary housing development is subject only to this Code, site plan or subdivision procedures, and submission requirements/approval standards of the municipality.
3. The land area of an inclusionary housing development shall not exceed 10% of the total land area in the Town. The aggregate land area of all incentive housing zones and subzones in a municipality shall not exceed 25% of the total land area in Canton.
4. An inclusionary housing development may allow for a mix of business, commercial or other nonresidential uses within a single zone or for the separation of such uses into one or more subzones, provided that the development as a whole shall comply with the requirements of this Code.

D. Below Market Rate Requirements

1. The below market rate dwelling units shall be affordable to households with an income equal to or less than 80% of the Household Area Median Income for the Standard Metropolitan Statistical Area encompassing Canton.
2. Renovations of developments resulting in the creation of additional multi-family dwelling units shall designate a minimum of 20% of the total number of dwelling units as below market rate. For the purpose of this Code, the term multi-family is defined as a single property with three or more dwelling units.
3. Single-family subdivisions or re-subdivisions resulting in a total of five or more building lots shall designate a minimum of 20% of the total number of dwelling units as below market rate. All existing single family subdivisions are exempt from the requirements of this regulation.
4. The below market rate requirement shall be satisfied by: providing below market rate dwelling units on the subject property; providing below market rate dwelling units elsewhere within the Town of Canton; or paying a fee in lieu; or providing some combination thereof.

E. Deed Restrictions

1. A below market rate dwelling unit is defined as a dwelling unit occupied by an income-eligible household as described in the Section 802.D where the maximum sales price or rent shall be restricted using the methodology for maximum housing payment calculations outlined in *Section 8-30g-8 of the Regulations of Connecticut State Agencies*.
2. Below market rate dwelling units shall be maintained for 30 years or the life of the unit, whichever is longer, the following restrictions shall apply:
    a. Below market rate dwelling units for sale shall be restricted by title to require that, in the event of any resale by the owner or any successor, the resale price shall not exceed the then maximum sales price for said dwelling unit, or the sum of the original purchase price, whichever is greater.
    b. Below market rate dwelling units for rent shall be restricted by title to require that the rents for said units shall not exceed the maximum rent determined annually.

F. Design Standards

1. Developments subject to the provisions of Section 804 must meet the full requirements of this Code, including the Building Form Standards and the Regulating Plans.
2. Distribution: Below market rate dwelling units shall be reasonably dispersed throughout the development and shall contain, on average, the same number of bedrooms and shall be indistinguishable from market rate units with respect to the exterior finishes, including landscaping. Those units shall be designed and located to maintain the architectural elements and character of the neighborhood.
3. Phasing: Below market rate dwelling units shall be developed simultaneously with or prior to the development of the other units on a pro rata basis.

4. Alternative Sites: The PZC may approve the construction or rehabilitation of the required below market rate dwelling units on another site in Canton, provided that such off-site below market dwelling units shall be maintained for thirty years or the life of the unit, whichever is longer, in the same manner as on-site units. The PZC may condition the issuance of certificates of occupancy for the development project with the completion of the off-site below market rate dwelling units or establish other reasonable performance conditions necessary to insure that the off-site units will be built in a timely manner.

G. Incentives

1. An applicant for approval to construct an incentive housing development may exceed the minimum requirements for such a development as follows:
   a. More than 20% of the total proposed dwelling units may be subject to the restriction but limited to a maximum of 30%;
   b. The maximum annual income of qualifying households may be less than 80% of the area median income; or
   c. The duration of the restriction may be longer than 30 years.
2. Developments that exceed the minimum requirements, except for single-family subdivisions, may be eligible for an increase in permitted density up to 25% greater than the allowed density provided at least 25% of such incentive units are designated as below market rate and the PZC determines that such incentives do not adversely affect the health, safety and welfare of the public in general, and the immediate neighborhood.
3. In such cases, the PZC may allow any or all of the following waivers, provided the Commission finds that such waiver encourages the development of below market rate housing and is consistent with the surrounding neighborhood:
   a. Recreational or open space requirements may be reduced.
   b. Minimum yard requirements may be reduced.
   c. Maximum building coverage requirements may be increased.
   d. Parking requirements may be reduced.
   e. Height may be increased to allow an additional story.
4. In no case shall the requirements described in 804.G.3.a. through e. above, result in a deviation by more than 25% from the Building Form Standards.

H. Affirmative Fair Housing Marketing Plan

The applicant shall submit an affirmative fair housing marketing plan for the below market rate dwelling units. All dwelling units shall be offered for sale or rent in compliance with all applicable Federal and State Fair Housing laws.

I. Program Administration

Prior to the issuance of any Certificate of Occupancy, any application under Section 804 shall identify the non-profit entity or property manager who will be responsible for program administration. The program administrator is subject to the approval of the PZC or its designated representative. The program administrator shall:

a. Annually review and certify to the PZC the annual income of households residing in below market rate dwelling units in accordance with a procedure established in advance and approved by the PZC.
b. Maintain a list of eligible households, as described in Section 804.D, who have applied for participation in the program. Applicants shall be selected by lottery, conducted in accordance with a procedure established in advance of said lottery and approved by the PZC, or its designated representative.
c. Annually certify to the PZC that the selected household actually resides in the below market rate dwelling unit.
d. Certify to the PZC that below market rate dwelling units sold or re-sold do not exceed the maximum purchase price as calculated in a manner consistent with the methodology for maximum housing payment calculations in set-aside developments outlined in *Section 8-30g- 8 of the Regulations of Connecticut State Agencies*, as adjusted for family size.
e. Certify to the PZC that below market rate dwelling units for rent shall not exceed the maximum monthly rent as calculated in a manner consistent with the methodology for maximum housing payment calculations in set-aside developments outlined in *Section 8-30g-8 of the Regulations of Connecticut State Agencies*, as adjusted for family size.

805. Use Table

A. Applicability

The use table on the following page identifies the uses allowed in the respective BFS for each Design Village District.

B. Permitted Uses

RESIDENTIAL

Building Form Standard	Main				Storefront	Town				Detached				Cottage
Design Village District	C	HC	CV	EG	C only	C	HC	CV	EG	C	HC	CV	EG	CV only
single-family detached dwelling units	P		P[2]							P		P[2]		
single-family attached dwelling units	P		P[1]				P	P		P		P	P	
two-family dwellings (duplex)	P		P[1]							P		P	P	
accessory dwellings	P		P[1]		P[1]		P	P	P	P	P[1]	P	P	P[1]
multi-family dwellings	P		P[1]		P[1]		P	P	P[4]	P	P[1]	P	P	P[1]
boarding house							P	P			P[1]	P	P	P
group home							P	P			P[1]	P	P	P
senior living facility			P[1]				P	P	P[4]		P[1]	P	P	
minor/major[3] home-based business	P		P		P		P	P	P[4]	P	P	P	P	P
bed and breakfast	P		P		P		P	P	P[4]	P	P	P	P	P

COMMERCIAL

Building Form Standard	Main				Storefront	Town				Detached				Cottage
Design Village District	C	HC	CV	EG	C	C	HC	CV	EG	C[5]	HC	CV	EG	CV
retail and service business	P		P	P	P		P	P	P	P	P	P	P	P
alcoholic beverage sales	P		P	P	P		P	P	P	P	P	P	P	P
licensed medical marijuana dispensary	P		P	P	P		P	P	P	P	P	P	P	P
restaurant (any class, no drive-through facilities)	P		P	P	P		P	P	P	P	P	P	P	P
restaurant (drive-through facilities at rear of building)			P	P			P	P	P		P		P	
outdoor dining accessory use	P		P	P	P		P	P	P	P	P		P	P
greenhouse accessory use	P		P	P	P		P	P	P	P	P	P	P	P
local artists/craftsman studios	P		P	P	P		P	P	P	P	P	P	P	P
personal service business	P		P	P	P		P	P	P	P	P	P	P	P
professional offices	P		P	P	P		P	P	P	P	P	P	P	P
banks (no drive-through facilities)	P		P	P	P		P	P	P	P	P	P	P	P
banks (drive-through facilities at rear of building)			P	P			P	P	P		P	P	P	
day care centers and group day care			P	P			P	P	P	P	P	P	P	
motels and hotels	P		P	P			P	P	P		P	P	P	
residential health care and rehabilitation facility	P		P	P			P	P	P		P	P	P	
skilled nursing facility	P		P	P			P	P	P		P	P	P	
assisted living facility	P		P	P			P	P	P		P	P	P	
structured parking			P	P			P	P	P			P		
automobile repair (no automotive paint shops)[3]				P			P	P	P	P				
automobile dealers and repairers[3]				P			P	P	P					
motor vehicle renting and leasing[3]				P			P	P	P					
gasoline filling stations			P	P			P	P	P					
lumber yards											P			
printing and publishing				P							P			
research facilities and commercial laboratories				P							P			
fabrication/assembly (electronic and computer equipment)				P							P			
warehousing and storage (no self-storage units)				P							P			
utility facilities (no tanks)				P							P			

Notes

[1] No residential uses permitted on ground floor (in CV not permitted on ground floor of any building that fronts Albany Turnpike/ Rt. 44)

[2] No single-family detached dwelling units permitted on Albany Turnpike/Rt. 44

[3] Requires Type II Design Plan

[4] In EG, no residential uses permitted east of Lawton Road

[5] Ground Floor Storefront Commercial Uses permitted only at 5 River Road

Part 9. Village District Standards

901. Village Districts

A. Development

Development within the Design Village Districts identified in Part 1 shall comply with the following:

1. Are consistent with the Compatibility objectives of CGS Section 8-2j, more specifically:
    a. the building and layout of buildings and included site improvements shall reinforce existing buildings and streetscape patterns and the placement of buildings and included site improvements shall assure there is no adverse impact on the district;
    b. proposed streets shall be connected to the existing district road network, wherever possible;
    c. open spaces within the proposed development shall reinforce open space patterns of the district, in form and siting;
    d. locally significant features of the site such as distinctive buildings or sight lines of vistas from within the district, shall be integrated into the site design;
    e. the landscape design shall complement the district's landscape patterns;
    f. the exterior signs, site lighting and accessory structures shall support a uniform architectural theme if such a theme exists and be compatible with their surroundings; and
    g. the scale, proportions, massing and detailing of any proposed building shall be in proportion to the scale, proportion, massing and detailing in the district.
2. The proposed design is consistent with and protects the distinctive character, landscape and historic structures as identified within the Design Village Districts including but not limited to design, relationship and compatibility of structures, plantings, signs, roadways, street hardware and other objects in public view.
3. The exterior of structures or sites located with a historic district shall be consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings", revised through 1990, as amended;
4. The exterior of structures or sites shall be consistent with the distinctive characteristics of the district identified in the POCD.
5. Proposed buildings or modifications to existing buildings shall be related to their surroundings, and the terrain in the district and to the use, scale and architecture of existing buildings in the district that have a functional or visual relationship to a proposed building or modification.
6. All spaces, structures and related site improvements visible from public roadways shall be designed to be compatible with the elements of the area of the village district in and around the proposed building or modification.
7. The color, size, height, location, proportion of openings, roof treatments, building materials and landscaping of property and any proposed signs and lighting shall be compatible with the local architectural motif and the maintenance of views, historic buildings, monuments and landscaping.
8. The removal or disruption of historic traditional or significant structures or architectural elements is strongly discouraged.

B. In accordance with CGS 8-2j(d)-(e) (d)

1. Applications for new construction and substantial reconstruction within the district and in view from public roadways shall be subject to review and recommendation by an architect or architectural firm, landscape architect, or planner who is a member of the American Institute of Certified Planners selected and contracted by the Commission and designated as the village district consultant for such application. The village district consultant shall review an application and report to the commission within thirty-five days of receipt of the application. Such report and recommendation shall be entered into the public hearing record and considered by the Commission in making its decision. Failure of the village district consultant to report within the specified time shall not alter or delay any other time limit imposed by the regulations.
2. The Commission/Code Administrator may seek the recommendations of any town agency or regional council or outside specialist, with which it consults, including, but not limited to, the regional council of governments, the municipality's historical society, the Connecticut Trust for Historic Preservation and The University of Connecticut College of Agriculture and Natural Resources. Any reports or recommendations from such councils or organizations shall be entered into the public hearing record.

C. Denial

If the Commission/Code Administrator grants or denies an application, it shall state upon the record the reasons for its decision. If the Commission/ Code Administrator denies an application, the reason for the denial shall cite the specific regulations under which the application was denied. Notice of the decision shall be published in a newspaper having a substantial circulation in the municipality. An approval shall become effective in accordance with subsection (b) of CGS 8-3c.

D. Approvals

No approval of the Commission under this section shall be effective until a copy thereof, signed by the Chairman on a signature block approved by the Commission, containing the name of the owner of record, a description of the premises to which it relates and specifying the reasons for its decision, is recorded in the land records with the Town Clerk.

Part 10. Definitions

1001. Defined Terms

The following terms are defined for the purpose of this Code. Terms not defined here may be defined elsewhere in the Ordinance. In such case, the definition contained in the Ordinance shall be used. Where there is an apparent conflict or contradiction, the definition herein shall prevail.

Alley

See Common Access Easement.

Arcade

See Covered Sidewalk.

Awning

Fixed or movable roof-like coverings, usually of canvas or metal, attached to the building wall providing a cantilevered, projected, or suspended cover over the sidewalk portion of the street-space to provide protection from sun and rain.

Balcony

An exterior platform attached to and projecting from the upper floors of the building façade (forward of the BTL) and enclosed by a railing.

Bay Window

Generally, an enclosure extending the interior space of the building outward of the exterior building wall/BTL.

Block

An increment of land comprised of lots, alleys and tracts circumscribed and not traversed by streets (pedestrian pathways accepted).

Block Face

A block face is the frontage lot lines (in most cases this is the BTL).

Buildable Area

The area of the lot that building(s) and parking may occupy, which includes the area of the lot behind the BTL as designated by the BFS plan diagrams. The buildable area sets the limits of the building footprint now and in the future—any additions shall be within the specified buildable area.

Building Face

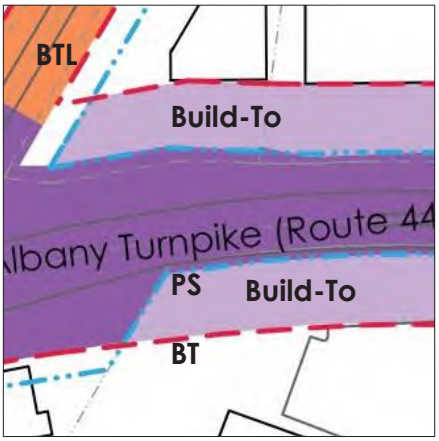
See Façade.

Build-To Line (BTL)

A line or plane indicated on the Regulating Plan, defining the street frontage which extends vertically and generally parallel to the street, at which the building shall be placed. The façade shall occur on the BTL. The minimum length and height of frontage that is required at the BTL is shown on the appropriate BFS.

Build-To Zone

A continuous area parallel to the street in which the façade must be located. The front of the building may not be situated further back on the lot than the BTL or further forward than the PSL as indicated on the Regulating Plan. Parking may occur in front of the building only in this zone designated on the EGDVD Regulating Plan and the HCDVD Regulating Plan.



Civic Space

A public open space, green or square or plaza, designated on the Regulating Plan. See the Urban Space Standards for the specific controls.

Civic Use Buildings

Those buildings that house strictly civic uses located on sites designated on the Regulating Plan. Civic Use Buildings and publicly- owned public art are not subject to the BFS prescriptions of this Code. See also Use, Civic.

Clear Walkway

An area within the sidewalk that must allow public passage and remain clear of obstructions. The clear walkway width is designated in the Street Type Recommendations.

Common Access Easement

The public right-of-way or easement for vehicles and pedestrians within a block that provides access to the rear or side of properties, vehicle parking (e.g., garages), utility meters, recycling containers, and garbage bins.

Common Lot Lines

Lot lines shared by adjacent private lots.

Covered Sidewalk (Arcade)

Roofed or built structures attached to the façade and extending beyond the BTL and over the sidewalk or square, open to the street- space except for supporting columns, piers, or arches. See BFS for complete specifications.

Dooryard

The area within the street-space between the façade of the building (generally the BTL) and the clear walkway area of the sidewalk.
Stoops, balconies, bay windows and, for appropriate commercial uses, outdoor displays or café seating, and other encroachments as specified by the Code Administrator may be placed within the dooryard area. The dooryard dimension is designated in the Street Type Recommendations.

Dormers

Roofed ancillary structures with windows providing light and air to habitable space within the roof attic story.

Eave Height

Eave height shall be measured at the bottom of the top layer of roofing material at its outermost point from the building wall.

Equivalent or Better

A building material or construction technique that has been determined, by the Code Administrator, to be at least equal to, in appearance, durability, etc., or surpassing those expressly permitted herein.

Existing Buildings to be Protected

Structures of local historical or cultural significance which provide contributing influence to the architectural character of the Design Village District or the Town of Canton.

Façade (Building Face)

The building elevation facing the street-space or BTL. Building walls facing Private Open Space, Common Lot Lines, and alleys are not façades.

Fenestration

Openings in the building wall, including windows and doors, allowing light and views between interior (private realm) and exterior (public realm). Fenestration is measured as glass area (excluding mullions and similar window frame elements with a dimension greater than one inch) and/or as open area.

Floor Area

The amount of area (measured as square feet) taken up between the exterior walls of a building or part of a building.

Ground Story (First Floor)

The first habitable level of a building at or above grade.

Mezzanine

A low ceiling height partial story between two others in a building, typically between the ground and first floors.

Parking Setback Line

A line indicated on the Regulating Plan and BFS which extends vertically as a plane (unless otherwise noted) and is generally parallel to the BTL. All parking shall be set-back behind this line and may be placed anywhere within the lot behind this line, excepting where it is below grade or otherwise specified in this Code.

Pedestrian Pathway

An interconnecting paved way that provides pedestrian and bicycle passage through blocks running from a street-space to another street- space, an alley or an interior block parking area.

Privacy Fence

An opaque fence made of wood or masonry (not chain link, barbed, or electrified, or any other type of rolled fence) along alleys and Common Lot Lines. See the BFS for height specifications.

Private Open Area

An area on grade within the Buildable Area and behind the PSL, accessible only to occupants of the particular building or site, and open to the sky. Additional specifications for the private open area may be included in each BFS. Private open area shall not be built-upon, used to satisfy minimum stormwater BMP area, parked or driven upon (except for emergency access).

Stoop

An entry platform and steps on the façade of a building. Roofed exterior landings shall not be enclosed. (See BFS for specifications.)

Storefront

A room or area at the ground story of a building, usually with display windows, designed for use as a retail store.

Street Frontage

That portion of the lot or building that is coincident with the BTL as required by this Code. In the case of a corner lot, frontage shall be measured along both front lot lines.

Street Light

A pedestrian-scaled luminaire installed on both sides of the street- space as designated in the Street Type Recommendations or on the Regulating Plan. A fixture, such as cobra-head types, expressly for the purpose of illuminating highways does not constitute a street light.

Street-Space

All space between fronting BTL.

Street Wall

A wall, fence, or hedge along a BTL, property line, or delineating a private area, constructed of the materials listed in 605.B.1, where there is no building. (For height and gate specifications, see the BFS.)

Tree Lawn

A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the sidewalk, and used for planting street trees and configured to foster healthy street tree root systems. Tree lawn dimensions are shown in the Street Type Recommendations.

Use, Civic

Community uses including: meeting halls; libraries; schools; police and fire stations; post offices (retail operations only, no primary distribution facilities); places of worship; museums; cultural, visual and performing art centers; transit centers; government functions open to the public; and, other similar uses.

Use, Commercial

Commercial uses shall be considered to encompass all of the by-right and special uses included in the B zoning districts and Retail Service/ Sales as defined in the *Town of Canton Zoning Ordinance*.

Use, Residential

Residential uses shall be considered to encompass all of the uses allowed by-right and with a special use permit in the residential zoning districts as defined in the *Town of Canton Zoning Ordinance*.

COMMUNITY
connectivity program

Appendix E

AECOM
Built to deliver a better world

FARMINGTON VALLEY TRAILS COUNCIL
Box 576, Tariffville, CT 06081
www.fvgreenway.org
860.202.3928

Farmington Valley Trail Usage Study 2013-15

Background & Summary

This study seeks to offer a local and regional count of the users of the multi-use paved trail system in the Farmington Valley, which currently runs contiguously from Red Oak Hill Road in southern Farmington, CT north to the State border in Suffield, CT and on into Westfield, MA. It is critically important to quantify usage of bicycle and pedestrian facilities to measure the positive benefits of investments in these modes. The system encompasses the Farmington Canal Heritage Trail (FCHT) and the Farmington River (Loop) Trail (FRT) all told, over 32 miles of paved off-road facilities in the towns of Farmington, Avon, Simsbury, East Granby, Granby, Suffield, Canton and Burlington. These heavily used facilities are essentially linear parks and repurposed rail corridors retained as improved community open space. They are used as recreational facilities for physical activity and health, as tourist destinations and sources of economic development, as an abatement of pollution and noise by replacing automobile trips, as significant regional amenities where people congregate and interact, and as a growing form of alternative transportation through commutation. Intermodal opportunities through connections with bus lines and other mass transportation are expanding and are slowly and steadily increasing in use. For more information please see our Website, ***www.fvgreenway.org***.

Table I. Extrapolated Summary Data

Metric	Trail Uses 2013	2014	2015
Annual Farmington Total	97,482	80,451	121,584
Annual Canton Total	71,668	156,297	124,429
Annual Suffield Total	159,442	89,639	161,550
Average Total	**107,451**	**108,995**	**135,854**
Annual Regional Trail System Total[1]	**262,874**	**261,110**	**326,050**
Weekday Peak Hour	11:00 am	11:00 am	12:00 pm
Weekend Peak Hour	1:00 pm	12:00 pm	12:00 pm
Month with Highest Activity	August	July	August
Month with Lowest Activity	January	January	February
Weekday Peak Day Volume	565	610	698
Weekend Peak Day Volume	1,066	950	940

Raw data is the average of three days at each site extrapolated using the National Bicycle and Pedestrian Documentation Project Methods: http://bikepeddocumentation.org/

[1] This number is approximate and includes an estimate that 20% of uses at each of the three collection sites must be factored out as users traveling to or from another counted site. Note: 2013 numbers are restated to reflect the same time period as 2014 and 2015.

Table II: Averaged Extrapolated Data by Time Period

Time	2013	2014	2015
Day	435	403	489
Week	2,758	2,798	3,771
Month	11,876	11,991	16,163
Year	107,451	108,995	135,854

Average count of users for three days at three sites extrapolated using the National Bicycle and Pedestrian Documentation Project Methods: http://bikepeddocumentation.org/

Table III: Three Year Averaged Annual Data

Area	3-Year Average
Farmington	**99,839**
Canton	**117,465**
Suffield	**136,877**
Valley Region	**283,345**

Extrapolated Summary Data Methodology

Regarding the Summary Data shown above in ***Table I***, the National Bicycle and Pedestrian Documentation Project has developed a method to estimate annual trail usage from raw counter data. The use of expansion factors is common in transportation planning. In this case, they are a tool for taking the seasonal counts and using them to develop estimates of bicycle and pedestrian activity in familiar and comparable units, such as daily, weekly, monthly and yearly activity. This method uses one week of data and multiplies it by a monthly adjustment factor derived from analysis of trail counts from across the country. Given the variability of bicycle and pedestrian activity, these estimates are based on the average of three counts during the same time period and week. The counts were from 12-2 PM on a Sunday, Tuesday and Friday during the same week in mid-September.

Overall Study Methodology

The FVTC recognizes that at best this study can only estimate multi-use trail patterns along the FCHT and FRT. These estimates are based on three primary data sources. That source is information gathered from three TRAFx counters, infrared counters that track trail use at fixed locations along the trail. The counters are located many miles apart to provide local as well as aggregate user counts. They are located on the FCHT in Farmington between the Farmington Bridge and Red Oak Hill Road and near the State line in Suffield. The third counter is

on the FRT at Commerce Drive in Canton. Please see ***Appendix I*** for more detail. An important part of this study is to not only to count locally but to be able to aggregate the count to estimate regionally. Appropriately, the north and south counters on the FCHT are located 21 miles apart and the FRT counter in Canton 9 miles from the southern counter and 20 miles from the northern counter. The data sets cover the 2013 season from May 1st, to October 22nd and the 2014 and 2015 years in their entirety. The data provided by the trail counters was placed into a Microsoft Excel database so that it could be analyzed. Data was investigated for hourly, daily, monthly, and yearly usage.

TRAFx Infrared Counters

TRAFx counters were picked by the FVTC because they are used by most of the important trail organizations and the federal government. These counters are semi-portable in that they are small and movable, but must be fixed to an immovable object on either side of the trail. They are battery-powered active infrared light beam instruments designed for counting moving objects in the outdoors. In this study, the intent was to count only human trail users as moving objects. The light beam was positioned high enough to not count most animals, with the exception perhaps of deer and bear. It was also placed so that vegetation could not impede the light beam. However it must be noted that this type of counter is still open to a variety of miscounts some of which can be accounted for below, but the results generated from this data should be judged in that light. Note that the counters record the number of "uses" rather than unique "users." For example, a trail user may pass the counter once when leaving his car and a second time when returning to it. This user would be counted twice.

All infrared trail counters under-count when people travel side by side, or in tight groups. Therefore, it can be said that trail counters yield estimates rather than absolutes. It is difficult to give a single number regarding accuracy because it is dependent upon various factors: how people typically use the trail (single file or side by side), how far apart people are spaced, how busy the trail is, trail width, how a counter is set up, etc. If the trail is narrow and people travel single file and spaced apart, accuracy can be as high as 95 to 100%; however, for the most part the trail system in the Farmington Valley is ten feet wide making accuracy approximately 80%.

Resources

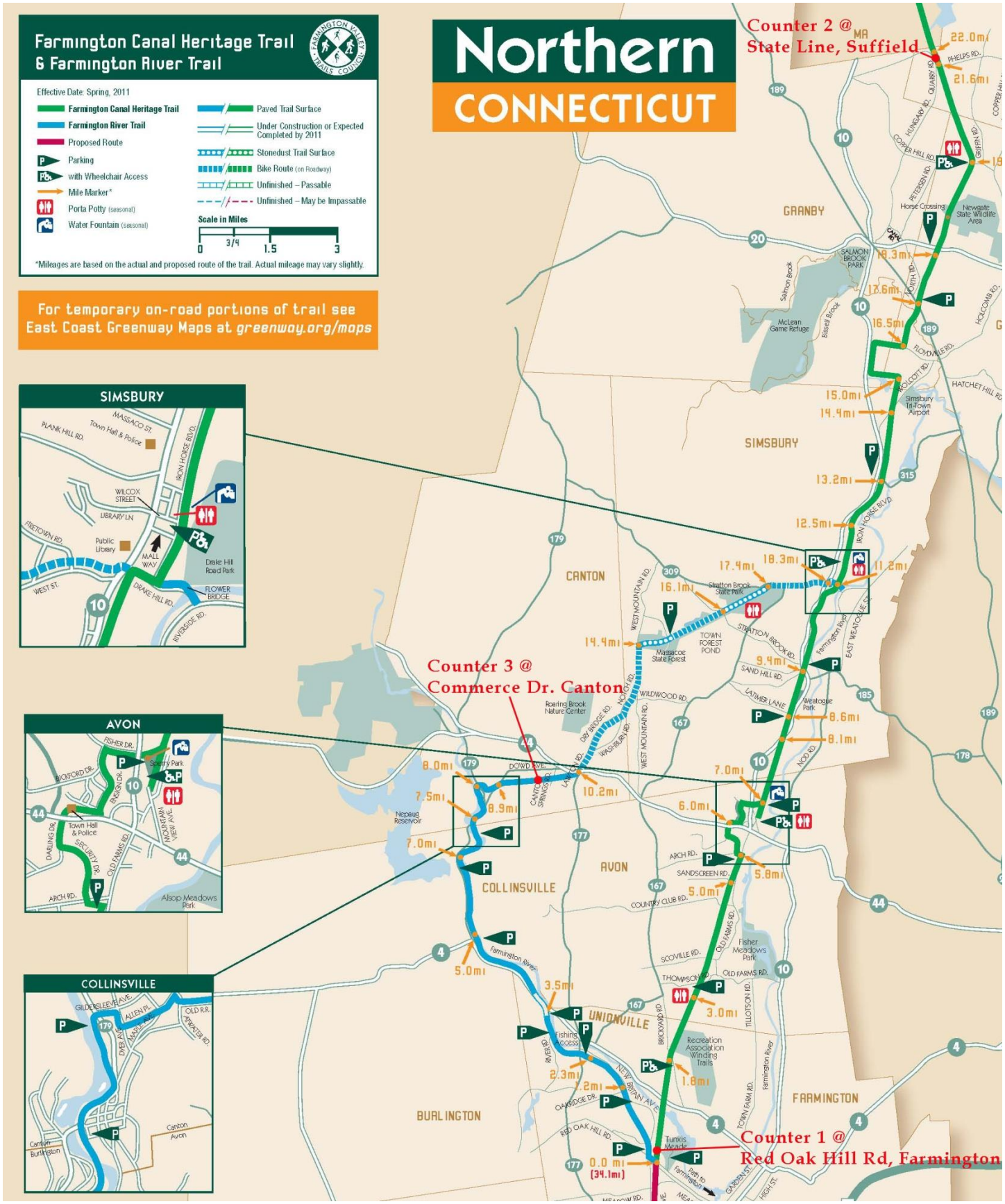
Farmington Valley Trails Council: http://www.fvgreenway.org

TRAFx Research Ltd.: http://trafx.net

The National Bicycle and Pedestrian Documentation Project: http://bikepeddocumentation.org/

"Bicycle and Pedestrian Data Collection Manual" Minnesota Department of Transportation; MnDOT Report No. MN/RC 2015-33. Office of Transit, Bicycle / Pedestrian Section. bikepedcounts.dot@state.mn.us and www.dot.state.mn.us/bike

Appendix I


Farmington Canal Heritage Trail & Farmington River Trail
Effective Date: Spring, 2011
Farmington Canal Heritage Trail
Farmington River Trail
Proposed Route
Parking
with Wheelchair Access
Mile Marker*
Porta Potty (seasonal)
Water Fountain (seasonal)
Paved Trail Surface
Under Construction or Expected Completed by 2011
Stonedust Trail Surface
Bike Route (on Roadway)
Unfinished – Passable
Unfinished – May be Impassable
Scale in Miles
0 3/4 1.5 3
*Mileages are based on the actual and proposed route of the trail. Actual mileage may vary slightly.
For temporary on-road portions of trail see East Coast Greenway Maps at greenway.org/maps
Northern CONNECTICUT
Counter 2 @ MA State Line, Suffield
Counter 3 @ Commerce Dr. Canton
Counter 1 @ Red Oak Hill Rd, Farmington
SIMSBURY
AVON
COLLINSVILLE
GRANBY
CANTON
BURLINGTON
FARMINGTON
UNIONVILLE

COMMUNITY
connectivity program

Appendix F

Built to deliver a better world

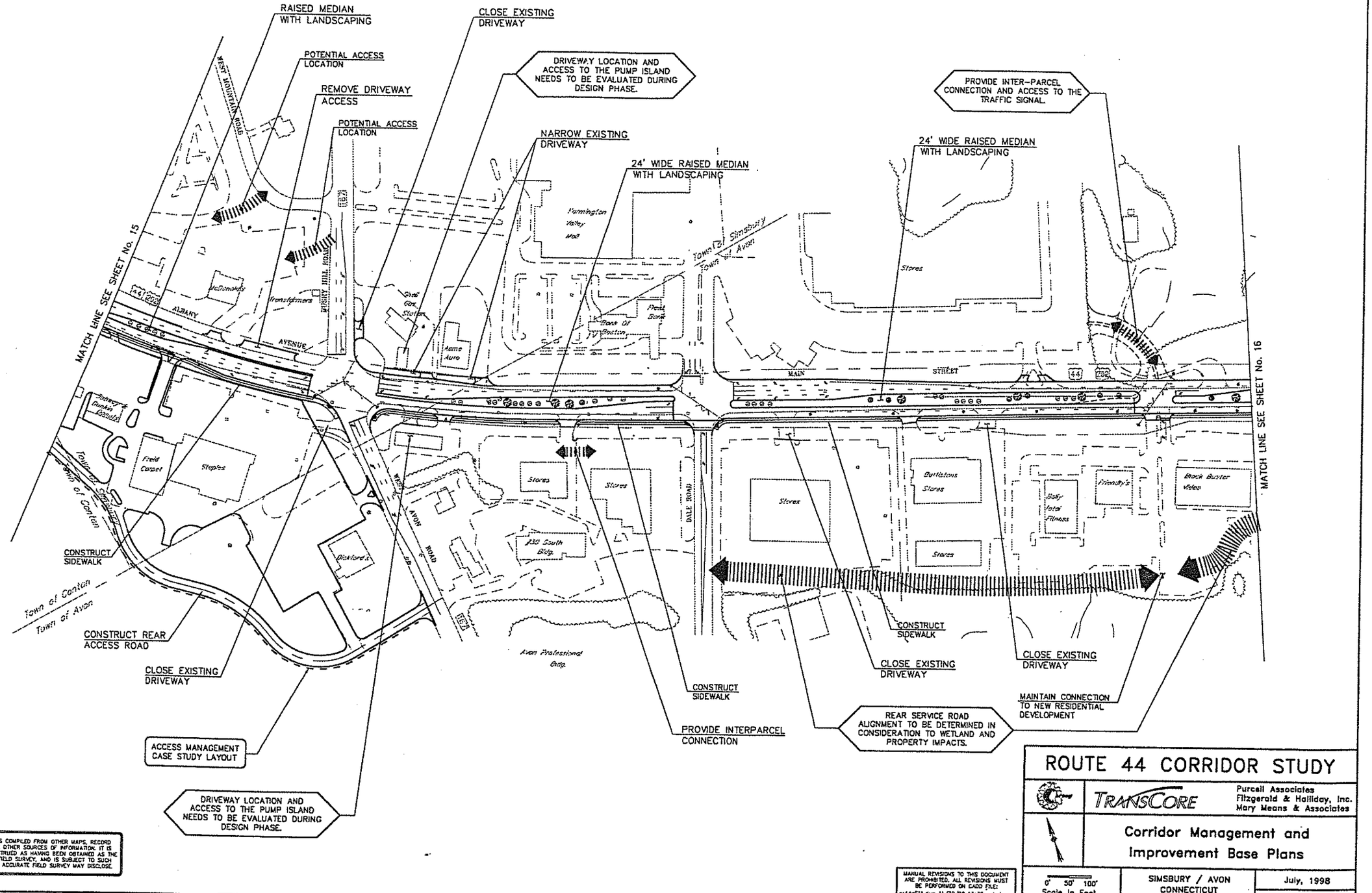
ROUTE 44 CORRIDOR STUDY

PRELIMINARY RECOMMENDATIONS FOR ROUTE 44 IN CANTON

DRAFT, MAY 2000

Study conducted by: Capitol Region Council of Governments

For additional information or questions call: Tom Maziarz, 522-2217, extension 14



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ROUTE 44 CORRIDOR STUDY

TRANSCORE

Purcell Associates
Fitzgerald & Halliday, Inc.
Mary Means & Associates

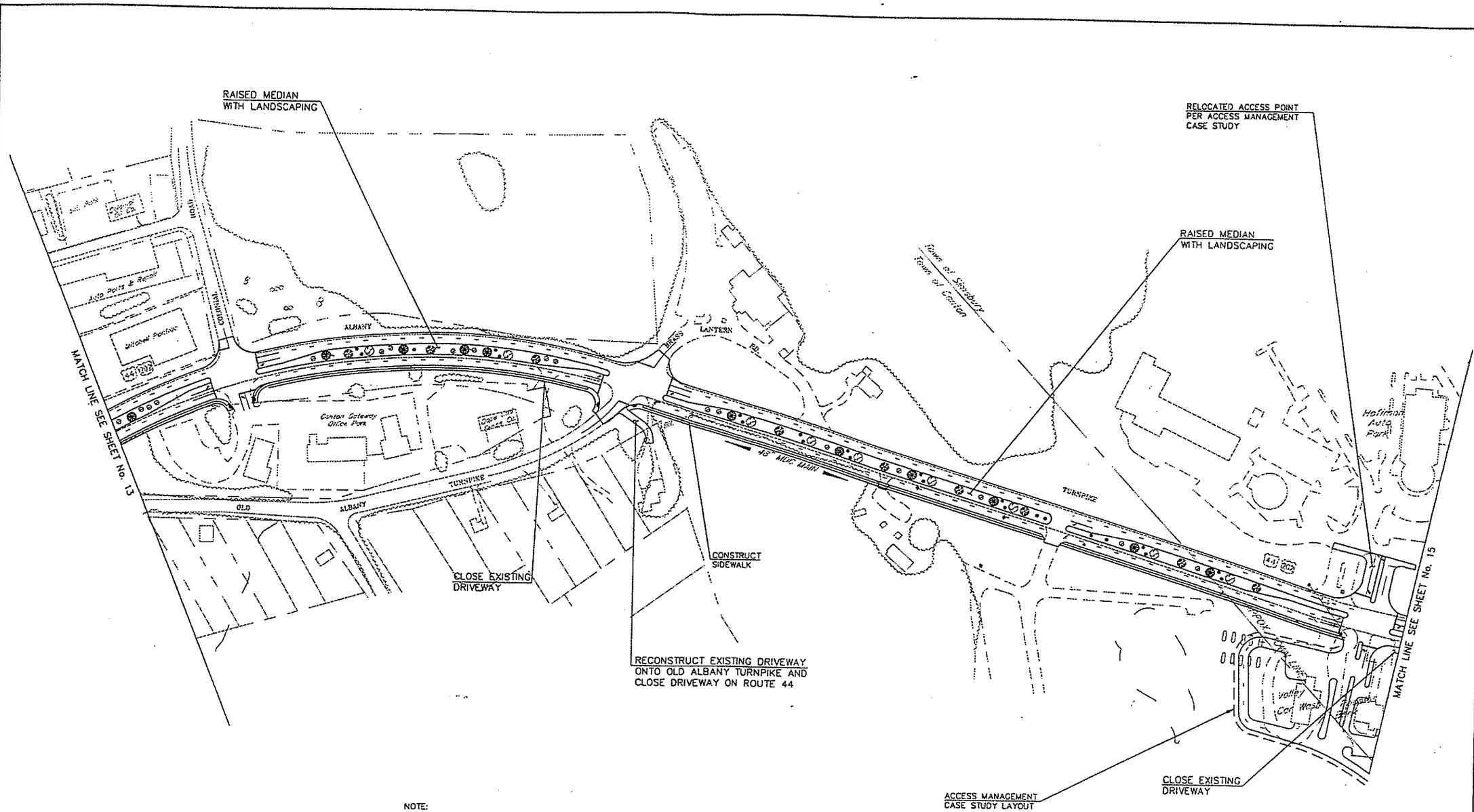
Corridor Management and Improvement Base Plans

0' 50' 100'
Scale in Feet

SIMSBURY / AVON
CONNECTICUT
State Project No. 63-519

July, 1998

Sheet 15 of 35



NOTE:

1. 48" M.D.C. MAIN TRANSMISSION LINE LOCATED ALONG SOUTH SIDE OF ROUTE 44.

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Mary Means & Associates

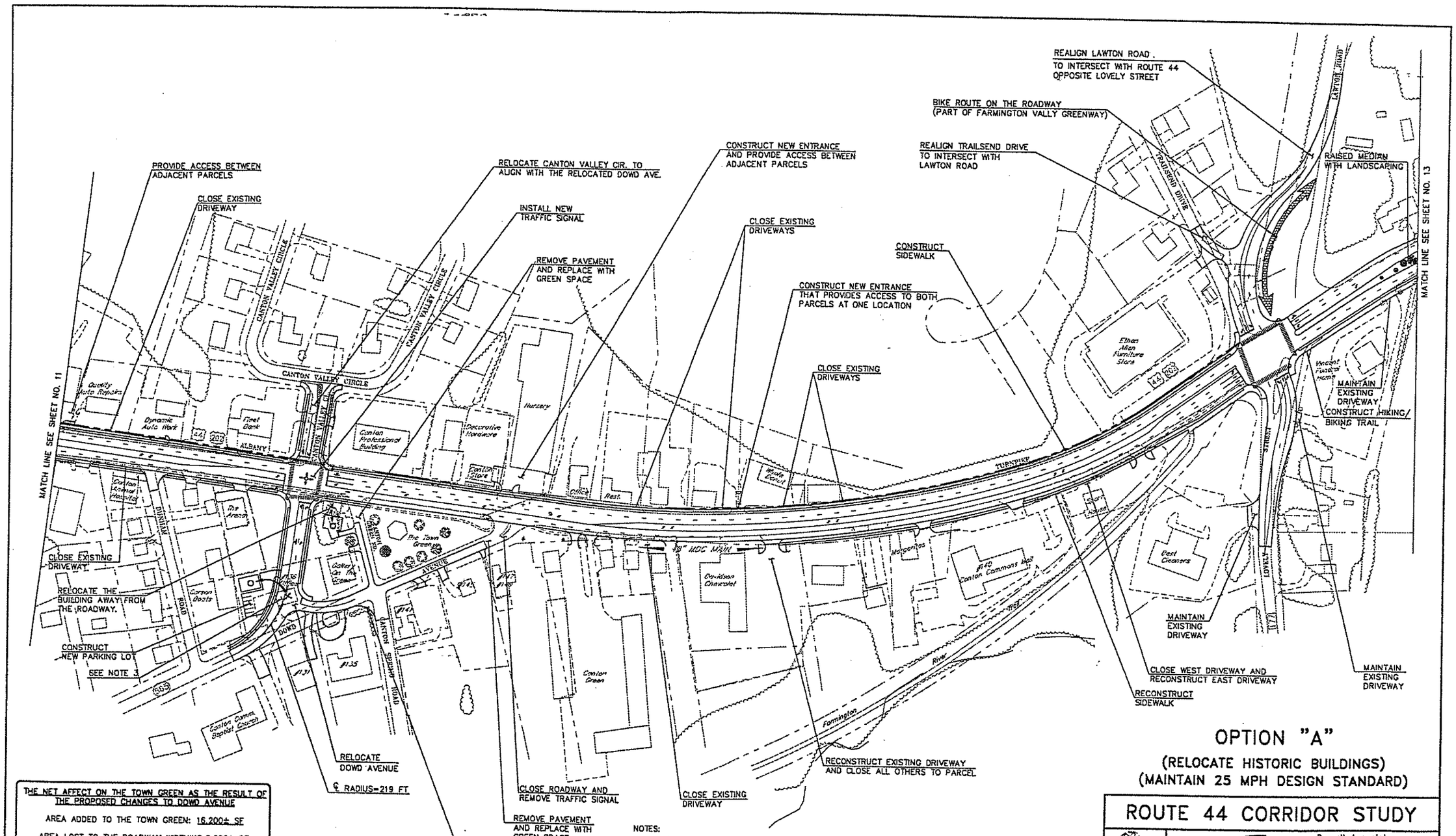
Corridor Management and Improvement Base Plans

0' 50' 100'
Scale in Feet

CANTON / SIMSBURY
CONNECTICUT
State Project No. 63-519

July, 1998

Sheet 14 of 35



OPTION "A"

(RELOCATE HISTORIC BUILDINGS)
(MAINTAIN 25 MPH DESIGN STANDARD)

THE NET AFFECT ON THE TOWN GREEN AS THE RESULT OF THE PROPOSED CHANGES TO DOWD AVENUE

AREA ADDED TO THE TOWN GREEN: 16,200± SF

AREA LOST TO THE ROADWAY WIDENING: 2,200± SF

NET INCREASED TO THE TOWN GREEN AREA = 14,000± SF

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NOTES:

1. 48" M.D.C. MAIN TRANSMISSION LINE LOCATED ALONG SOUTH SIDE OF ROUTE 44.
2. ALL TREES DISTURBED BY ROADWAY WIDENING SHALL BE RELOCATED, OR REPLACED IN KIND.
3. THE BUILDING THAT WILL BE TAKEN AS A RESULT OF THE RELOCATED DOWD AVENUE MAY BE RELOCATED ELSEWHERE ON THE EXISTING PARCEL, IF THE BUILDING IS FOUND TO BE OF HISTORICAL SIGNIFICANCE.

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ROUTE 44 CORRIDOR STUDY

TRANSCORE

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Mary Means & Associates

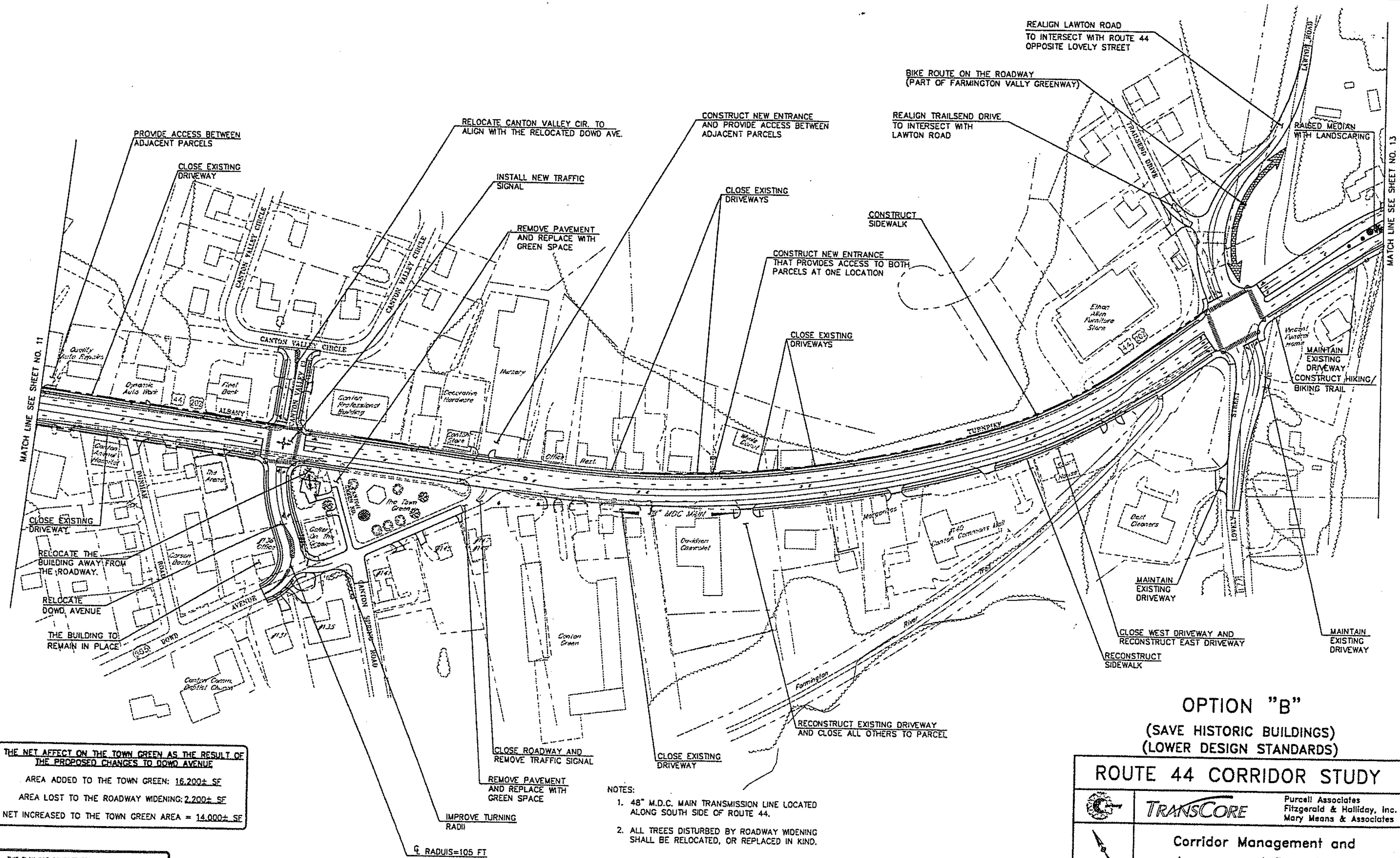
Corridor Management and Improvement Base Plans

0' 50' 100'
Scale In Feet

CANTON, CONNECTICUT
State Project No. 63-519

July, 1998

Sheet 12 of 35



THE NET AFFECT ON THE TOWN GREEN AS THE RESULT OF THE PROPOSED CHANGES TO DOWD AVENUE
AREA ADDED TO THE TOWN GREEN: 16,200± SF
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OPTION "B"

(SAVE HISTORIC BUILDINGS)
(LOWER DESIGN STANDARDS)

ROUTE 44 CORRIDOR STUDY

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Fitzgerald & Halliday, Inc.
Mary Means & Associates

Corridor Management and Improvement Base Plans

0' 50' 100' Scale In Feet

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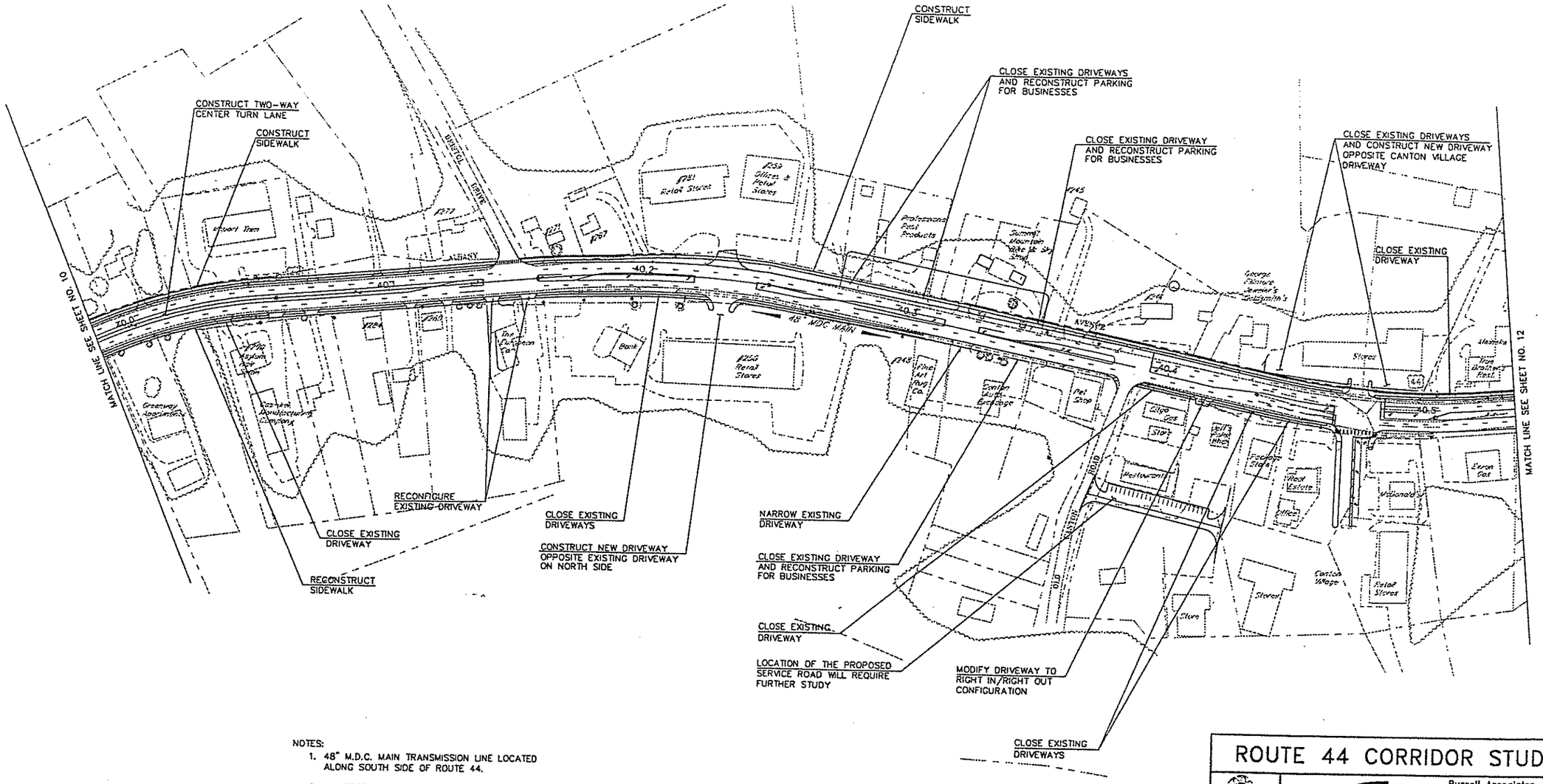
August, 1998

Sheet 12A of 35

12A



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Corridor Management and Improvement Base Plans

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Scale in Feet

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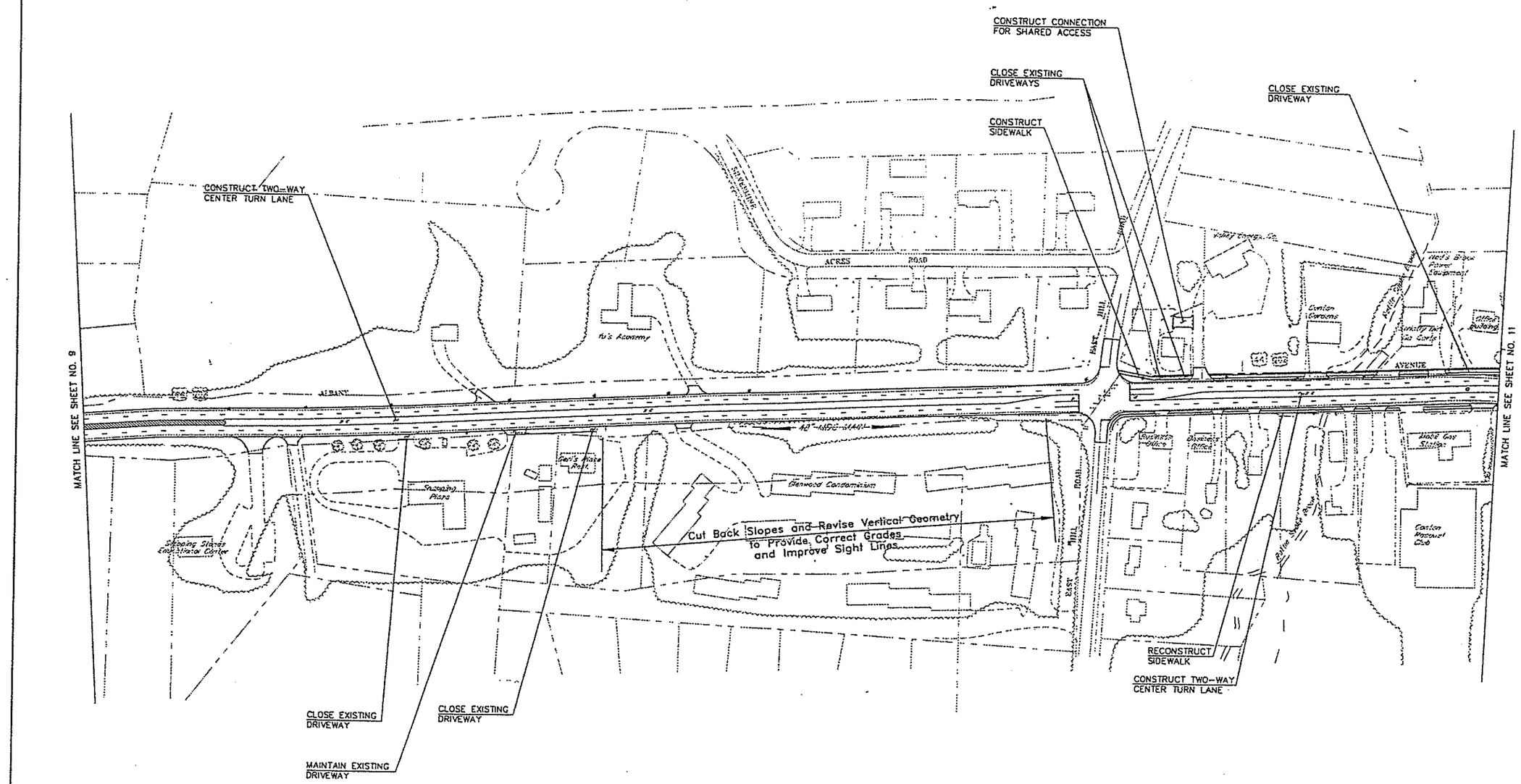
State Project No. 63-519

July, 1998

Sheet 11 of 35



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Scale in Feet

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State Project No. 63-519

July, 1998

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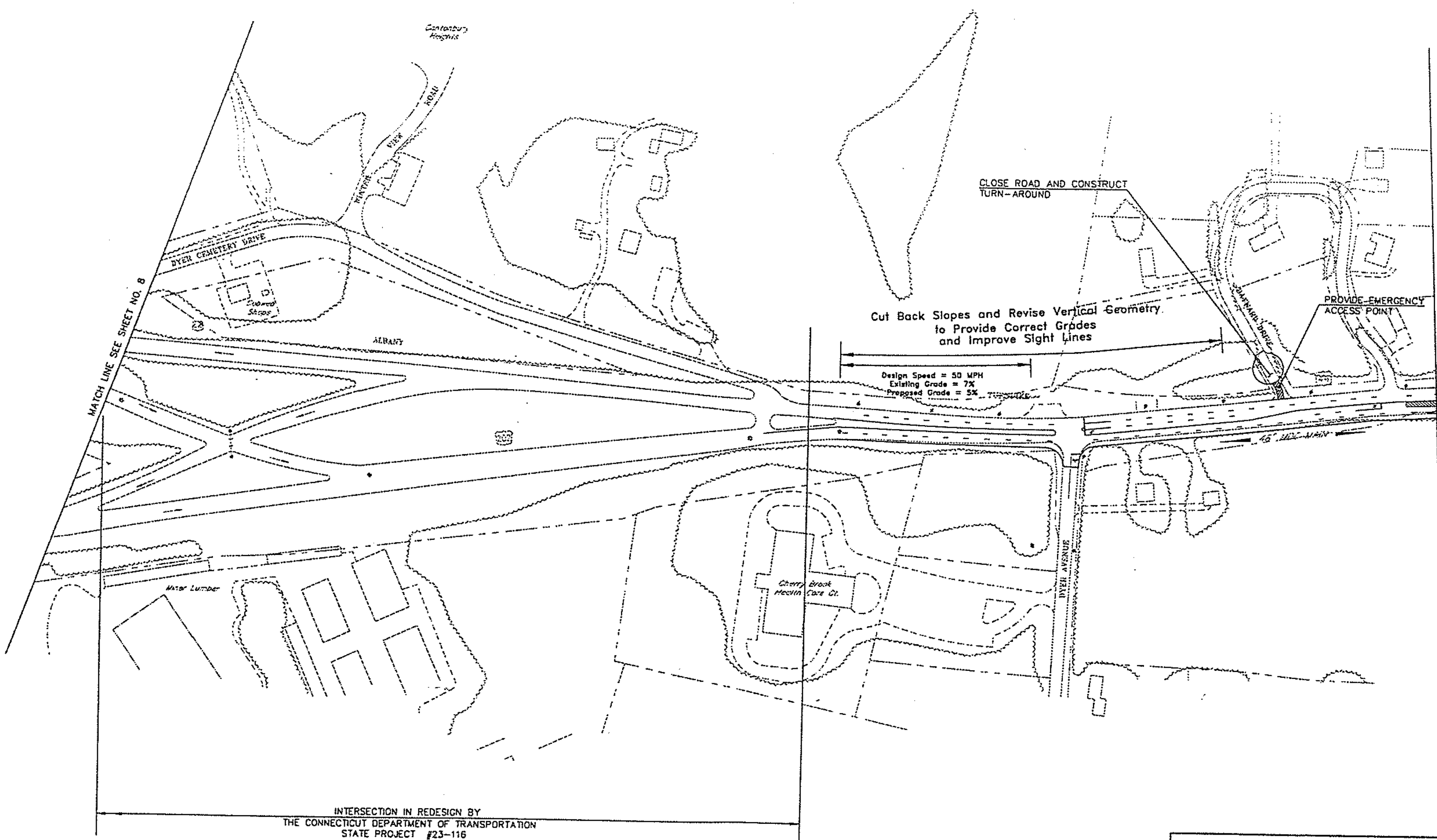

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Scale in Feet

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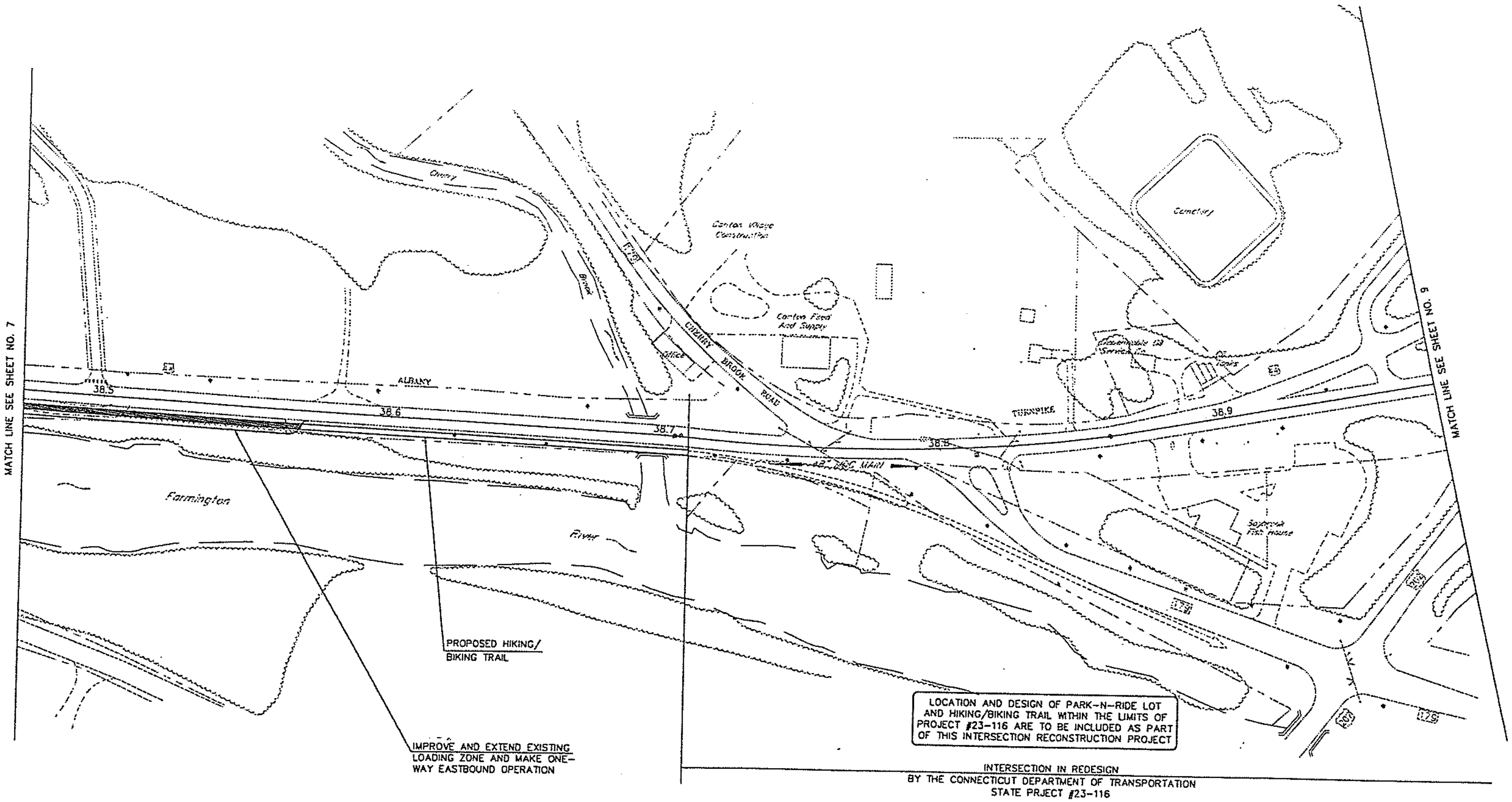

NOTES:

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2. PROPOSED HIKING/BIKING TRAIL TO BE ROUTED INTO PARK-N-RIDE LOT AND SOUTH ALONG ROUTE 179 TOWARDS COLLINSVILLE. THIS TRAIL COULD TIE INTO THE PROPOSED FARMINGTON RIVER TRAIL IN COLLINSVILLE.

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Corridor Management and Improvement Base Plans

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Scale In Feet

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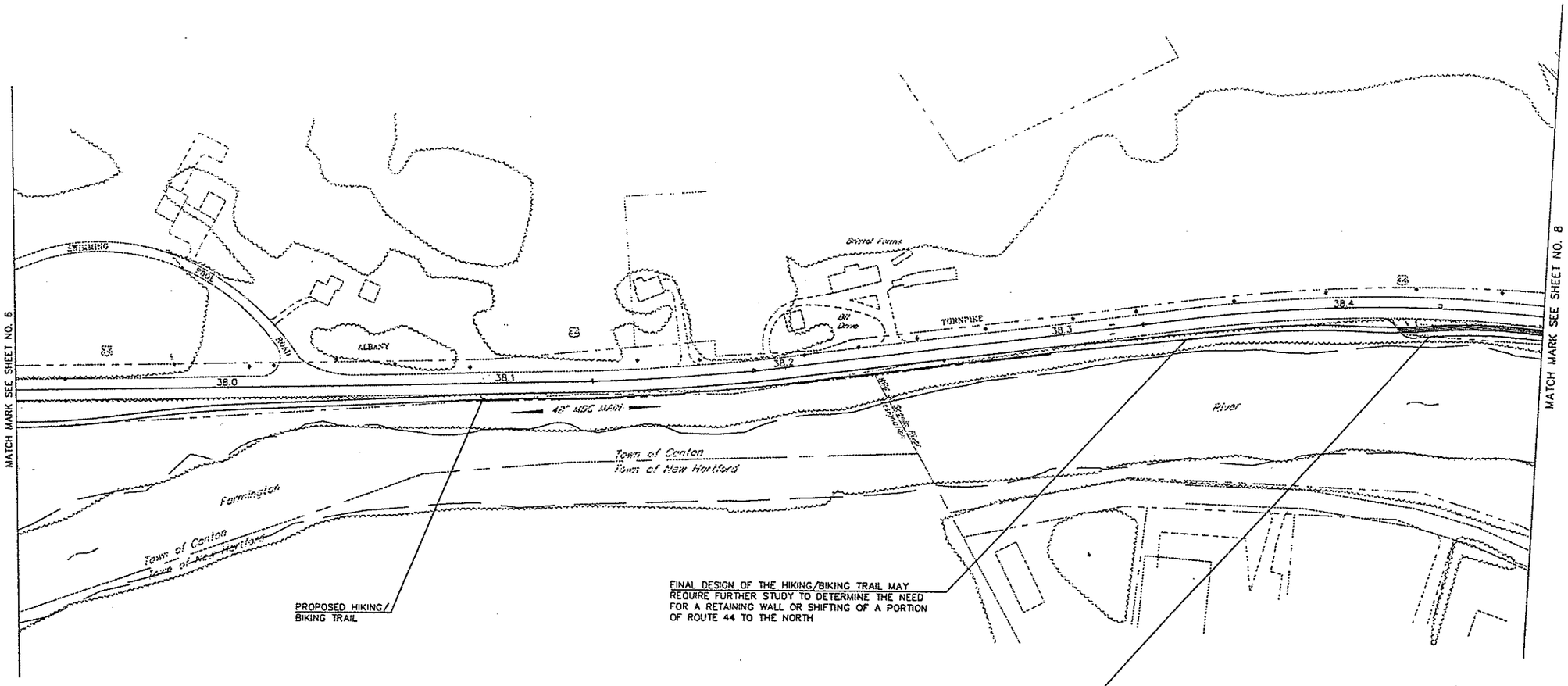
July, 1998



NOTE:

1. 48" M.D.C. MAIN TRANSMISSION LINE LOCATED IN EMBANKMENT ON SOUTH SIDE OF ROUTE 44.

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ROUTE 44 CORRIDOR STUDY

TRANSCORE

Purcell Associates
Fitzgerald & Halliday, Inc.
Mary Means & Associates

Corridor Management and Improvement Base Plans

0' 50' 100'
Scale in Feet

CANTON, CONNECTICUT
State Project No. 63-519

July, 1998

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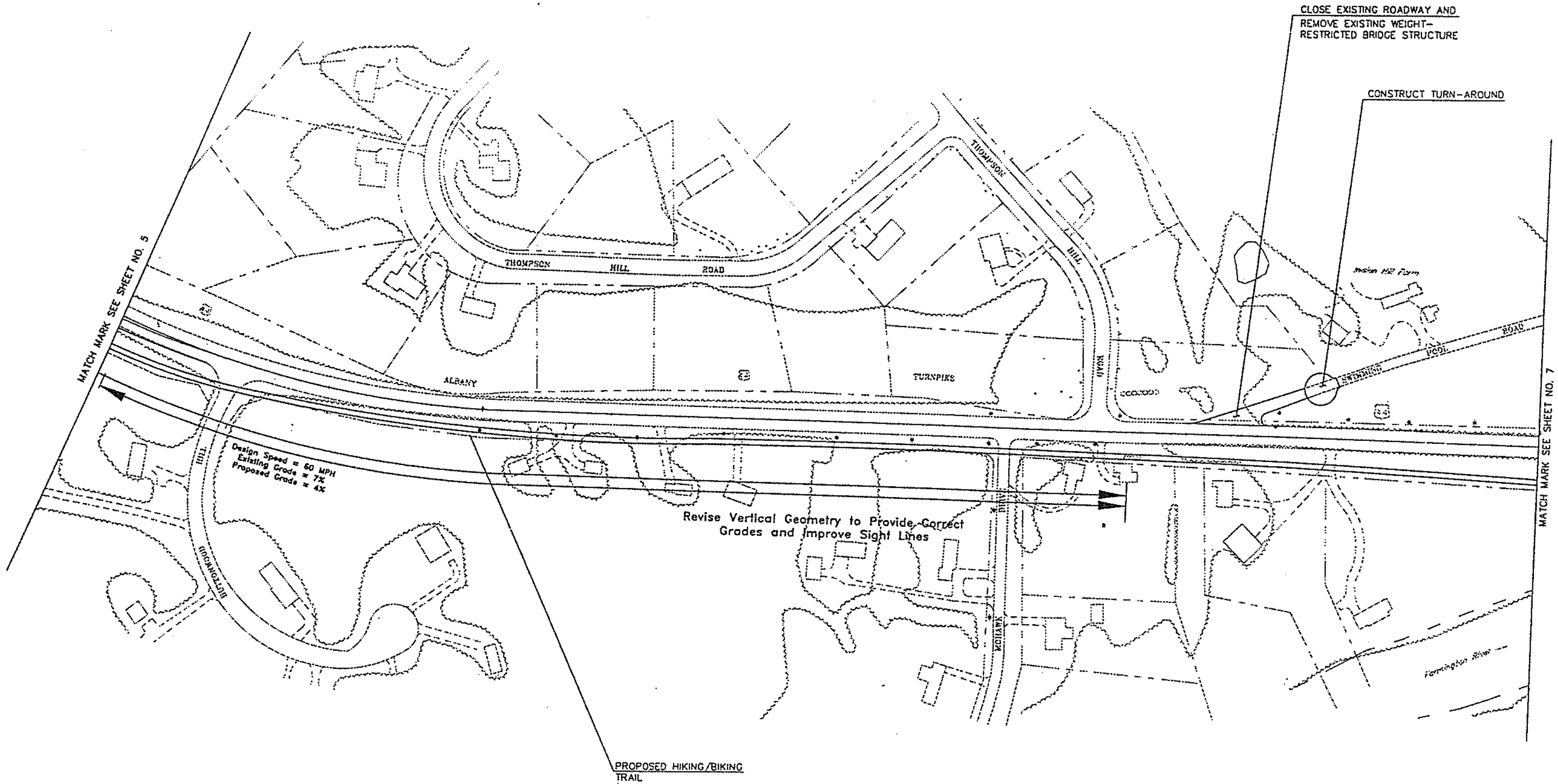

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ROUTE 44 CORRIDOR STUDY

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Purcell Associates
Fitzgerald & Halliday, Inc.
Mary Means & Associates

Corridor Management and Improvement Base Plans

0' 50' 100'
Scale In Feet

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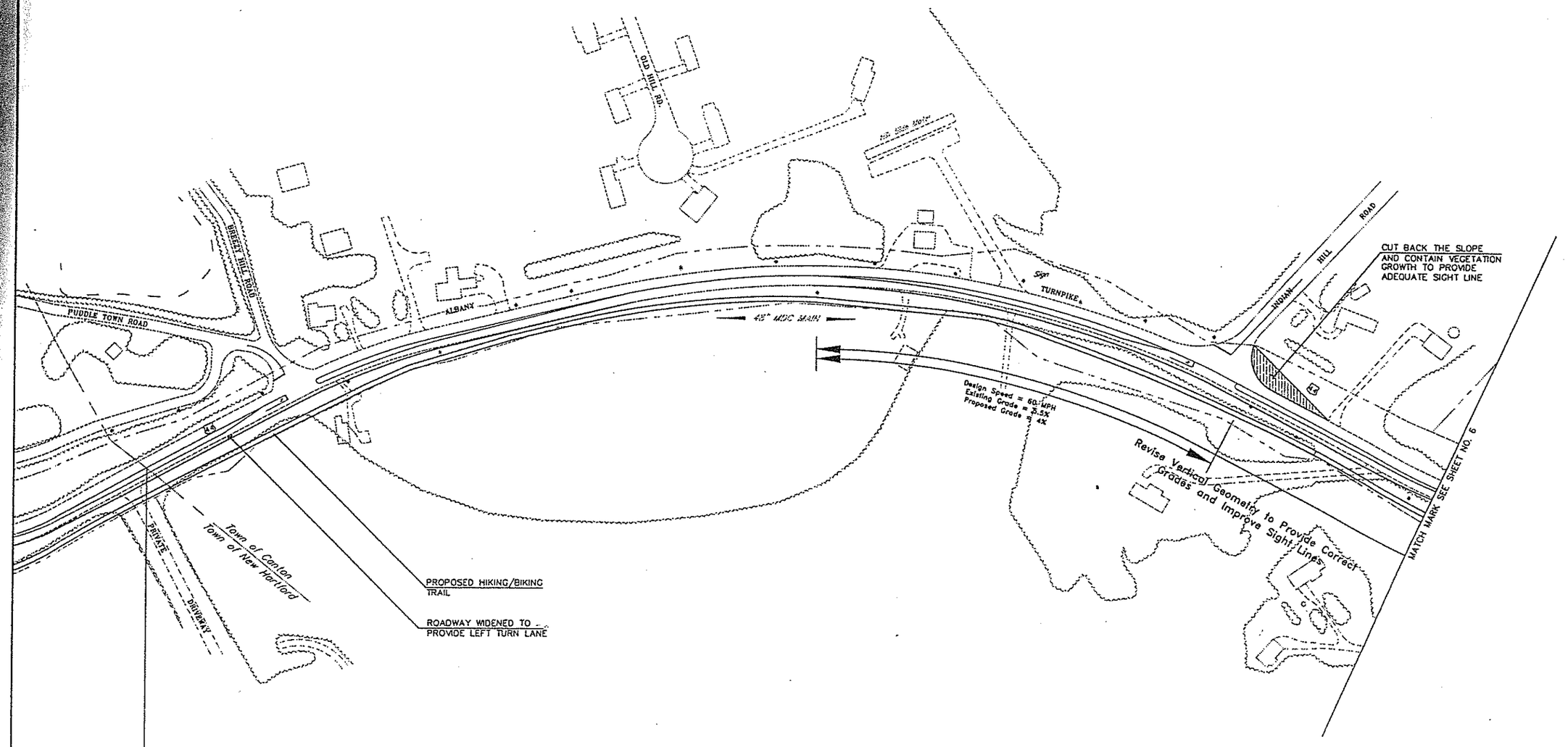

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ROUTE 44 CORRIDOR STUDY

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3. COMMERCIAL AREA: DYER AVE. TO DOWD AVE.

This is a commercial area that is still developing. The primary traffic problem is safety. The numerous driveways, and high volumes of turning traffic (especially left turns in and left turns out) lead to frequent conflicts and accidents. It also leads to driver frustration due to the number of times a driver has to slow or stop when the car in front attempts to turn into a driveway. The primary recommendations in this section are a center turn lane and access management. The existing configuration of Route 44 through this area is a 4-lane undivided roadway.

- ***CENTER TURN LANE.*** *The recommended treatment for left turns in this section is to create a center turn lane to accommodate the left turns. While not as effective as a median at reducing accidents, it does reduce the number of rear-end and lane change accidents caused by vehicles stopped in the travel lane while waiting to make a left turn into a business.*
- ***ACCESS MANAGEMENT.*** *Vehicle conflicts can also be reduced by better management of access to and from businesses. Access management attempts to provide safer access by reducing the number of driveways, designing safer driveways, and providing alternate access at safer locations – preferably at signalized intersections.*

  Access to businesses in the general area of Canton Village shopping center presents special problems due to the number of businesses and driveways. The plan includes one option for reorganizing access to some businesses via a new service road from Old Canton Road to the shopping center.
- ***LANDSCAPING.*** *When Route 44 was widened to four lanes in the 1980s, the Town of Canton insisted on the inclusion of roadside landscaping as part of the project. During the course of this study, residents and businesses have stressed the importance of protecting as much as the now mature trees and shrubs as possible. If impacts on the landscaping cannot be avoided, the trees should be either transplanted back from the road or replaced.*

4. COMMERCIAL AREA: DOWD AVE. TO RT. 177

The section from Dowd Avenue to Route 177 is different from any other section in Canton. There are many older buildings in this section and most are set very close to the edge of roadway. While the land use is primarily commercial, the most notable feature in the area is the Canton Green. This small triangular parcel is a historic town green and must be given careful consideration in any roadway improvement proposal.

Like the other commercial sections in Canton, a major problem in this area is the number of driveways and the high volume of turning traffic. The recommended solution is the construction of a center turn lane, but it will require careful design to minimize property impacts.

- ***CENTER TURN LANE.*** *As in the section immediately to the east, the recommended treatment for the left turn problem in this section is to* provide a continuous left turn lane through this section. It will have to be designed carefully, so as to have minimal impact on abutting properties.
- ***RELOCATE DOWD AVENUE.*** *The existing intersection of Dowd Avenue and Route 44 is poorly aligned (skewed angle), and it has several turn restrictions. It is recommended that Dowd Avenue be relocated to provide better alignment and more capacity. Based on the preliminary work done during this study, it appears that a relocation will probably work best if the new street is placed opposite Canton Valley Circle. Two possible alignment shown on the sheet 12 and 12a of the following plans sheets. Due to significant impacts on properties, actual the alignment must be determined as part of a more detailed design project.*
- ***ENLARGE CANTON GREEN.*** *A benefit of the relocation of Dowd Avenue is that it provides an opportunity to enlarge the Canton Green. It also removes heavy traffic from the south side of the Green.*
- ***ROUTE 44/ROUTE 177/TRAILS END DRIVE INTERSECTION.*** *To help reduce congestion at this intersection, it is recommended that it be reconstructed from a 5-legged intersection to a 4-legged intersection. Additional turn lanes will be needed as well.*
- ***ACCESS MANAGEMENT.*** *Vehicle conflicts can be reduced by better management of access to and from businesses. Access management attempts to provide safer access by reducing the number of driveways, designing safer driveways, and providing alternate access at safer locations – preferably at signalized intersections. The plan includes several suggestions for relocating, consolidating, or re-designing driveways.*
- ***LANDSCAPING.*** *When Route 44 was widened to four lanes in the 1980s, the Town of Canton insisted on the inclusion of roadside landscaping as part of the project. During the course of this study, residents and businesses stressed the importance of protecting as much as the now mature trees and shrubs as possible. If impacts on the landscaping cannot be avoided, the trees should be either transplanted back from the road or replaced.*

5. COMMERCIAL AREA: RT. 177 – RT. 167 [1]

The primary traffic problem in this commercial area is safety. The numerous driveways, and high volumes of turning traffic (especially left turns in and left turns out) leads to frequents conflicts and accidents. It also leads to driver frustration due to the number of times a driver has to slow or stop when the car in front attempts to turn into a driveway. The recommendations for this section address the safety problem by allowing left turns only at signalized intersections.

- ***BOULEVARD WITH WIDE MEDIAN.*** *The primary recommendation is to construct a boulevard type roadway with wide median. The wide median (24 feet) accomplishes several objectives: it prevents left turns at unsignalized driveways, it allows construction of left turn lanes at signalized locations, and it provides an opportunity to introduce attractive landscaping. This approach to managing left turns eliminates the primary safety problem.*
- ***LANDSCAPING ON MEDIAN.*** *A wide median is recommended in order to the opportunity to fully landscape the median. The median will be 24 feet wide. This will allow for attractive landscape treatments including brick edging along the first 2-3 feet, shrubbery, and small trees such as Bradford Pear trees. Even where the median is narrowed to accommodate left turn lanes, the median will still be 12 feet wide which can still allow full landscape treatments.*
- ***TURN LANES & SIGNALS AT MAJOR DRIVEWAYS.*** *Direct access to major commercial centers will be improved by placing median breaks, and installing signals with left turn lanes. Today there is a lack of left turn lanes at many locations. This creates traffic back ups at some shopping centers.*
- ***ACCESS MANAGEMENT.*** *Like the other two commercial sections discussed previously, there is also a need for access management in this section. The plan includes suggestions for consolidating and relocating access to businesses opposite Secret Lake Road (car dealer & sports store). The new access point would be at the Secret Lake Road traffic signal. It also suggests closing the western end of Old Albany Turnpike.*

[1] This section continues into Avon as far east as Lawrence Avenue where the median narrows to 16 feet.

SUMMARY OF RECOMMENDATIONS FOR ROUTE 44 IN AVON

PEDESTRIAN & BICYCLE *(CANTON TO AVON MT.)*

The Plan includes several recommendations to make it safer and more convenient for people to walk or bicycle in the Route 44 corridor. The issues addressed are: (1) the desire to extend existing bike trails in Canton to Route 44 where it parallels the Farmington River west of Route 179, (2) the lack of sidewalks in many sections of the commercial areas in Avon and Canton, and (3) the number of cyclists to who bicycle on Route 44 over Avon Mountain, and (4) parking for cyclists using the mountain bike trails on the MDC property at the top of Avon Mountain.

- ***BIKE TRAIL ALONG FARMINGTON RIVER.*** *Construct a bike trail along the Farmington River in Canton west of Route 179. Connect this new trail to the existing trail in Collinsville via a trial or bike lanes along Route 179.*
- ***SIDEWALKS IN COMMERCIAL AREA.*** *Construct sidewalks along Route 44 through the commercial areas in Canton and Avon.*
- ***WIDE SHOULDERS ON AVON MT.*** *Add wide shoulders to Route 44 over Avon mountain. Shoulders are absent from most of the Mountain today, and cyclists do travel this section of Route 44 to reach the MDC trails.*
- ***PARKING LOT ON AVON MT.*** *Remove parking from the south side of the roadway at the top of Avon Mountain. Construct a new parking lot to serve cyclists who park here to access MDC trails south of Route 44.*
- ***PEDESTRIAN CROSSING AT RENBROOK SCHOOL.*** *Provide pedestrian crossing Renbrook School. A crossing a Renbrook School would allow the Town of West Hartford to connect a proposed bike trail (along the abandoned canal trail) south of Route 44 to the MDC walking and biking trails north of Route 44.*

TRANSIT IMPROVEMENTS *(Canton to Avon Mt.)*

Route 44 is an important commuter route and is served by the Avon-Canton Express. CT Transit provides frequent service to Hartford during the morning, and frequent return service in the late afternoon. Current limitations or problems with the service include: (1) there is no mid-day service, (2) the existing commuter lot at the old Caldor's plaza (now Wal-Mart) is over crowded, and (3) there is no commuter lot in Avon center. We recommend several changes to improve bus service and make it easier for people to use the available bus service.

- ***ADD MID-DAY SERVICE.*** *Add bus service during the middle of the day. This will provide commuters with a transportation option should an emergency arise during the day. It will also help businesses along Route 44 to recruit employees from Hartford.*
- ***PROVIDE A COMMUTER LOT IN CANTON NEAR ROUTE 179.*** *An additional lot is needed in Canton to serve commuters the pass through or near the intersection of Route 44, Route 179, and Route 219. A conveniently located lot in this area would serve a large catchment area.*
- ***PROVIDE A COMMUTER PARKING LOT IN AVON CENTER.*** *A commuter lot in Avon center would relieve some pressure on the lot at the old Caldor's Plaza. It would better serve patrons and potential new patrons who live on the eastern side of Avon. For this reason a location near Route 10 would be desirable.*
- ***CONSTRUCT A BUS PULL OUT AT NOD ROAD, AVON.*** *A bus pull out is needed west of Nod Road in Avon to serve westbound buses. The bus stop is needed to serve bus passengers who work at the Avon Old Farms Motel. Due to the high traffic speeds and the grade at the foot of the mountain, the bus needs a pull over to stop safely.*

ROADWAY IMPROVEMENTS

Traffic volumes, land use, and roadway characteristics on vary significantly along the 5.2 miles of Route 44 through Canton. Due to this variability, each section of Route 44 is discussed separately.

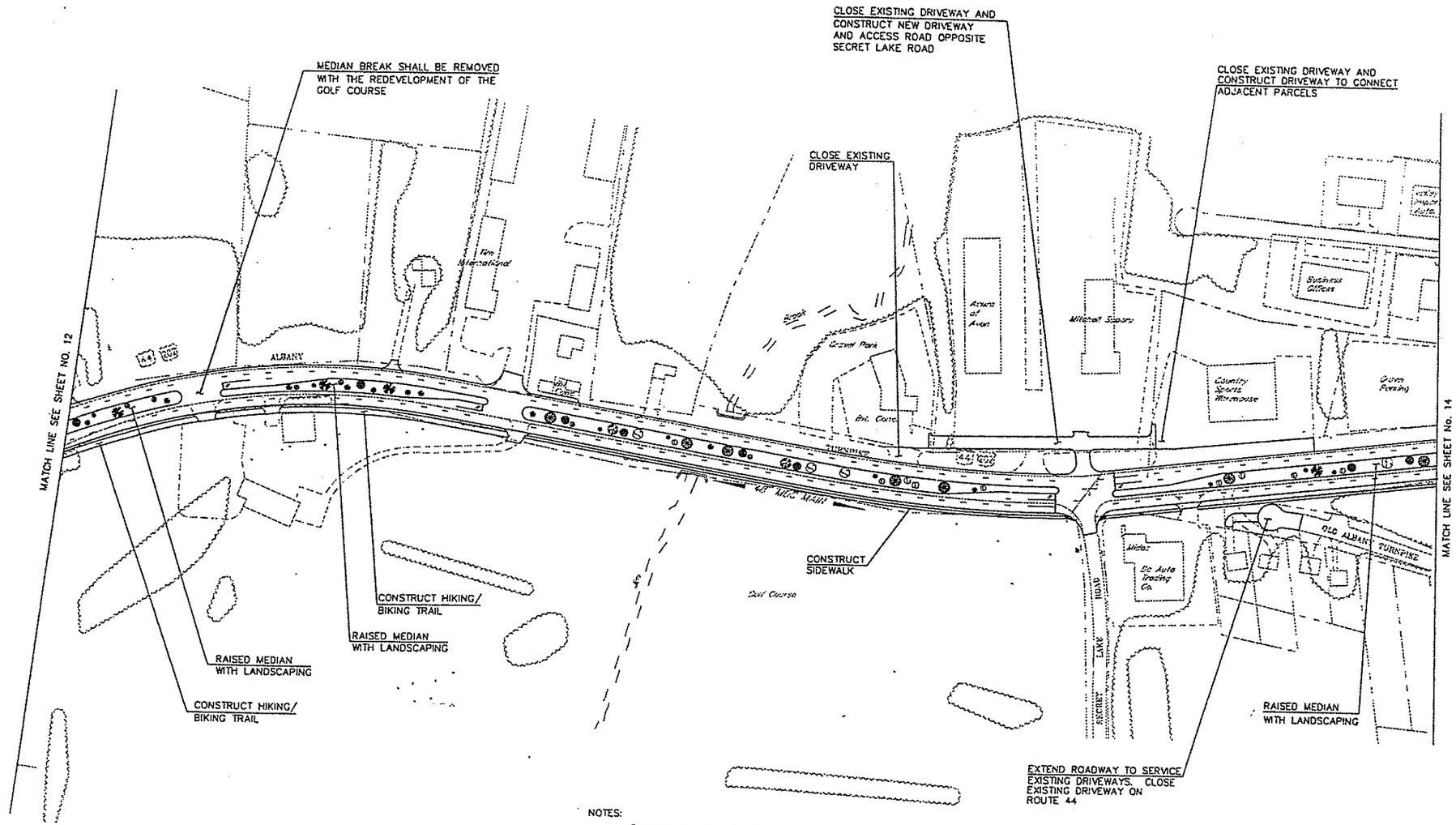
1. WEST OF RT. 179

The section of route 44 west of Route 179 is predominantly rural with little development. The improvements recommended in this section are generally minor, although the vertical geometry does pose some sight line restrictions that would require extensive construction to correct.

- ***BREEZY HILL ROAD.*** *Construct an eastbound left turn lane at Breezy Hill Road.*
- ***INDIAN HILL ROAD.*** *Construct an eastbound left turn lane at Indian Hill Rd. Cut back slope on the northeast corner to improve sight line.*
- ***SWIMMING POOL ROAD.*** *The bridge at the western end of Swimming Pool Road is posted for weight restrictions. Rather than replacing or reconstructing the bridge it is recommended that the western end of Swimming Pool Road be closed and access be provided exclusively via the eastern intersection with Route 44.*
- ***BIKE PATH.*** *Construct a bike path along the south side of Route 44.*
- ***VERTICAL GEOMETRY.*** *If funding permits, the vertical geometry from Indian Hill Road to Thompson Hill Road to improve sight lines.*

2. RT. 44/RT. 179/RT 202 (STATE PROJECT 23-116)

The Connecticut Department of Transportation initiated project 23-116 to address problems in this area. Since the design was already started, this location was not included as part of the study. The Route 44 study team did suggest to the designers of project 23-116 that a commuter parking lot be included in the project. The commuter lot is currently included in project 23-116.



NOTES:

1. 48" M.D.C. MAIN TRANSMISSION LINE LOCATED ALONG SOUTH SIDE OF ROUTE 44.
2. PROVISIONS FOR A PARK-N-RIDE LOT SHOULD BE INCORPORATED INTO REDEVELOPMENT OF THE GOLF COURSE.
3. ALL TREES DISTURBED BY ROADWAY WIDENING SHALL BE RELOCATED OR REPLACED IN KIND.
4. ONLY ONE COMMON MEDIAN OPENING SHALL BE PROVIDED ON ROUTE 44 FOR THE ACCESS TO TIRE INTERNATIONAL AND GOLF COURSE WITH LEFT TURN LANES.

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