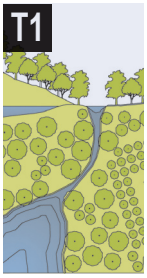
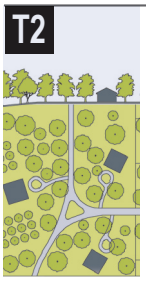
**TABLE 1: Transect Zone Descriptions.** The following are general descriptions of the character of each Transect Zone. They may be interpreted as a constituent part of the Intent of this Code.




**T-1 NATURAL**

| | |
|---|---|
| **General Character:** | Natural landscape with some agricultural use |
| **Building Placement:** | Not applicable |
| **Frontage Types:** | Not applicable |
| **Typical Building Height:** | Not applicable |
| **Type of Civic Space:** | Parks, Greenways |

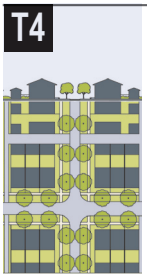



**T-2 RURAL**

| | |
|---|---|
| **General Character:** | Primarily agricultural with woodland & wetland and scattered buildings |
| **Building Placement:** | Variable Setbacks |
| **Frontage Types:** | Not applicable |
| **Typical Building Height:** | 1- to 2-Story |
| **Type of Civic Space:** | Parks, Greenways |

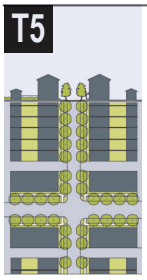

**T-3 SUB-URBAN**

| | |
|---|---|
| **General Character:** | Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally |
| **Building Placement:** | Large and variable front and side yard Setbacks |
| **Frontage Types:** | Porches, fences, naturalistic tree planting |
| **Typical Building Height:** | 1- to 2-Story |
| **Type of Civic Space:** | Parks, Greenways |



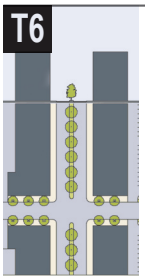

**T-4 GENERAL URBAN**

| | |
|---|---|
| **General Character:** | Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians |
| **Building Placement:** | Shallow to medium front and side yard Setbacks |
| **Frontage Types:** | Porches, fences, Dooryards |
| **Typical Building Height:** | 2- stories with 3-Stories allowed as a bonus |
| **Type of Civic Space:** | Squares, Greens |




**T-5 URBAN CENTER**

| | |
|---|---|
| **General Character:** | Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity |
| **Building Placement:** | Shallow Setbacks or none; buildings oriented to street defining a street wall |
| **Frontage Types:** | Stoops, Shopfronts, Galleries |
| **Typical Building Height:** | 3- to 4 stories, with 5-Stories allowed as a bonus |
| **Type of Civic Space:** | Parks, Plazas and Squares, median landscaping |




**T-6 URBAN CORE**

| | |
|---|---|
| **General Character:** | Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity |
| **Building Placement:** | Shallow Setbacks or none; buildings oriented to street, defining a street wall |
| **Frontage Types:** | Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades |
| **Typical Building Height:** | 2- to 7 stories, with 8 stories alllowed as a bonus. |
| **Type of Civic Space:** | Parks, Plazas and Squares; median landscaping |

**TABLE 3A: Vehicular Lane Dimensions.** This table assigns lanes to Transect Zones based on lane width, which is the principal determinant of traffic (design) speed. The most typical assemblies are shown in Table 3B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Minor Deviation.

| DESIGN SPEED | TRAVEL LANE WIDTH | T1 | T2 | T3 | T4 | T5 | T6 |
|---|---|---|---|---|---|---|---|
| Below 20 mph | 8 feet | ▫ | ▫ | ▪ | ▪ | | |
| 20-25 mph | 9 feet | ▫ | ▫ | ▪ | ▪ | ▫ | ▫ |
| 25-35 mph | 10 feet | ▫ | ▫ | ▪ | ▪ | ▪ | ▪ |
| 25-35 mph | 11 feet | ▫ | ▫ | | ▪ | ▪ | ▪ |
| Above 35 mph | 12 feet | ▫ | ▫ | | | ▫ | ▫ |

| DESIGN SPEED | PARKING LANE WIDTH | | | | | | |
|---|---|---|---|---|---|---|---|
| 20-25 mph | (Angle ) 18 feet | | | | ▪ | ▪ | ▫ |
| 20-25 mph | (Parallel) 7 feet | | | ▪ | ▪ | ▪ | |
| 25-35 mph | (Parallel) 8 feet | | | ▫ | ▪ | ▪ | ▫ |
| Above 35 mph | (Parallel) 9 feet | | | | | ▫ | ▫ |

▪ By Right

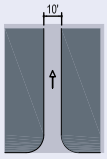
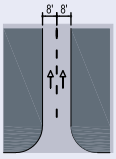
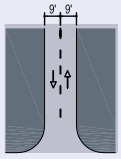
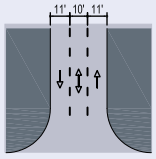
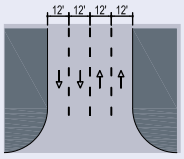
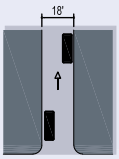
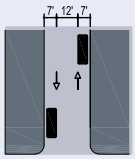
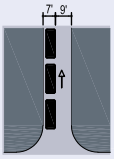
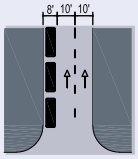
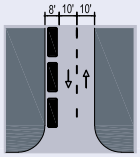
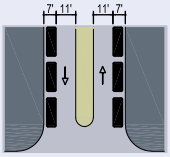
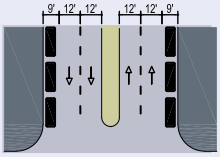
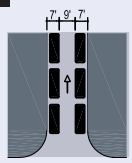
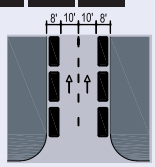
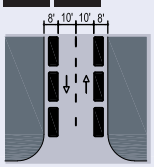
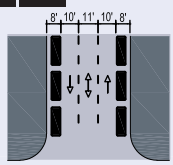
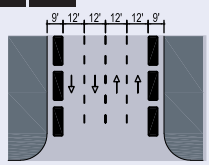
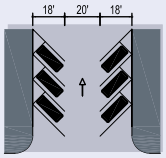
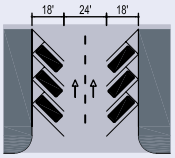
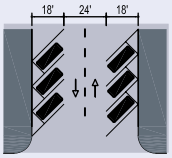
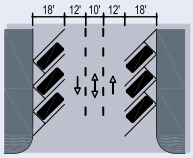
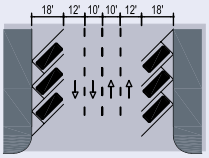
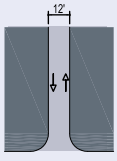
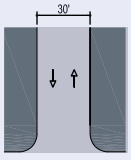
▫ BY Minor Deviation

Note: This table is provided for general guidance. Many other factors, especially including the amount of off-street parking and the length of a particular street aid in determining appropriate street width and cross elements. The traffic volumes along a particular thoroughfare are also quite important.

The specific street sections that have been calibrated for Hamden have taken these factors into account. Other areas of Town that have not had specific street calibrations can use this and Table 3B for additional guidance and design assistance.

There are no known instances of one-way streets being necessary or appropriate in Hamden as the Town continues to grow in accordance with the SmartCode.

**TABLE 3B: Vehicular Lane & Parking Assemblies.** This table shows lane widths, parking provisions, and Turning Radii based on the projected design speeds for the various Transect Zones. See Table 17 for more on turning radii.

| | ONE WAY MOVEMENT → | | | | TWO WAY MOVEMENT → | | | |
|---|---|---|---|---|---|---|---|---|
| **a. NO PARKING** | T1 T2 T3 | T1 T2 T3 | T1 T2 T3 | T1 T2 | T1 T2 | | | |
| |   |   |   |   |   | | | |
| Design ADT | 300 VPD | 600 VPD | 2,500 VPD | 22,000 VPD | 36,000 VPD | | | |
| Pedestrian Crossing | 3 Seconds | 5 Seconds | 5 Seconds | 9 Seconds | 13 Seconds | | | |
| Design Speed | 20-30 MPH | Below 20 MPH | 20-25 MPH | 30-35 MPH | 35 MPH and above | | | |
| **b. YIELD PARKING** | T3 T4 | | T3 T4 | | | | | |
| |   | |   | | | | | |
| Design ADT | 1,000 VPD | | 1,000 VPD | | | | | |
| Pedestrian Crossing | 5 Seconds | | 7 Seconds | | | | | |
| Design Speed | Below 20 MPH | | Below 20 MPH | | | | | |
| **c. PARKING ONE SIDE PARALLEL** | T3 T4 | T3 T4 T5 | T4 T5 | T4 T5 T6 | T5 T6 | | | |
| |   |   |   |   |   | | | |
| Design ADT | 5,000 VPD | 18,000 VPD | 16,000 VPD | 15,000 VPD | 32,000 VPD | | | |
| Pedestrian Crossing | 5 Seconds | 8 Seconds | 8 Seconds | 11 Seconds | 13 Seconds | | | |
| Design Speed | 20-30 MPH | 25-30 MPH | 25-30 MPH | 25-30 MPH | 25-30 MPH | | | |
| **d. PARKING BOTH SIDES PARALLEL** | T4 | T4 T5 T6 | T4 T5 T6 | T5 T6 | T5 T6 | | | |
| |   |   |   |   |   | | | |
| Design ADT | 8,000 VPD | 20,000 VPD | 15,000 VPD | 22,000 VPD | 32,000 VPD | | | |
| Pedestrian Crossing | 7 Seconds | 10 Seconds | 10 Seconds | 13 Seconds | 15 Seconds | | | |
| Design Speed | Below 20 MPH | 25-30 MPH | 25-30 MPH | 25-30 MPH | 35 MPH and above | | | |
| **e. PARKING BOTH SIDES DIAGONAL** | T5 T6 | T5 T6 | T5 T6 | T5 T6 | T5 T6 | | | |
| |   |   |   |   |   | | | |
| Design ADT | 18,000 VPD | 20,000 VPD | 15,000 VPD | 22,000 VPD | 31,000 VPD | | | |
| Pedestrian Crossing | 15 Seconds | 17 Seconds | 17 Seconds | 20 Seconds | 23 Seconds | | | |
| Design Speed | Below 20 MPH | 20-25 MPH | 20-25 MPH | 25-30 MPH | 25-30 MPH | | | |
| **f. PARKING ACCESS** | | | T3 T4 | T5 T6 | | | | |
| | | |   |   | | | | |
| Design ADT | | | | | | | | |
| Pedestrian Crossing | | | 3 Seconds | 6 Seconds | | | | |
| Design Speed | | | | | | | | |

# TABLE 4C. THOROUGHFARE ASSEMBLIES-DIXWELL AVE.

**TABLE 4C: Thoroughfare Assemblies.** This table illustrates the customized thoroughfare assemblies for Dixwell Ave. and Whitney Ave. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by parking capabiliity or bike lane designation. The "Proposed" diagrams show several concepts for Dixwell Avenue including:
#1. A multi-way boulevard concept with significant on-street parking BV-163-57P.
#2. Limited cross-street left turns ST-100-66P with existing curbs moved.
#3. General access management in an urban form ST-100-66P with existing curbs not moved.
The proposed thoroughfares are keyed to the Regulating Plan. One-way streets should be phased out in Hamden. Driveways, where no median is present, should align across thoroughfares. Existing misalignments, such as the easterly driveway near Whitney Ave. & Worth, should be realigned.

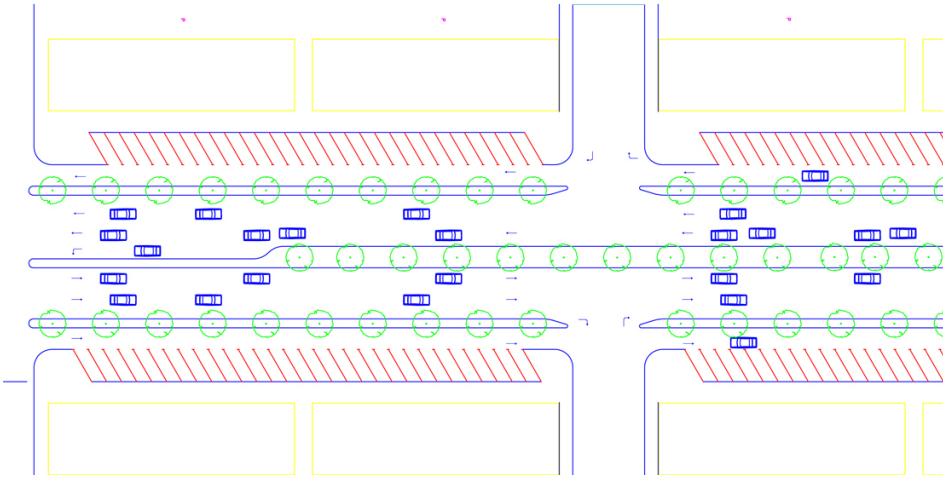
**KEY** **ST-57-20-BL**

- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

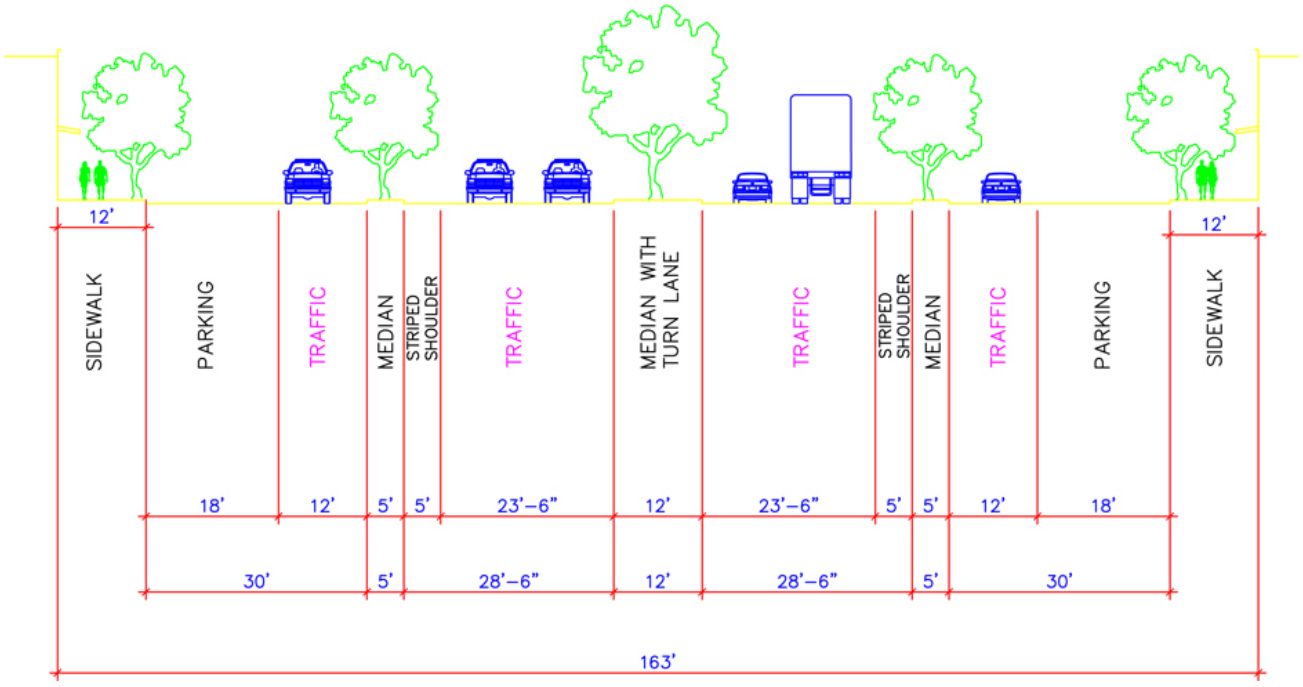
**THOROUGHFARE TYPES**

| | |
|---|---|
| Highway: | HW |
| Boulevard: | BV |
| Avenue: | AV |
| Commercial Street: | CS |
| Drive: | DR |
| Street: | ST |
| Road: | RD |
| Rear Alley: | RA |
| Rear Lane: | RL |
| Bicycle Trail: | BT |
| Bicycle Lane: | BL |
| Bicycle Route: | BR |
| Path: | PT |
| Transit Route: | TR |
| Parking | P |

## DIXWELL AVE. #1: PROPOSED: BV-163-57P-Plan View

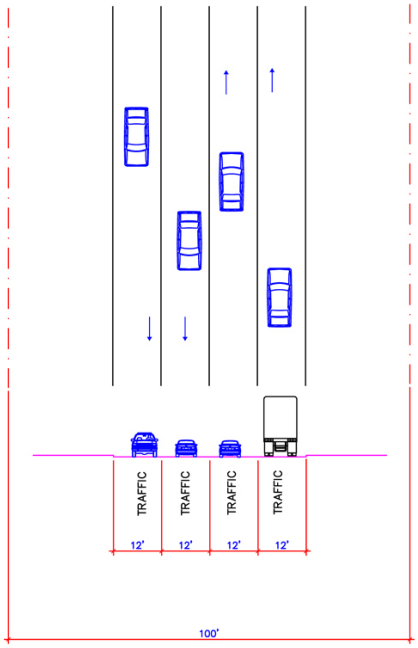


## DIXWELL AVE. #1: PROPOSED: BV-163-57P-Section View

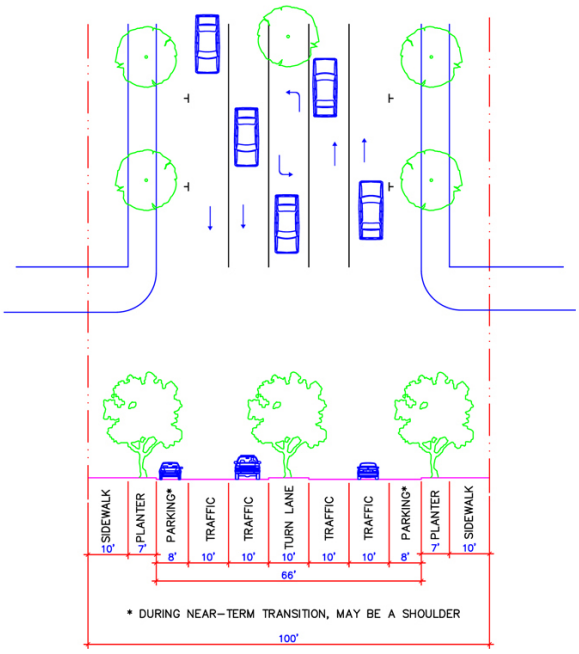


# TABLE 4C. THOROUGHFARE ASSEMBLIES-DIXWELL AVE.

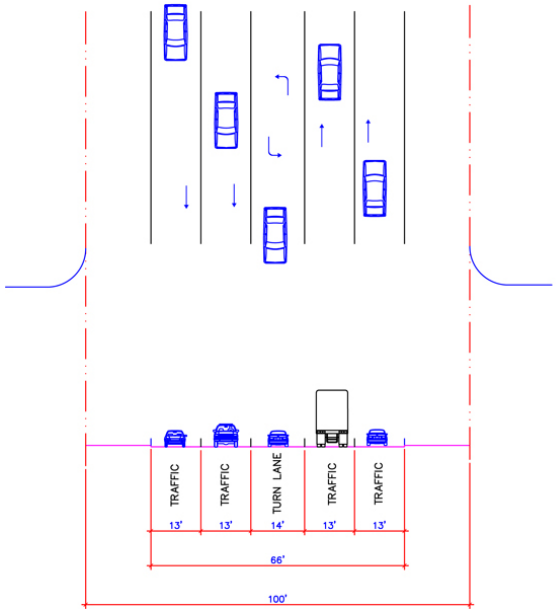
## DIXWELL AVE. #2 EXISTING-WITHOUT TURN LANE



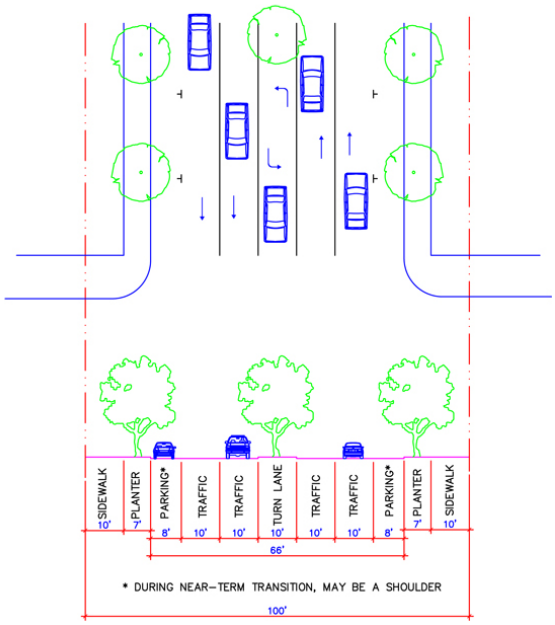

## DIXWELL AVE. #2 PROPOSED: ST-100-66P



**DIXWELL AVE. #3 EXISTING-BENHARN TO COLLINS**

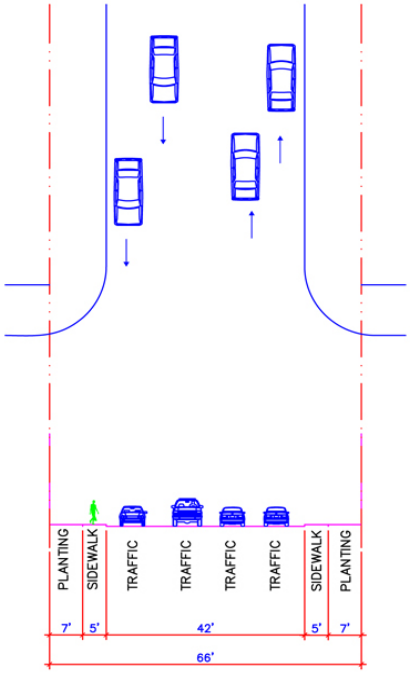



**DIXWELL AVE. #3 PROPOSED-BENHARN TO COLLINS ST-100-66P (Same curb line).**

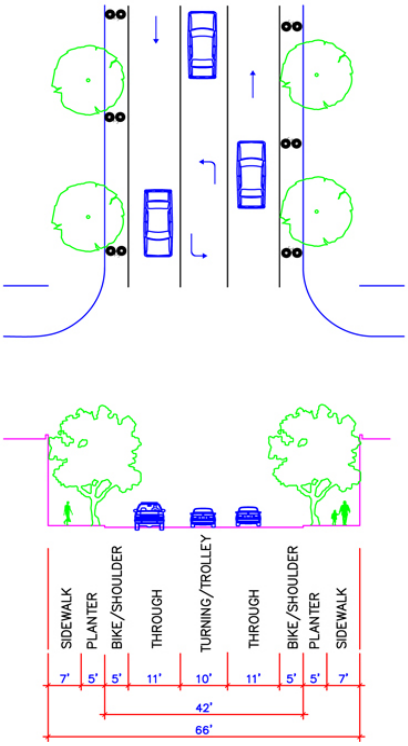


# TABLE 4C. THOROUGHFARE ASSEMBLIES-WHITNEY AVE.

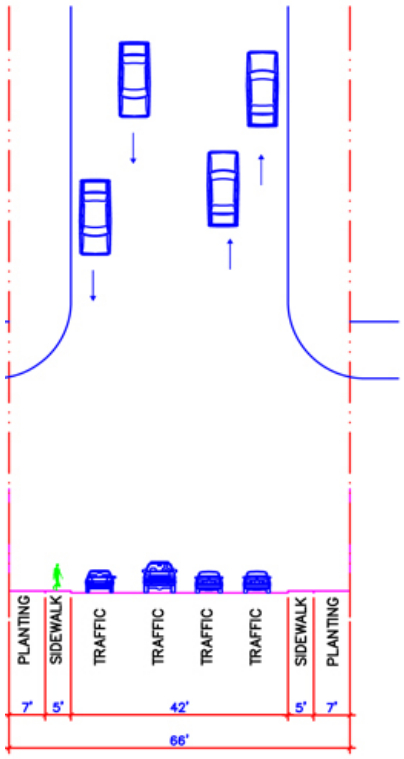
## WHITNEY AVE. #1 EXISTING



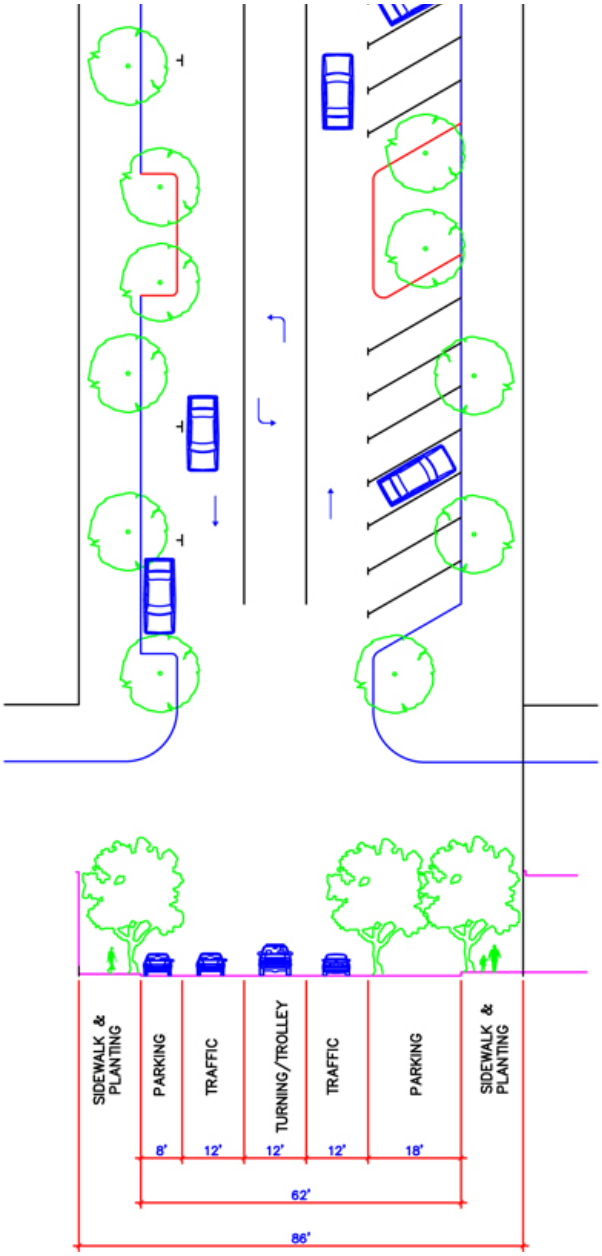

## WHITNEY AVE. #1 PROPOSED-SOUTH OF SR 40 ST-66-42-BL (Same curb line with turn lane and bike lanes).



**WHITNEY AVE. #1 EXISTING**

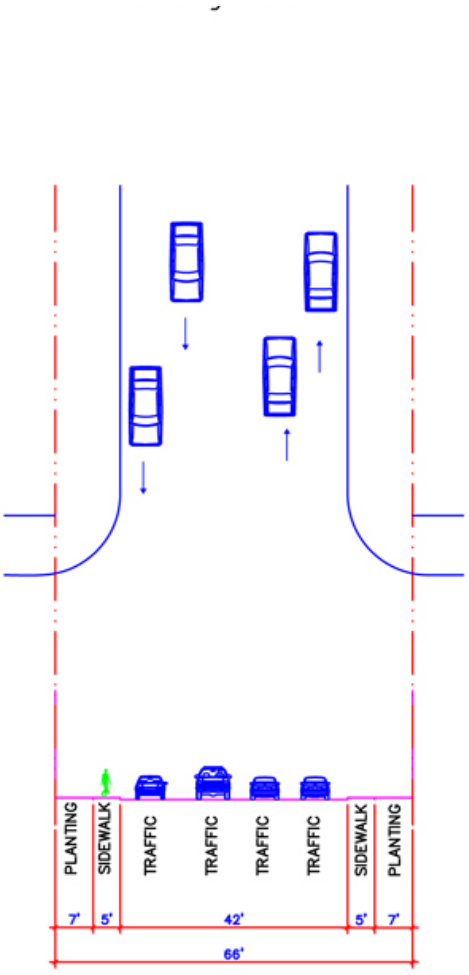



**WHITNEY AVE. #1 PROPOSED-SOUTH OF SR 40**
**ST-86-62-P (New curb line, parallel and angled parking).**



# TABLE 4C. THOROUGHFARE ASSEMBLIES-WHITNEY AVE.

**WHITNEY AVE. EXISTING**




**WHITNEY AVE. #3 PROPOSED-SOUTH OF SR 40**
**ST-76-52-P (New curb line and parallel parking).**