

## HARDWICK BYLAW COMPARISON WITH ZONING FOR GREAT NEIGHBORHOODS RECOMMENDATIONS

### Central Business District Analysis

#### 1. Dimensional Requirements

*"Bylaws establish dimensional standards that restrict the physical size and spacing of buildings. Sometimes these standards are overly restrictive—inadvertently blocking some of the most desirable types of new housing in walkable places such as the construction of new infill buildings, even in areas where water and sewer service are available. Minor changes to dimensional standards can enable additional housing opportunities"*

	Hardwick	Z4GN	Notes
Minimum Lot Size Matches Local Pattern	N	Y	Downtown Hardwick - 25% of existing parcels are non-conforming (under minimum lot size) E. Hardwick average is 4.8 times the minimum lot size Significant existing non-conforming in required linear frontage - both areas (24% of total parcels)
Building and Lot Coverage	Y	Y	No specific artificial percentage limits - the setbacks and parcel size are the limiting factors
Remove Density Caps	Y	Y	No density cap in CBD
Setbacks and Building Heights	Y	Y	These are aligned to existing, although a minimum building height could be set
Second Building on Lot	Some	Y	Section 3:8 single lot single structure with exceptions
Unnecessary Architectural Requirements	N	N	There are not any readily apparent.
Non-Conforming Provisions	Y	Limited	A significant number of parcels qualify as non-conforming - this indicates that changes are needed to better reflect the historic settlement patterns.
Consider Setting Maximum Setbacks	N	Y	This can prevent a "gap-toothed" or inconsistent appearance
Character-Based Frontage Requirements	Some	Y	Main door access from sidewalk, could add glazing requirements and prohibit blank wall on street.

#### 2. Parking

*"Smaller multi-family dwellings can be nearly impossible to construct affordably when excessive parking is required. Minimum parking requirements for housing should rarely be higher than one on-site space per dwelling. If on-street or other sources of shared parking are available, even less parking can"*

Reduce the number of on-site parking spaces required	1.5-2/unit	1/unit	Fewer spaces per unit are recommended in Z4GN
Allow On-street Parking Spaces to Count	Conditional	Y	Bylaw makes this conditional on a waiver through the DRB.

Require Parking to be Placed Behind Buildings	Some	Y	p. 56 but specific to conditional uses - should be all uses. Parking in FRONT should be the conditional use.
Eliminate Parking Minimums	N	Y	Possible - but is not likely to have community support
Allow More On-Street Parking	?	Y	There are areas within the CBD that <i>could</i> allow for more on-street parking.

### 3. Allowable Uses

*"Bylaws determine exactly which types of housing and other uses of land can be provided in each zoning district. Downtowns and adjoining walkable neighborhoods have historically contained a greater variety of uses and more types of housing than other parts of the community, and can be ideal locations for expanding housing opportunities. Over time, bylaws have often restricted housing choices, such as not allowing additional housing in larger existing buildings, or forbidding small new multi-family buildings that are compatible with the neighborhood and which could provide more variety in size and price. Zoning can make it easy, difficult, or even impossible to continue historic housing patterns and to build mixed use and multi-family homes where they are needed. Suggestions are provided here for several simple ways to reduce unnecessary barriers to more housing." Z4GN*

Eliminate Unnecessary Use Restrictions on Housing	N	Y	Conditional use in CBD - Why?
Avoid Artificial Determinations of Family Composition	N	N	No readily apparent determinations of family composition
Unnecessary Subdivision of Land Requirements	?	N	We will examine this fully in other zoning districts

### 4. Street Standards

*"Streets should be designed according to the intensity of land use through which the street passes. The capital and maintenance costs of streets can increase the cost of housing and create a long-term drain on municipal budgets. Disconnected street networks hinder walking, biking, and transit, increasing individual household transportation costs. A variety of departments and regulatory mechanisms impact street design; for guidance, please refer to Complete Streets: A Guide for Vermont Communities." -Z4GN*

Add On-Street Parking Wherever Possible	Possible	Y	Hardwick Downtown - on-street is available. None in E. Hardwick, but may not be appropriate.
Context Appropriate Public Realm Standards	Some	Y	
Stormwater Management Options	Y	Y	Not overly onerous - aligned with state regs, options are not specified
Reduce Travel Lane Width	Unlikely	Y	Reasonably sized in most cases within CBD - primarily VTRANS controlled
Right-Size Number of Travel Lanes	Y	Y	Already two-lane roads
Implement Complete Streets Standards	N	Y	More can be done with this - particularly in East Hardwick
Provide Connections Where Possible	Y	Y	Look at this in other districts - connections exist in CBD

### 5. Accessory Dwelling Units (ADUs)

*"Accessory dwellings can reduce the cost of housing for the property owner as well as potential renters. An additional option for aging in place would be for the owner to move into the smaller dwelling over time. All of the suggestions below increase the effectiveness of existing ADU bylaws and are appropriate in village centers and neighborhoods adjacent to town and village centers." - Z4GN*

Allow Owner-Occupied ADUs	Y	Y	No prohibition
Increase Allowable Size of ADUs	Possible	Y	Meets VT Statutory requirements - could be increased if desired
Minimize or Eliminate Parking Minimums	Possible	Y	Lower than multi-family requirements
<b>6. Development Review Process</b>			

*"The development review process can raise housing costs by increasing permitting costs, extending the time it takes to construct a building, and creating uncertainty over whether a successful outcome is even likely. This lowers the total number of housing units that can be produced and discourages smaller and less experienced developers and potential landlords from providing more housing. Most municipalities can find*

Reduce Requirements for Conditional-Use Approval and Site Plan Review	N	Y	Can parking waivers in bylaw be made "by-right" within certain parameters? Housing in CBD is a conditional use - Why? Mixed-use in CBD requires conditional-use approval - necessary? housing and retail/restaurant/office "By-right"?
Simplify Application Requirements for Small-Scale Development	N	Y	Reduce the number of conditional uses as appropriate to district
Consider Limited Deviations from Certain Standards	Y	Y	Are there more areas to include?
Avoid Overly Complicated PUD Approval Process	Y	Y	We will examine this more fully in more appropriate zoning districts
Where Practical Use Administrative Approval Process	N	Y	By-right uses would allow this