

HARDWICK BYLAW COMPARISON WITH ZONING FOR GREAT NEIGHBORHOODS RECOMMENDATIONS

Highway Mixed-Use 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	Wolcott/Mill Street- 31% of existing parcels are non-conforming (under minimum lot size) E. Hardwick meets minimum lot size. Significant existing non-conforming in required linear frontage - see attached mapping
Building and Lot Coverage	Y	Y	No specific artificial percentage limits - the setbacks and parcel size are the limiting factors and of standard dimensions.
Remove Density Caps	N	Y	The minimum lot area per one unit on lots served by both water and sewer is 5,000 sf. Average rental sq ft in VT = +/- 1,200. 5,000 sf could support 4 units of residential.
Setbacks and Building Heights	Y	Y	These are generally aligned to existing conditions.
Second Building on Lot	Some	Y	Section 3:8 single lot/single structure with ZA authority for certain exceptions. This district requires PUD process or conditional use approval to construct more than 2 housing units per parcel.
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	This could be examined in the future. Requiring a main door and street-facing façade and minimum glazing requirements could improve aesthetics and prohibit blank wall on street. For the purpose of this project, these improvements are not necessary to encouraging housing construction.
---------------------------------------	------	---	--

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	N/A	Y	No on-street parking spaces are available in this district which is located on state highways.
Require Parking to be Placed Behind Buildings	N	Y	p. 56 requires minimizing parking visibility from off-site and including a landscape strip between parking and road. The existing conditions do not place parking behind buildings generally, and this requirement would create significant pre-existing non-conformities.
Eliminate Parking Minimums	N	Y	Not recommended for this district
Allow More On-Street Parking	N/A	Y	This district is not the appropriate priority area for creating more on-street parking at present. VTRANS coordination would be required and a long-term multi-phased planning approach is necessary.

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	Multi-family housing is a conditional use - why? Make this by-right within preferred parameters.
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 as part of the development review process discussion
4. Street Standards (continue reviewing)			
<i>"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</i>			
Add On-Street Parking Wherever Possible	N/A	Y	This district falls within VTRANS controlled state highways.
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	Y	Y	Reasonably sized in most cases and is primarily VTRANS controlled.
Right-Size Number of Travel Lanes	Y	Y	Already two-lane roads
Implement Complete Streets Standards	N	Y	This district falls within VTRANS controlled state highways.
Provide Connections Where Possible	Y	Y	Ensure that zoning requires this. Multiple disconnected cul-de-sacs should not be encouraged.
5. Accessory Dwelling Units (ADUs)			
<i>"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</i>			
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
6. Development Review Process			
<i>"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</i>			
Reduce Requirements for Conditional-Use Approval and Site Plan Review	N	Y	Multi-family housing in this district is a conditional use - Why?
Simplify Application Requirements for Small-Scale Development	N	Y	Reduce the number of conditional uses as appropriate to district, implement a small-scale development application?

Consider Limited Deviations from Certain Standards	Y	Y	
Avoid Overly Complicated PUD Approval Process	Y	Y	We will examine this fully as part of the development review process discussion
Where Practical Use Administrative Approval Process	N	Y	By-right uses would allow this