



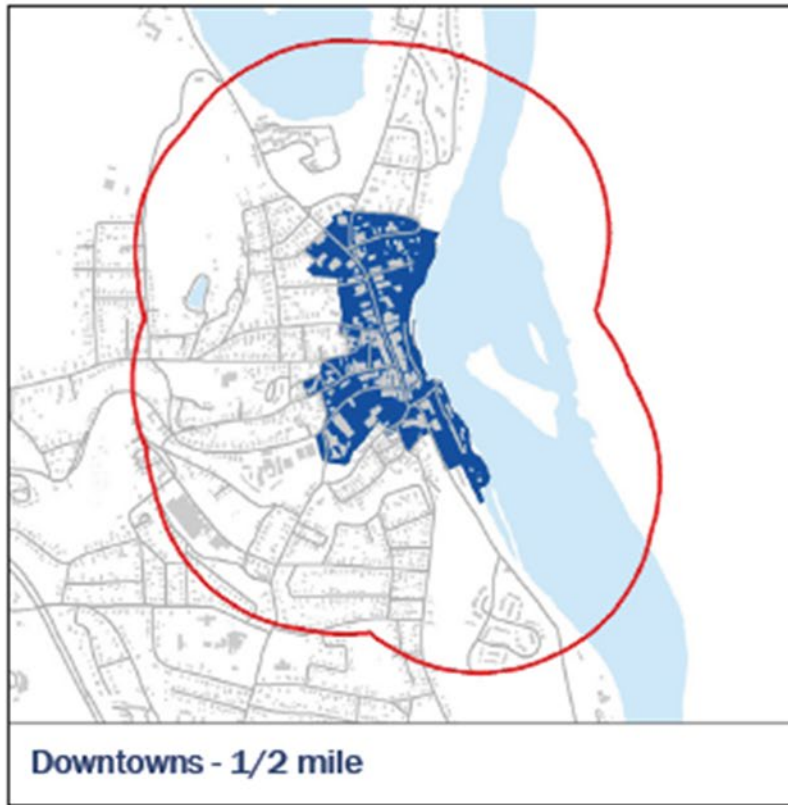
Neighborhood Development Area Designation Program

Jacob Hemmerick, Planning & Policy Manager
VT Department of Housing and Community Development

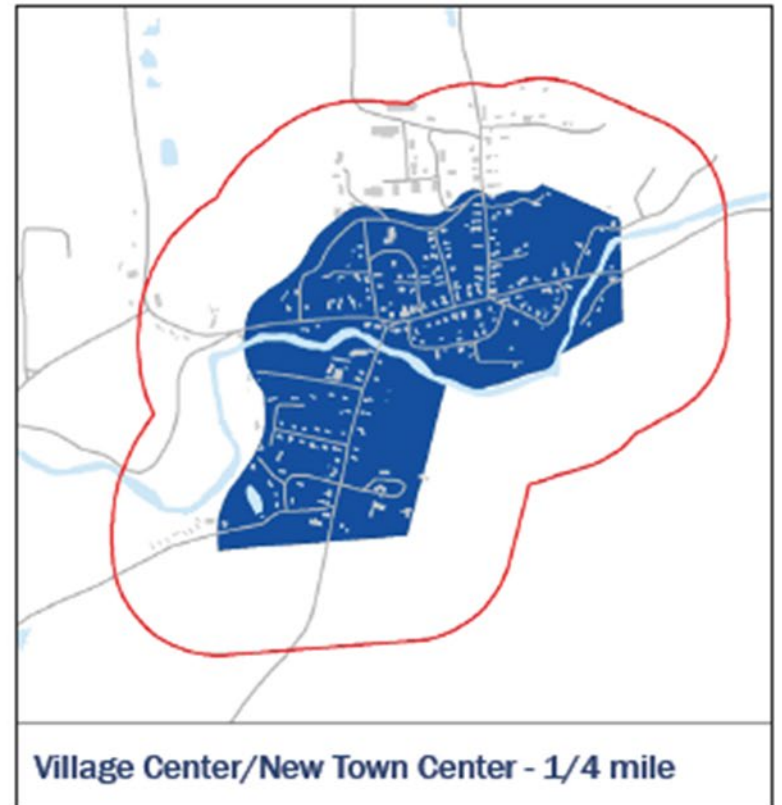
Downtown Board Meeting
September 26, 2022

Neighborhood Development Areas

Planning Area Radius



15 min walk

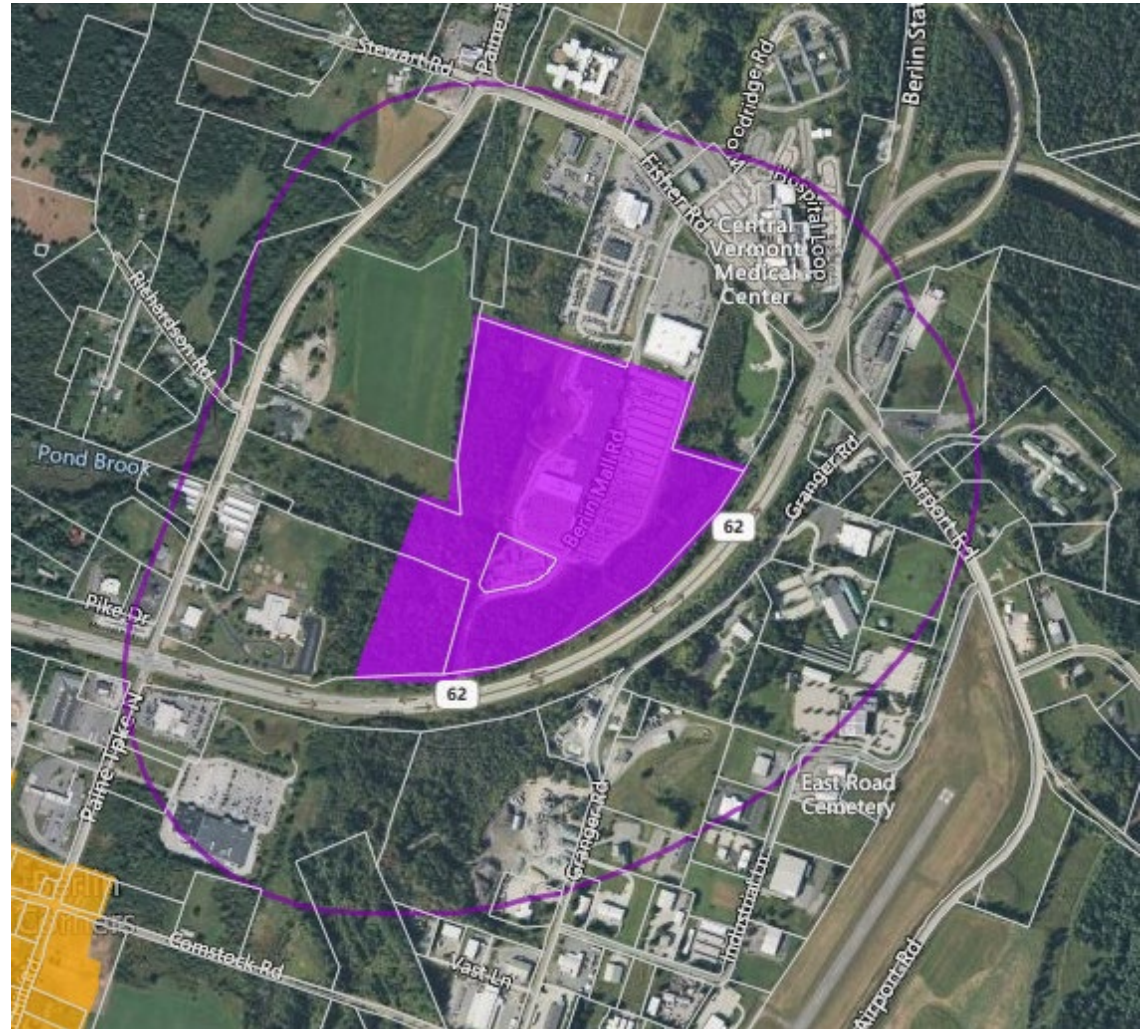


5-10 min walk

Neighborhood Development Areas

Review Standards

- Suitability of land for development / natural and cultural resource protection
- Capacity of municipality to direct development – bylaws, policies



Neighborhood Development Areas

Benefits

1. No Act 250 jurisdiction for priority (mixed-income) housing projects
2. 50% Act 250 fee for all other residential projects
3. ANR wastewater fees capped at \$50
4. Exemption from land gains tax
5. Lower off-site prime agricultural soil mitigation ratio of 1:1
6. No appeals based on character of the area for a municipal conditional use approval determining that a housing project meets the “character of the area” criteria
7. Priority recognition by State grant programs
8. 2-year pilot, up to \$2M for downtown tax credits

Neighborhood Development Areas



Winooski

233 E. Allen St
45 units

6,000 s.f. non-residential space
76% affordable to 60% of AMI

Town of Berlin

Neighborhood Development Area

Snapshot

- 2,781 Population (2019 VTDH)
- Washington County



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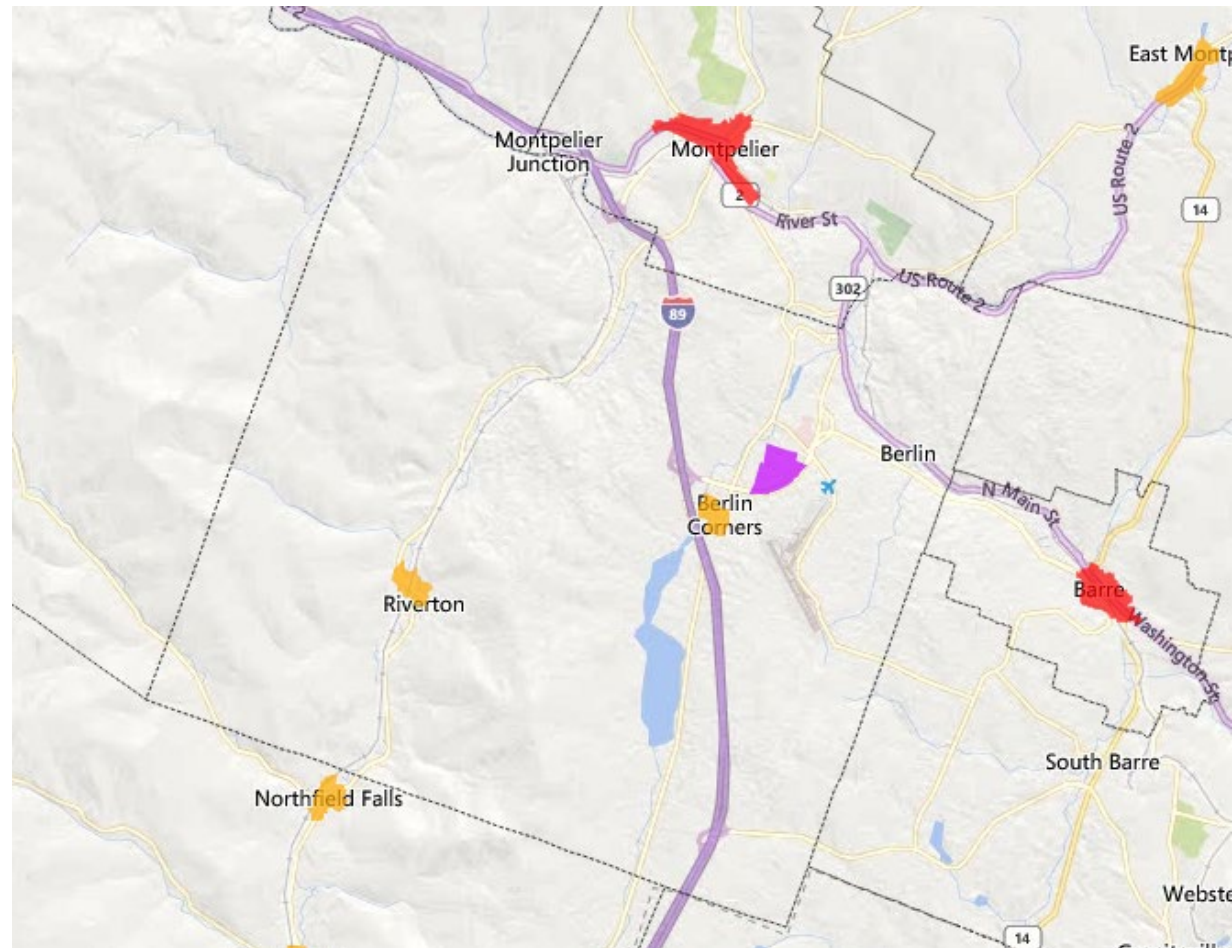
Neighborhood Development Area

Designation Status

2019 – Riverton & Berlin
Corners Village Centers

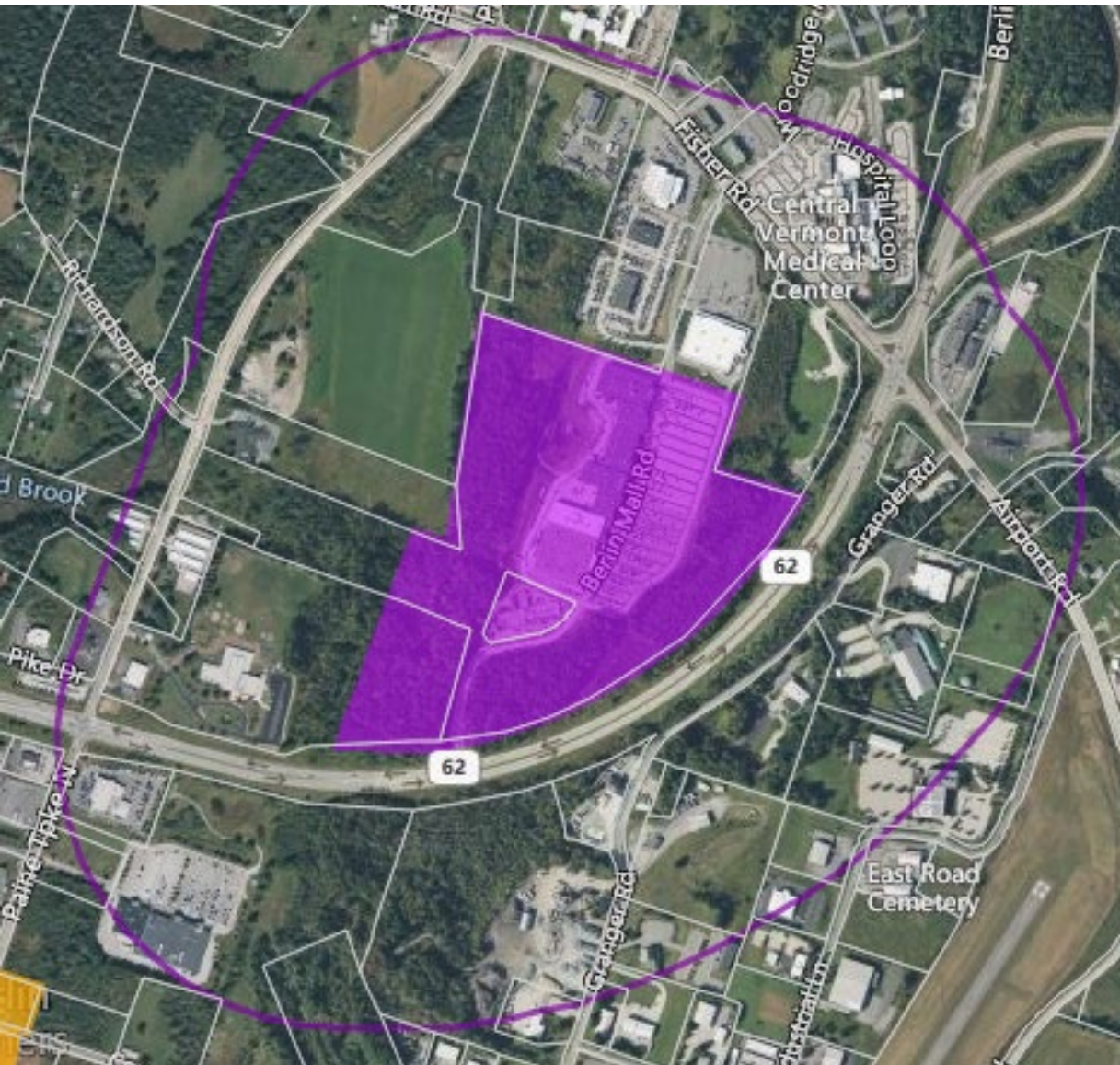
2022 – New Town Center

2022 – Neighborhood
Development Area



Town of Berlin

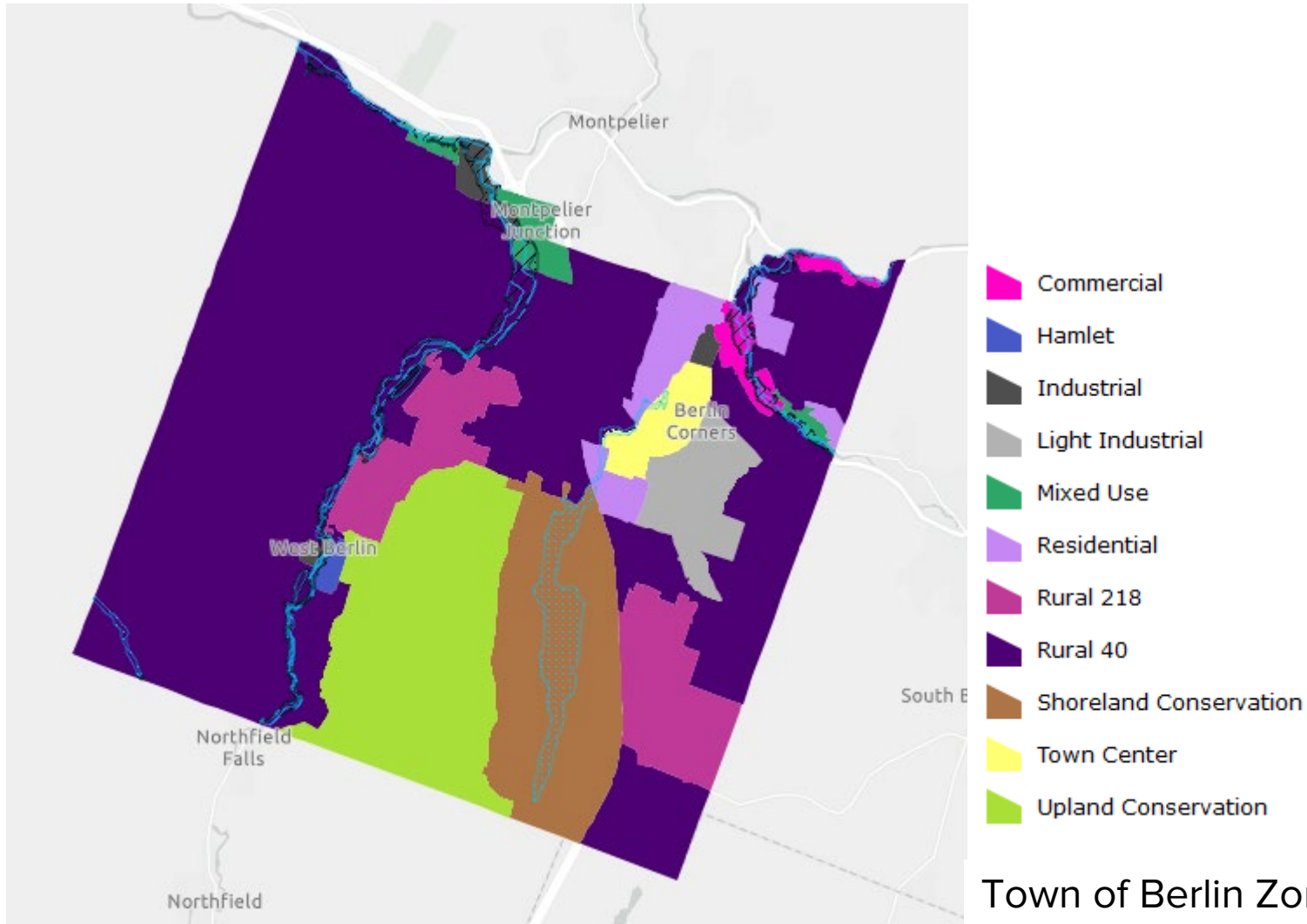
New Town



Approved New Town
Center & Planning Area

Town of Berlin

Zoning

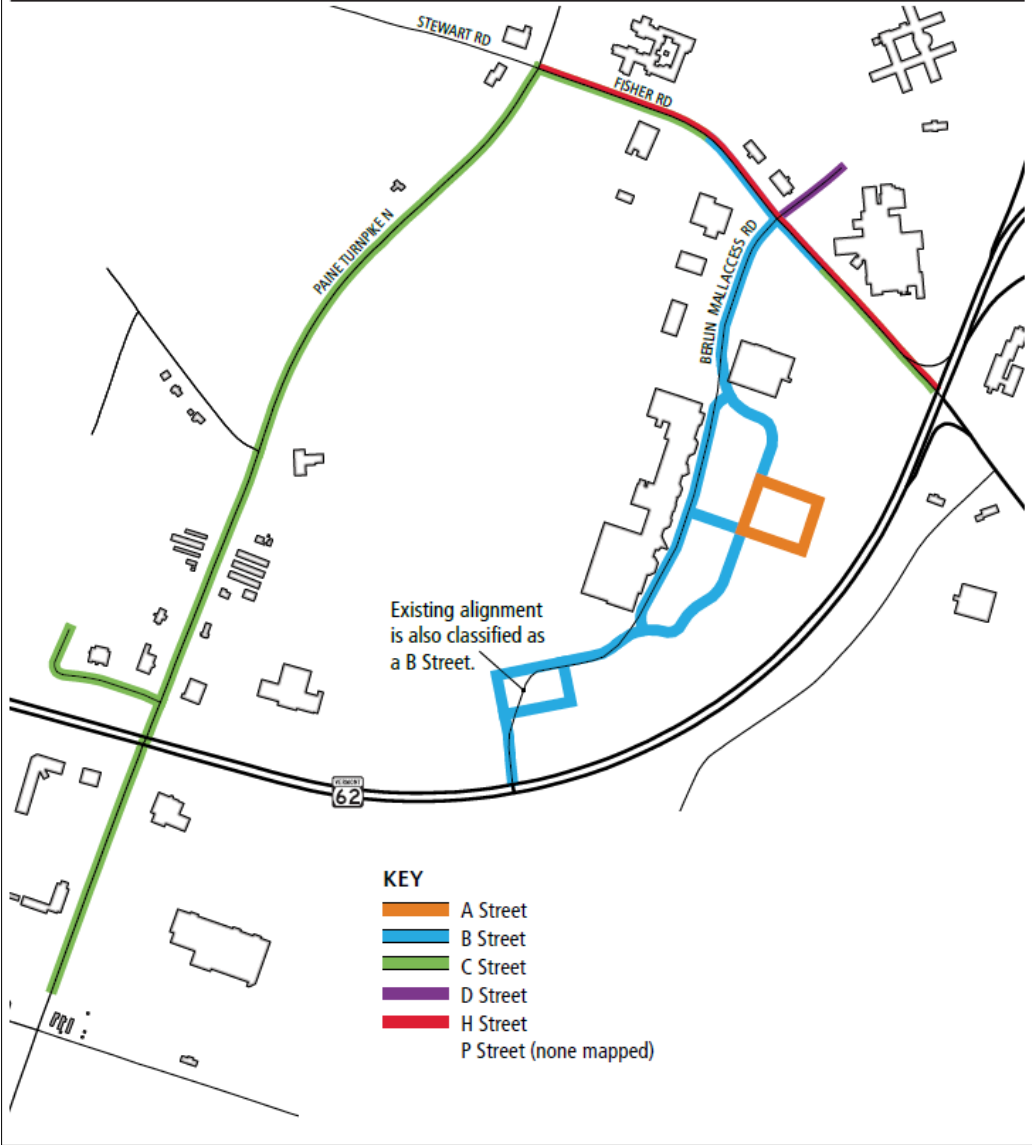


Town of Berlin Zoning Map

PART 2. ZONING DISTRICTS & STANDARDS

Chapter 210. Base Zoning Districts

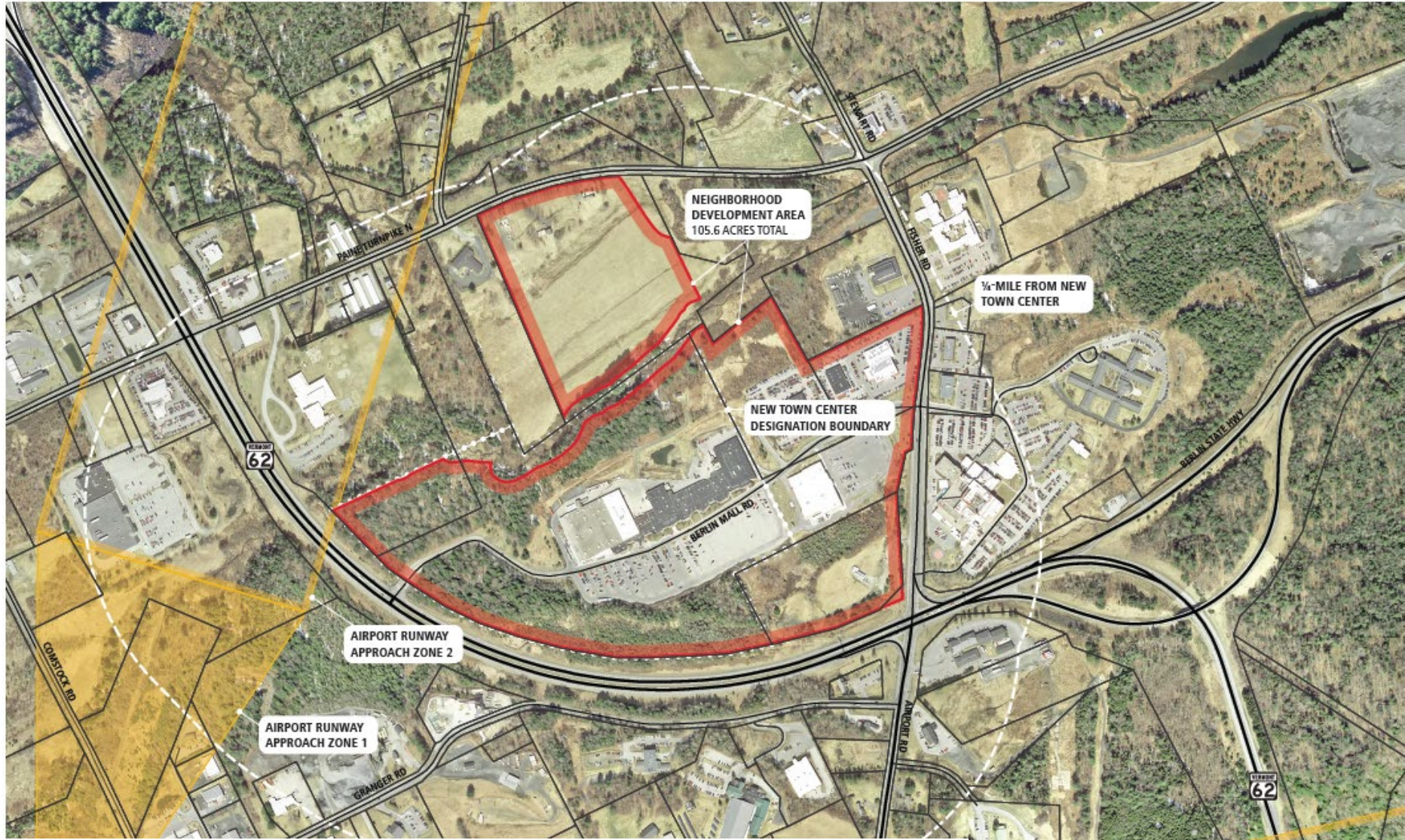
REGULATING MAP



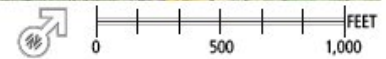
Town of Berlin

Zoning

Town of Berlin



Proposed Neighborhood Development Area Boundaries



Town of Berlin

Context



Proposed Neighborhood Development Area from Paine Turnpike

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Context



Proposed Neighborhood Development Area at Fisher Rd. & Mall Access

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Context



Proposed Neighborhood Development Area at Fisher Rd. & Rt. 62

Town of Berlin

Context



Proposed Neighborhood Development Area at Fisher Rd. & Mall Access

Town of Berlin

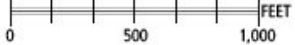
Attachment H. Agricultural Soils Map

Natural Resources: Soils



13 January 2021

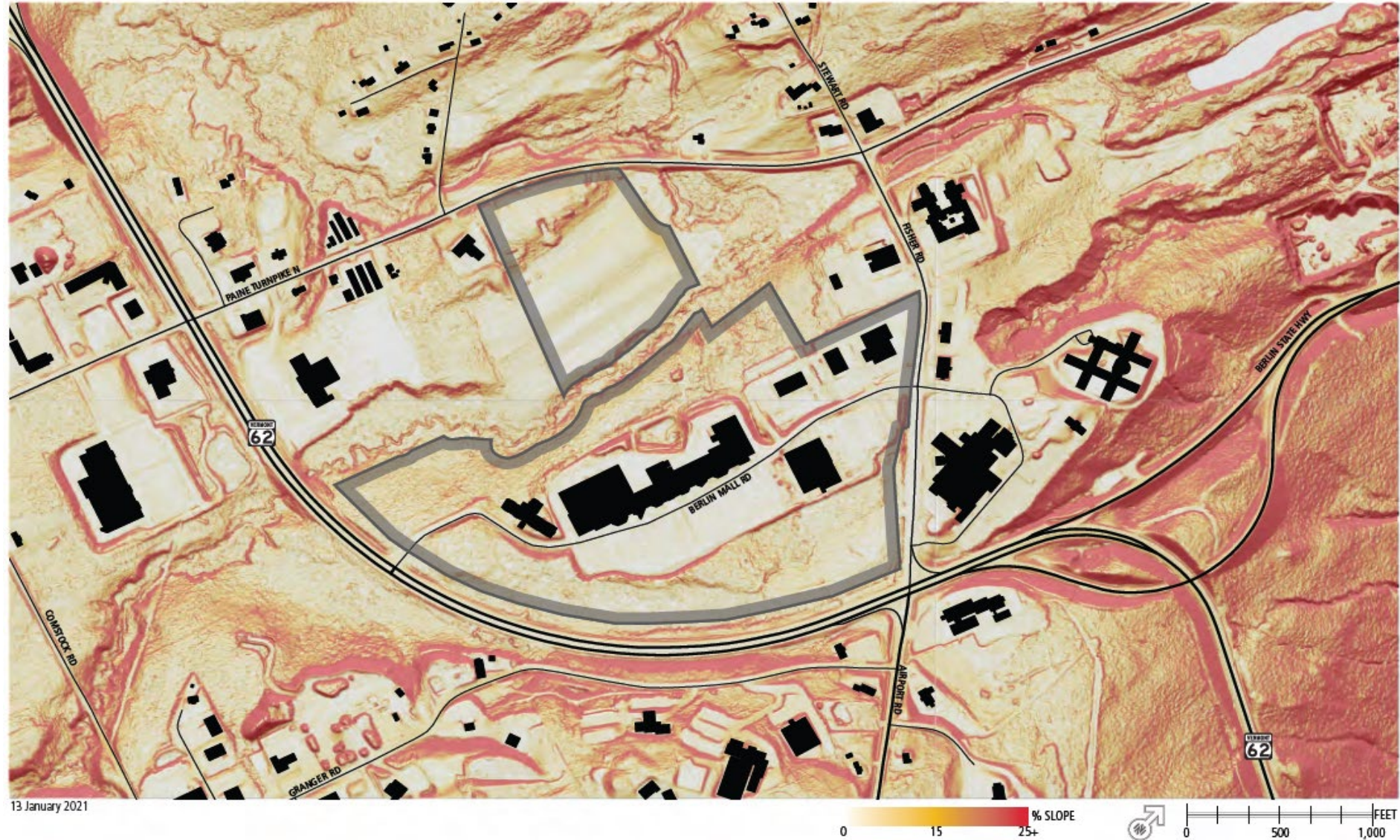
● Prime ● Statewide ● Statewide (b)



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Natural Resources: Slopes

Attachment G. Slope Map



13 January 2021

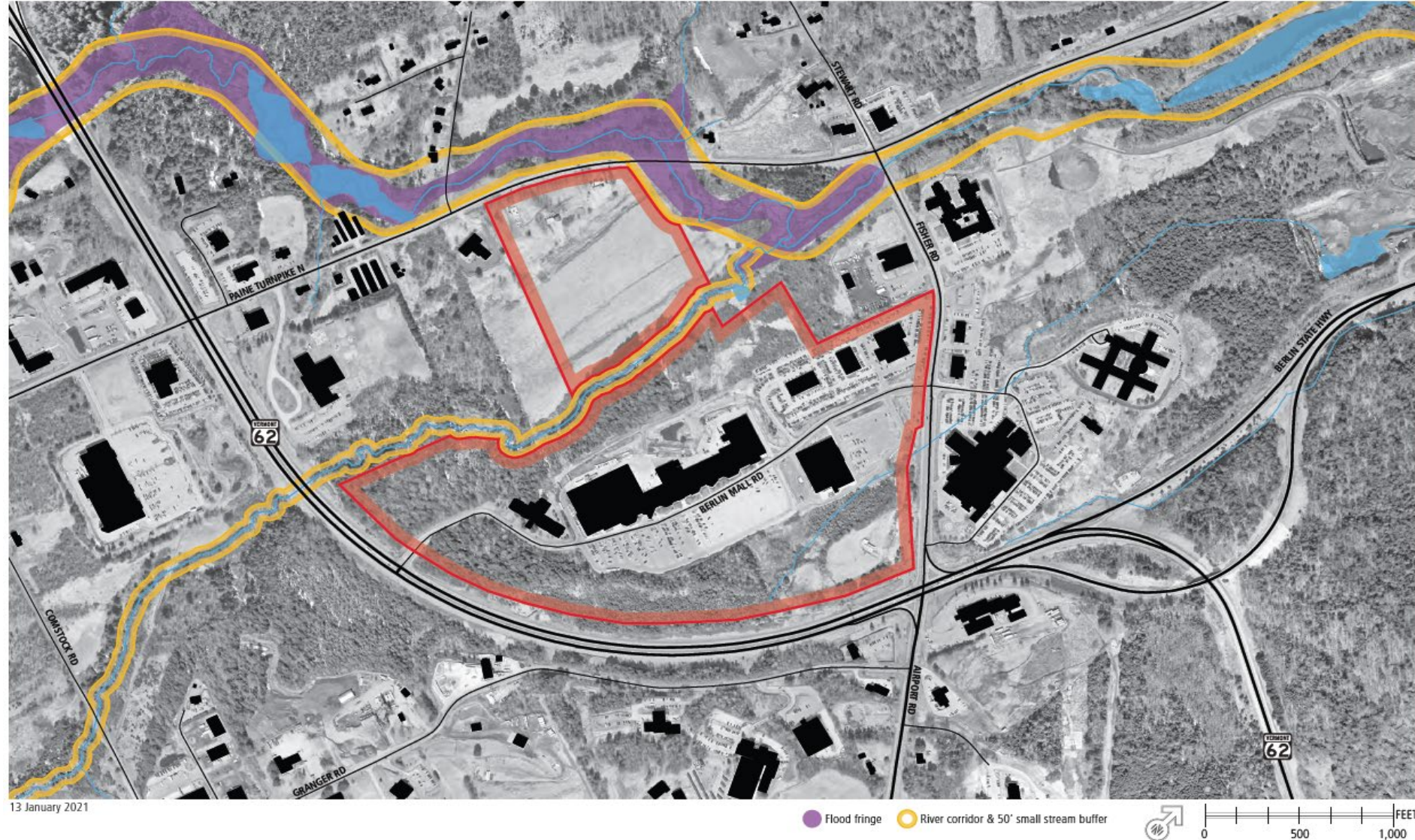
0 15 25+ % SLOPE

0 500 1,000 FEET

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Attachment D. Floodplain and River Corridor Map

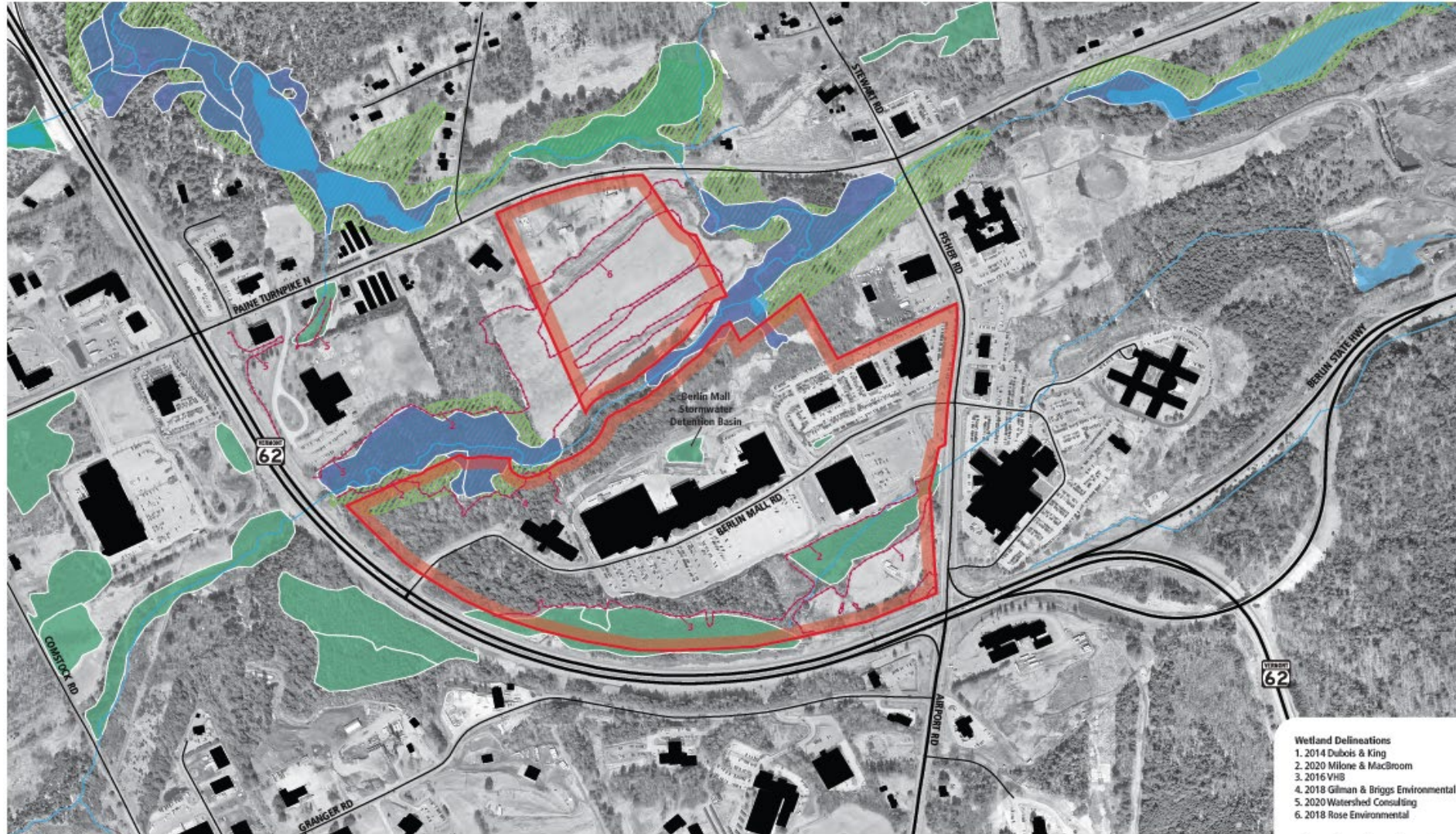
Natural Resources: Flood Hazard



Town of Berlin

Natural Resources: Wetlands

Attachment F. Wetlands Map



13 January 2021

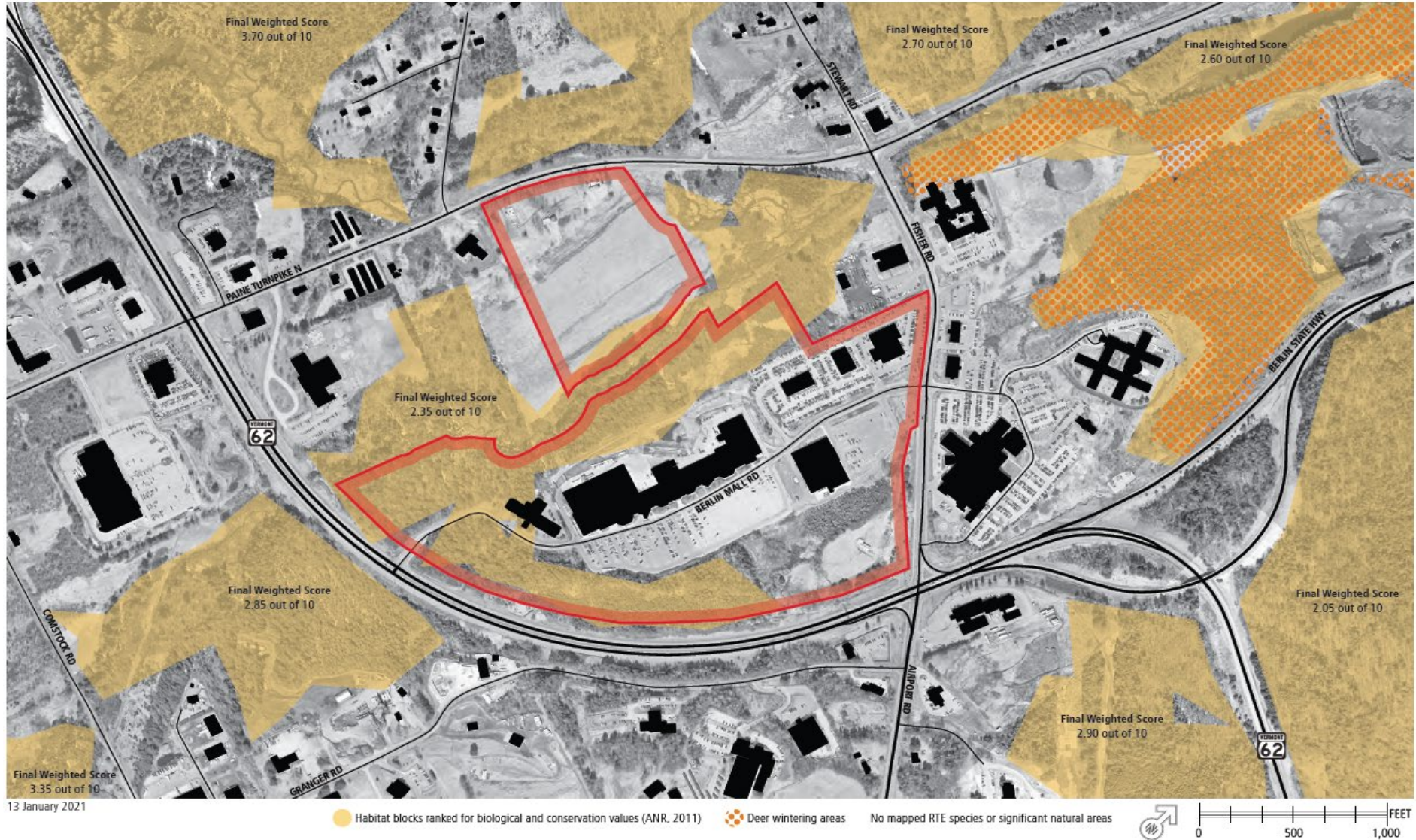
Wetland Field Delineations ANR Wetlands Advisory Layer Class 2 ANR Wetlands Advisory Layer Not Class 2 Vermont Significant Wetland Inventory



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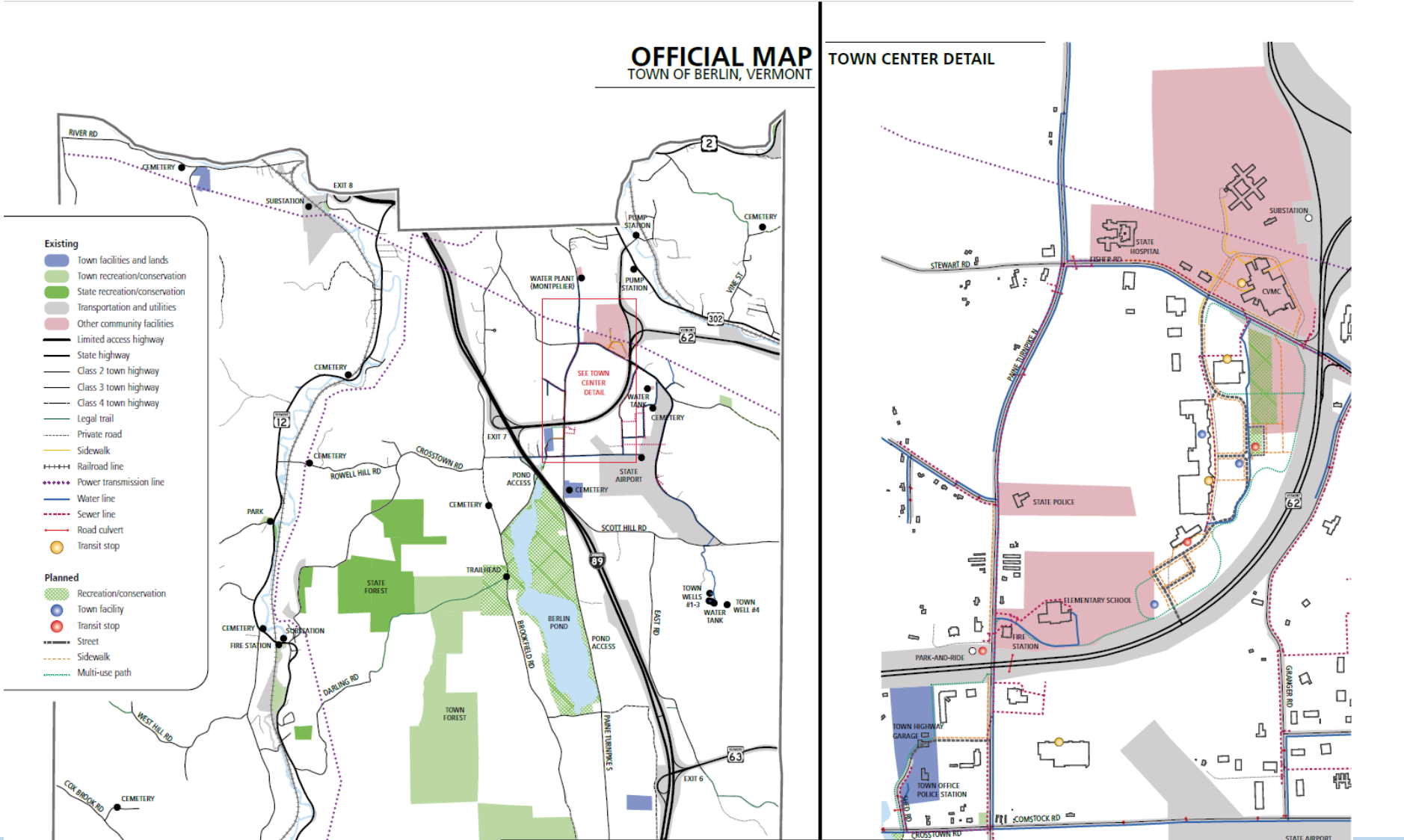
Natural Resources: Habitat

Attachment E. Habitat Map



Town of Berlin

Planned Improvements: Official Map



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Design Guide – Complete Streets

Is served by planned or existing transportation infrastructure that conforms with "complete streets" principles as described under 19 V.S.A. § 309d and establishes pedestrian access directly to the downtown, village center, or new town center.

Score: 9/10

Application Guidelines

Complete Streets

Complete Streets

Complete streets is a philosophy and approach to planning, design, construction and maintenance of our roadway network to consider all users, including pedestrians, bicyclists and transit riders. Context and current or potential travel patterns need to be considered in determining the appropriate way to meet the needs of all modes of transportation. Complete Streets projects can provide diverse and widespread benefits, including the following:

- Streets that accommodate all users are safer for everyone, including automobile drivers and passengers.
- Complete streets can provide greater mobility and accessibility to those without a car. This can be particularly important to the quality of life for seniors and young people, allowing for greater opportunities to participate in constructive social and educational activities.
- Complete streets can offer a choice for less costly modes of transportation, which has economic benefit to individuals or families.
- Active travel (walking and bicycling) can improve health and provide needed daily exercise.

The Complete Streets Guide for Vermont Communities is available for download at: <http://vnrc.org/wp-content/uploads/2013/01/complete-streets-a-guide-for-vermont-communities-aarp-optimized.pdf>

The following check list will help you review existing bylaws and policies to see if the requirements for the design of streets and bike/pedestrian facilities are appropriate for walkable neighborhoods.



Checklist for Bylaws

Do the bylaws in the NDA:

- Require that provisions be made for the extension of the street and pedestrian network into existing streets and adjacent, undeveloped land?
- Have existing or planned pedestrian facilities (such as sidewalks/paths) servicing the proposed NDA?
- Require sidewalks or pedestrian facilities for new development?
- Have plans or regulations in place that include bike facilities (such as paths/lanes) where appropriate?
- Require street trees, lighting and appropriate landscaping for new developments?
- Require new streets to be as narrow as possible (such as having specifications for travel lanes that are eleven feet wide or narrower?)
- Require utilities to be placed underground in new developments?
- Prohibit cul de sacs/dead end streets and oversize block lengths? If not, is the length of cul-de-sacs regulated and minimized?
- Allow for on-street parking?
- Minimize any required off-street parking? (Requiring two or more off street parking spaces per residential unit is excessive.)

10
Min 8/10

Town of Berlin

Design Guide – Building & Lot Pattern

Local bylaws, regulations, and policies applicable to the neighborhood development area substantially conform to the neighborhood design guidelines developed by the Department.

Score: 9/10

Application Guidelines

Building and Lot Patterns

Residential Lot Patterns

The type, design, and layout of structures within a neighborhood define its character. Lot sizes, building and lot dimensions, architectural details, and the form and type of buildings themselves can give dimensional form to a walkable neighborhood.

To be a “walkable” neighborhood, buildings should be reasonably close together, enclosing the street and making it comfortable to walk along. Large gaps between buildings can make streets less appealing to pedestrians. Lot frontages should be minimal, allowing for a narrow, visually rich and interesting neighborhood. At the same time, there should be diversity within the neighborhood. Duplexes, townhouses, accessory dwellings and apartments add variety and offer greater choice for those seeking to live in a walkable neighborhood. Designed to a similar scale, and using the same architectural features as surrounding structures, they can fit easily and comfortably into the mix of housing offered.

Building Patterns

In the walkable neighborhoods the pattern of buildings and orientation is set primarily by the historic grid of streets as well relationship of residential units within the existing neighborhood. The orientation and placement of buildings along the street help to reinforce the public realm by enhancing the pedestrian environment through creating a sense of enclosure. New or redeveloped and renovated homes should reflect the siting and character of a neighbourhood and follow a consistent setback and pattern. In addition, the mass and scale of new buildings should maintain the scale of the surrounding homes, while providing an architectural diversity that makes our neighborhoods unique and interesting.

The following check list will help you review existing bylaws and policies to see if the requirements for the design and layout of residential lot and building patterns are appropriate for walkable neighborhoods.

Checklist for Bylaws

10
Min 8/10

Do the bylaws in the NDA:

- Allow for a mix of housing opportunities (multi-family, duplex, and single-family, etc.) throughout the NDA?
- Allow for small minimum lot sizes, similar to existing small lot sizes in the area?
- Have dimensional requirements or form based code standards, that make it possible to convert existing single family dwellings into multi-family dwellings?
- Minimize dimensional requirements (whether traditional: lot size, frontage, lot coverage, etc. or form based: building form standards, frontage type standards, etc.) allowing for infill development?
- Allow for building heights that are sufficiently high enough to allow for diverse housing options (at least 3 story building)?
- Reduce front setbacks to conform to existing building lines or add a maximum requirement to prevent new development from being set back “too far” from the street?
- Include provisions that ensure garage doors are not the dominant element of a front façade? An example of this would be prohibiting the garage door from facing the street or requiring it to be setback from the front wall of the building.
- Require that new developments be designed to accommodate safe and convenient pedestrian circulation.
- Include provisions that encourage primary building facades to be oriented to the street (such as requiring front doors to face the street)?
- Have provisions that minimize curb cuts and reduce their frequency, or other access management provisions?

Town of Berlin

Application Summary

Complete application.

All NDA requirements met.

- Cover letter with supporting documentation
- Town planning confirmed by regional planning commission
- Pre-application meeting
- Location
- Resource avoidance
- Municipal sewer service
- Land development regulations that meet neighborhood density & design standards
- Maps
- Planning for pedestrian connection to western section of NDA recommended.

Town of Berlin Neighborhood Development Area



Staff Recommendation:

Approve neighborhood development area with a requirement that the Town report on a plan for a pedestrian connection between the NTC and the western section at the next check-in.