EXAMPLE #1: DEVELOPMENT ALONG A CONNECTOR ROAD

Connector road before development.

"Connector road" = local traffic, village/downtown over 1.5 miles away, less growth pressure, linear settlement pattern

Conventional development pattern

- Commercial/industrial
  - 48,150 ft^2
  - 85% 1-story, 15% 2-story
- Residential
  - 16 units

Alternative development pattern

- Commercial/industrial
  - 40,000 ft^2
  - 50% 1-story, 50% 2-story
- Residential
  - 16 units

EXAMPLE #2: DEVELOPMENT ALONG A REGIONAL STRIP HIGHWAY

Regional strip highway before new development.

- *"Regional strip highway" = intersecting a highway or regional corridor*
- *Significant amount of traffic*
- *Increasing amount of strip development*

Conventional development pattern

- Commercial/industrial
  - 64,800 ft^2
  - 85% 1-story, 15% 2-story

Alternative development pattern

- Commercial/industrial
  - 89.200 ft^2
  - 65% 1-story, 35% 2-story

Kate McCarthy, Vermont Natural Resources Council
February 14, 2014
H.823

EXAMPLE #3: RETROFITTING STRIP DEVELOPMENT

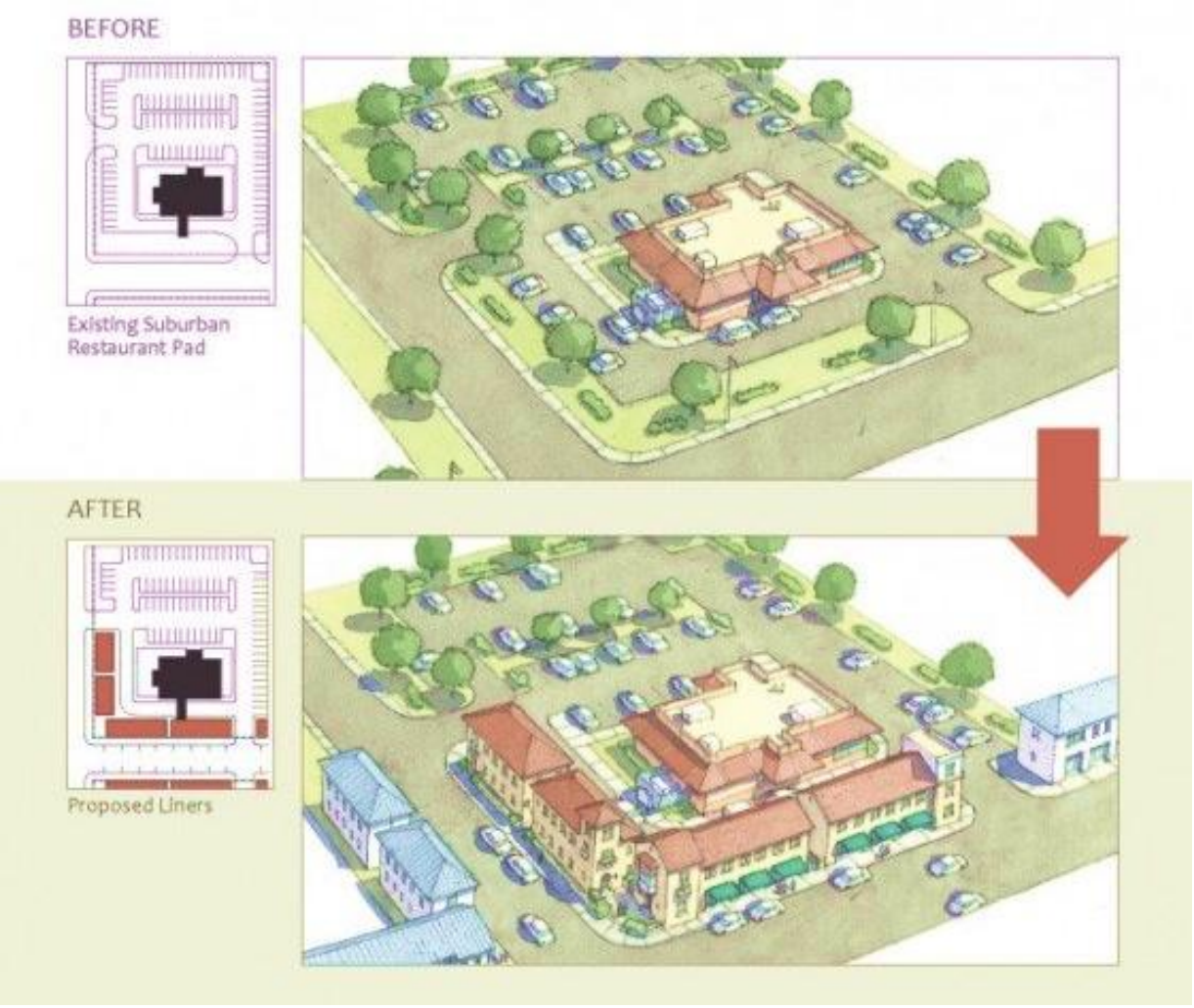
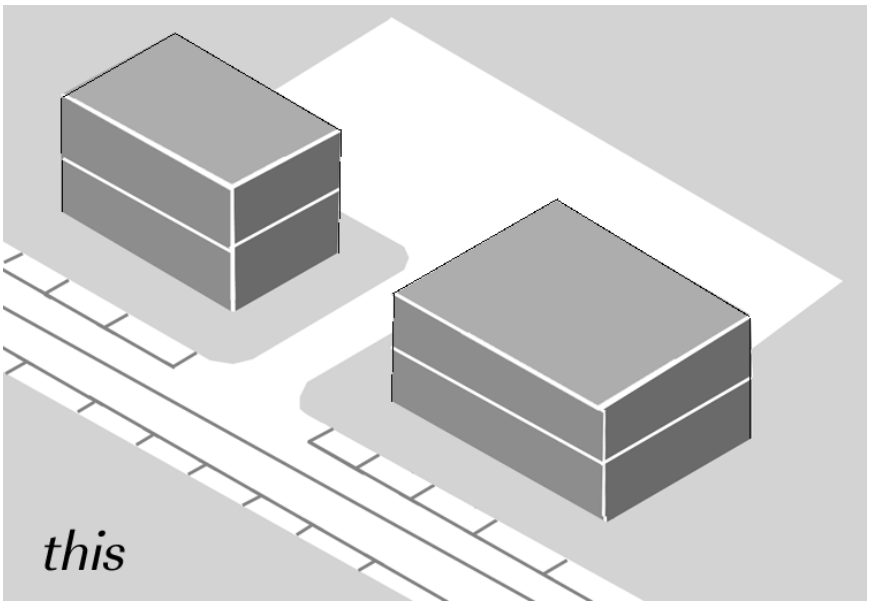
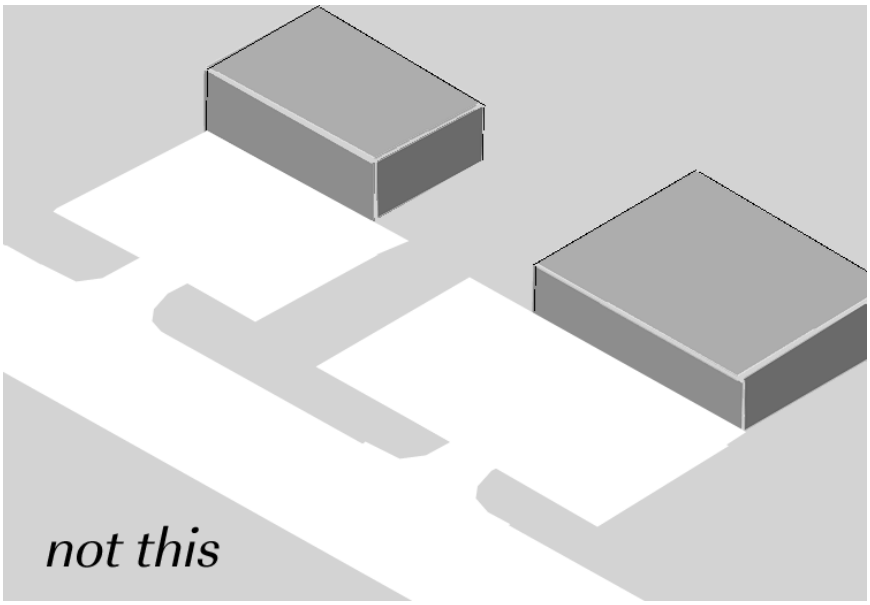


Image credit: http://www.russellpreston.com/blog/tag/retrofitting-suburbia/

EXAMPLE #4: APPROACHES TO PARKING



- Shared parking; possible to walk between stores
- Parking located in back, so that building's front contributes to streetscape
- Leaves room for a sidewalk, and only one vehicular entrance for pedestrians to navigate.
- Two stories = uses land more efficiently



- Separate parking; hard to walk between stores.
- Parking in front does not contribute to streetscape
- Two vehicular entrances make it harder for pedestrians to navigate safely.
- Single story = uses land inefficiently

Except as noted, images are from the Vermont Interstate Interchange Planning and Development Design Guidelines. Vermont Department of Housing and Community Affairs, 2004. http://accd.vermont.gov/sites/accd/files/Documents/strongcommunities/cd/planning/GuidelinesFinal.pdf