

Village Design



Roadmap

- ◆ What it is
- ◆ How to do it
- ◆ Benefits



Village Design: What is it?

A compatible mix of uses in a village that is:

- ◆ Cost-efficient for a municipality,
- ◆ Walkable and small-scale,
- ◆ Protects natural resources

Innovative Land Use Controls 674:21

Goals of Village Design

- **Environmental:** control sprawl, protect resources, reduce automobile use
- **Civic:** create neighborhoods, give freedom and mobility to senior citizens and youth
- **Economic:** reduce infrastructure and maintenance costs

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- ◆ **How to do it**
- ◆ Benefits



Village Design: Authority

674:21 (n) Innovative Land Use Controls

Village Plan Alternative Subdivision

- ◆ Entire density must be located on 20 percent or less of the entire parcel
- ◆ Remaining land solely for agriculture, forestry, conservation or recreation

Three Areas in the District

- **Village Residential Area:** mix of housing types
- **Village Conservancy Areas:** greens, playing fields, woodlots
- **Small-Scale Retail Area:** retail, civic, offices, second-story residential

Design elements: safety, mobility, human-scale



Photo courtesy of PBIC

- A walkable and safe neighborhood
- A mixed-use neighborhood for all ages
- Reduced setbacks, form-based code
- Recreation, conservation areas

Smaller houses, smaller lots



- ◆ For young families, single people, empty nesters, or retired couples
- ◆ Move up or downsize within same neighborhood as income and family size fluctuate

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Benefits of village design

- ◆ Safety
- ◆ Increases in social capital
- ◆ Lower municipal costs for services



Safety



- A sense of community is effective in reducing crime. Harvard School of Public Health study.
- Provide places and reasons for people to meet in their daily routines.

Social capital

“Respondents living in walkable neighborhoods were more likely to know their neighbors, participate politically, trust others, and be socially engaged.”

American J. of Public Health 2003, Kevin Leyden, Ph.D.

Good Design and Good Health



55 percent of Americans would like to walk more instead of driving, and 52 percent would like to bicycle more.

American Journal of Health Promotion, 2003.

Lower municipal costs

- ◆ Shorter streets, better layout, easier to provide town road services
- ◆ Lower infrastructure costs for developers and towns
- ◆ Better road network increases safety, decrease congestion

Summary



- ◆ Safety, mobility and choices
- ◆ Increases in social capital, recreation, conservation
- ◆ Lower municipal costs for services

The End

