



NORTHFIELD VISION PLAN

CREATED BY THE CITIZENS OF NORTHFIELD

WITH ASSISTANCE FROM THE CONSULTANT TEAM AND TOWN STAFF

JANUARY 10TH THROUGH JANUARY 16TH, 2025

This document is intended to be viewed in a facing pages format, if you are viewing this online, please set your view setting to *facing* or 2 pages.



Central Street 2024



Wall Street 2024



CREATED BY THE CITIZENS OF NORTHFIELD

WITH ASSISTANCE FROM THE CONSULTANT TEAM AND TOWN STAFF

JANUARY 10TH THROUGH JANUARY 16TH, 2025

This document is intended to be viewed in a facing pages format, if you are viewing this online, please set your view setting to facing or 2 pages.

VISION PLAN FOR A WALKABLE, SUSTAINABLE, NORTHFIELD



Illustrative Birds Eye View. One way the Village of Northfield Falls could develop within the Community Vision Plan.

This is the draft Community Vision Plan for the Town of Northfield. An *Agreed Upon Community Vision Plan* can serve as the foundation for new development regulations, *Form-Based*, designed to implement that shared vision. This document includes recommendations that are the foundational elements of a Form-Based Code that would set Northfield on the path to recovering its history as a vibrant mixed-use Community with a strong pedestrian orientation. That will also enhance the opportunity to re-establish a Train Station and other transit services that pedestrian-enhanced mixed-use towns and neighborhoods best support.

The Community Vision Plan will foster new development while accommodating existing businesses and residents -- and protecting the character of Northfield.

The Community Vision Plan Workshop/Charrette of January 2025 reaffirmed the citizens' commitment to the direction set by the *Town Plan 2020-2028* and the Town's planning efforts of the past decade. The resonance with the *Our Common Future 2024* was especially strong.

Citizen desires were clear and strong for a shift away from auto-dominated streets to a Walkable Street-Space that accommodates all kinds of travel. This Vision Plan sets out a **network of connections for pedestrians and bicyclists** of wide sidewalks with bicycle paths where appropriate, street trees and safe crosswalks. It **supports the preservation with enhancement of the Village Neighborhoods and infill in the Village Center and Downtown.**

Acknowledgements

Northfield Select Board

K. David Maxwell, Chair
John B. Stevens, Vice-Chair
Charlie Morse
Lydia Petty
Merry Shernock

Town of Northfield

Tom Davis, Economic Development Director
Jeff Schultz, Town Manager
Mitch Osiecki, Zoning Administrator
James Russo, Utility Superintendent
Royal DeLegge, Chair, Planning Commission

Consultant Team - Geoffrey Ferrell Associates

GFA

R Geoffrey Ferrell
Common Ground Design
Keith Covington
Partners for Economic Solutions
Anita Morrison

TND Engineering

Rick Chellman
Urban Advantage
Steve Price
SWBR
Adam Bonosky

CITIZEN PLANNERS (PARTICIPANTS)

Angie Allen
Dan Anderson
Chris Aultman
Susan Barnard
Pat Bell
Deon Bell
Dylan Braam
Tom Bright
Jeanne Bright
Colin Bright
Warren Bright
Paul Brown
Tara Cariano
Bill Clemants
Beth Cole
Tom Davis
Royal DeLegge
Anne Donahue
Kahwa Donoguih
Robert J Doyon
Peter Evans
Lucien Garand
Tossy Garrett
Cara Gauthier

Joel Goon
Matt Goslant
Janan Hamm
Ryan Harlow
Erin Hicks-Tibbles
Nigel Hicks-Tibbles
Bob Keeley
Kristina Kiansis
Clare LaFrance
James Mackey
Martha J. Mahan
Monica Martino
Dave Maxwell
Deb Maxwell
DeLane McIlvene
Patrick Meehan
Ray Mikus
Charlie Morse
Kelly Murch
Nayeli Murch
Mitch Osiecki
Sarah Path
Nancy Peck
Lydia Petty

Elizabeth Redmond
Jeff Schulz
Mary Nadon Scott
Kim Scott
Andrew Scott
Merry Shernock
Vladimir Stawicki
Deonn Stawicki
Jean Stawicki
John L. Stawicki
Carolyn Stevens
John Stevens
Jackie Strenio
Tim Swartz
Alison Turner
Jay Vorhees
John Wall
Carol Waterman
Holden Waterman
Jeremy Whalen
Tony Winters
Michele Winters
Chuck A. Winters
Clark A. Winters

Contents

<u>The Planning Process</u>	6		
Planning Lineage	7		
Understanding the Place	8		
<u>Public-Participation Planning Process</u>	17		
Citizen-First Planning	18-22		
Big Ideas Summary	23		
<i>Work-In-Progress</i> Presentation	26		
Citizens Exit Survey Results	26		
<u>The Vision Plan Town of Northfield</u>	29		
Framework Plan	30-32		
Mobility Networks	33		
Trails & Trail Connections	34		
Riverwalk	35		
New Streets and Pedestrian Connections	36		
<u>Prototypical Projects</u>	37		
Vision Plan Projects Northfield Village	38-58		
Central Street Calming	38		
East Street Blocks & Parking	41		
Depot Square Streets/Walkability	42		
Depot Square and the Common	43		
Depot Square S. Main Block & Parking	45		
Wall Street	47		
NW Downtown Block	50		
New Freightyard Neighborhood	53		
		Vision Plan Northfield Falls	59-65
		Illustrative Plan & Bird's Eye	60
		Village Center	62
		Townhouses on Main Street	63
		Cottage Infill/New Lane	64
		Infill on Mill St.	65
		<u>Implementation Specifications</u>	I-1
		Streets for People	I-2 - 9
		Building Form & Character Parameters	I-11 - 17
		<u>Over-Arching Issues</u>	I-19
		Economic Report	I-20
		Parking	I-22
		Community Center(s) Locations	I-23
		Floodways and Flood Plains	I-24
		Workforce Housing	I-24
		Coordination with <i>Our Common Future</i>	I-25
		Coordination with <i>Town Plan</i>	I-26-27
		Natural & Community Open Space	I-28
		<u>Citizens' Products</u>	I-29
		Hands-On Table Maps	I-30
		Visual Preference Exercise pages	I-37
		Jan 16 Exit Survey Results	I-40



The Dog River, view East off the Main Street Bridge.



The Dog River, view North off the Pedestrian Bridge

THE PLANNING PROCESS

This planning effort is funded largely through the Infrastructure Investment and Jobs Act, with funds awarded on a competitive basis for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.

Please accept this commitment letter from the Town of Northfield, Vermont, which will be followed by a similar letter from our Select Board, to work collaboratively with CVRPC, selected consultant, and CCRPC to develop a TOD Master Plan and bylaws/ development regulations.

Jeff Schultz, January, 2023

The process for this initiative is citizen-focused, putting the citizens' aspirations for Northfield first.

Task One: Initial Review and Analysis

Task Two: Public Design Workshop and Vision Plan

- A. Public Design Workshop
- B. Design Workshop Follow-Up - Workshop Report and Vision Plan

Task Three: Drafting the Form-Based Code

- A. Internal Draft
- B. Code Revisions:
 - 1. First Public Review Draft
 - 2. Second Public Review Draft
 - 3. Final Draft

Tasks One and Two have been largely completed, with great participation by the public. Overall, more than 70 people took part in the planning process, including many who had not participated in previous planning processes. This Community Vision Plan Report will complete Task Two and begin Task Three. This Plan will be the foundation of the recommendations for a new Form-Based Code designed to implement the Community Vision. Drafting the Code will involve up to four iterations before being available for the public hearing process.

Task One: Initial Review and Analysis. The first task for the consultant team was to gain an understanding of the Town of Northfield. The team analyzed the urban framework and natural features of Northfield to develop an understanding of the built environment. The Team observed the study area by walking and driving, day and night, Fall and Winter, with the livability of Northfield and Northfield Falls in mind.

The consultant team also reviewed historical documents and many prior planning efforts and proposals to gain an understanding of the policy and regulatory dynamics of Northfield and its surroundings.

Task Two: Public Design Workshop and Vision Plan.

In addition to studying planning documents from the prior two decades, the consultant team had dozens of meetings/ interviews with key stakeholders before and during the process, including with:

- Northfield Economic Development
- Northfield Town Manager
- Northfield Zoning Administrator
- Northfield Planning Commission
- Select Board (individual interviews)
- Select Board, Public Presentation
- Town Utility Superintendent
- ***Our Common Future*** Task Force Members
- Business Operators
- Property Owners
- United Church Group
- Multiple Citizens

And bi-monthly online meetings with a committee comprised of the Town Manager, Economic Development Director, Select Board Member, Norwich University representative, and two Central Vermont Regional Planning Commission (CVRPC) staff.

THE PLANNING PROCESS

Lineage/Foundations

This Community Vision Plan is rooted in a long line of Planning efforts by the Town and its Citizens. They add up to a consistent desire for a flourishing, Walkable Northfield, directing growth toward the Downtown (Northfield Village) and Village Center (Northfield Falls Village), while preserving the Northfield-specific heritage and character of the Villages as well as the rural landscape surrounding them.

NORTHFIELD: OUR COMMON FUTURE SUMMER 2024 - ONGOING

This Community Vision Plan builds on and extends the Our Common Future (OCF) effort. It could be seen as the implementation vehicle for *Our Common Future* where the physical goals and priorities of OCF are concerned. (See page I-27 for more information.)

NORTHFIELD TOWN PLAN, 2020 - 2028

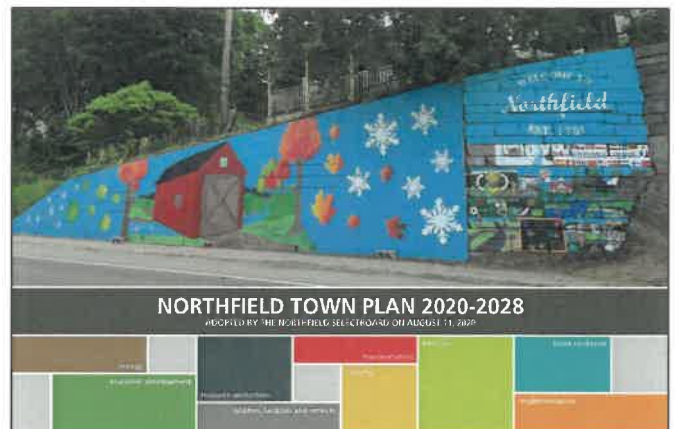
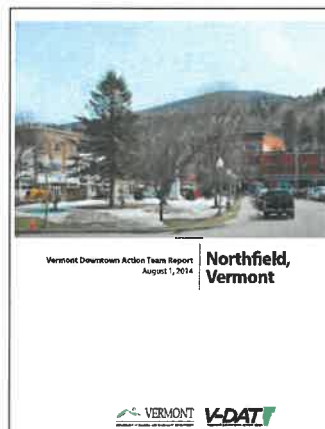
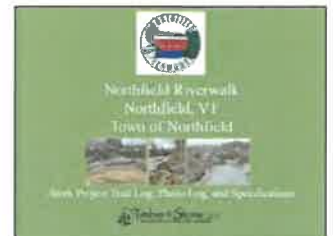
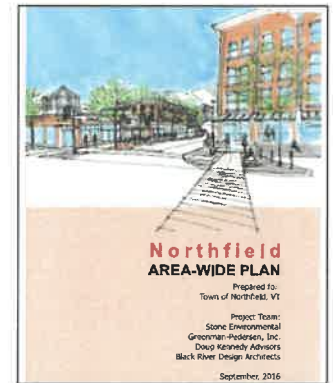
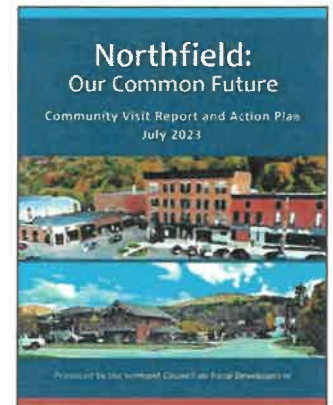
The Town Plan and the Community Vision Plan are largely consistent with the Town Plan. Some differences arise due to the different approaches to development regulation (zoning) and some to the new opportunities offered by the Vision Plan for the Town. (See page I-28, 29 for more information.)

NORTHFIELD AREA-WIDE PLAN, 2016

The Northfield Area Wide Plan (AWP) had a different (use-based) focus and is nearly ten years old. It delves into specific market economics as if they can be regulated - where the CVP, Form-Based approach, is designed to let the market do its thing. Nonetheless, there are consistencies in its recommendations and the Community Vision Plan. This document incorporates some of the AWP urban design drawings, demonstrating the staying power of some logical ideas that shouldn't be ignored.

VARIOUS OTHER PRIOR STUDIES, GUIDELINES, & PLANS

Throughout the analysis of prior plans and citizen participation, we found a remarkable level of agreement on the goals for the future of Northfield. This is testimony to the quality of life groundwork the Town and its citizens have done previously.



THE PLANNING PROCESS

Understanding Northfield's Context



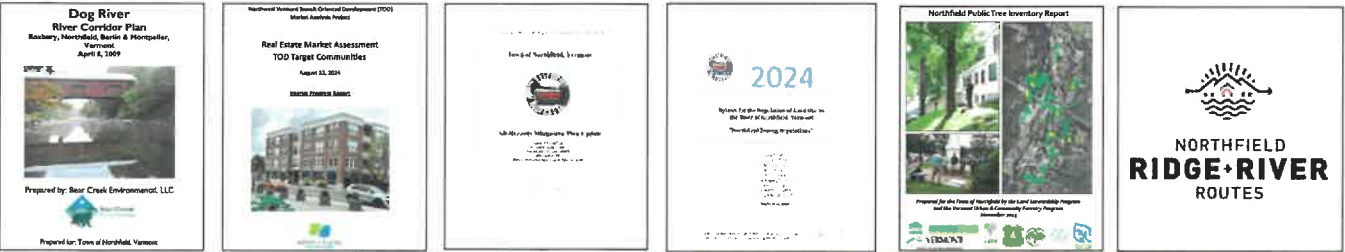
1841 Map of Northfield - Note the Dog River's shape and the Railroad Lands

Looking at Northfield Town Plans from the 1800s, and early 1900s shows a small but focused and diverse Town responding to Rail (transportation), Water (power), and materials (timber and stone). Both Northfield and Northfield Falls were necessarily walkable mixed-use settlements whose founders clearly had pride and ambition for their town and its buildings.

Looking at late 20th Century Northfield, it shows a half century of dispersion as the economy shifted away. That situation has improved and the economy is more favorable. Northfield has the opportunity to rebuild.

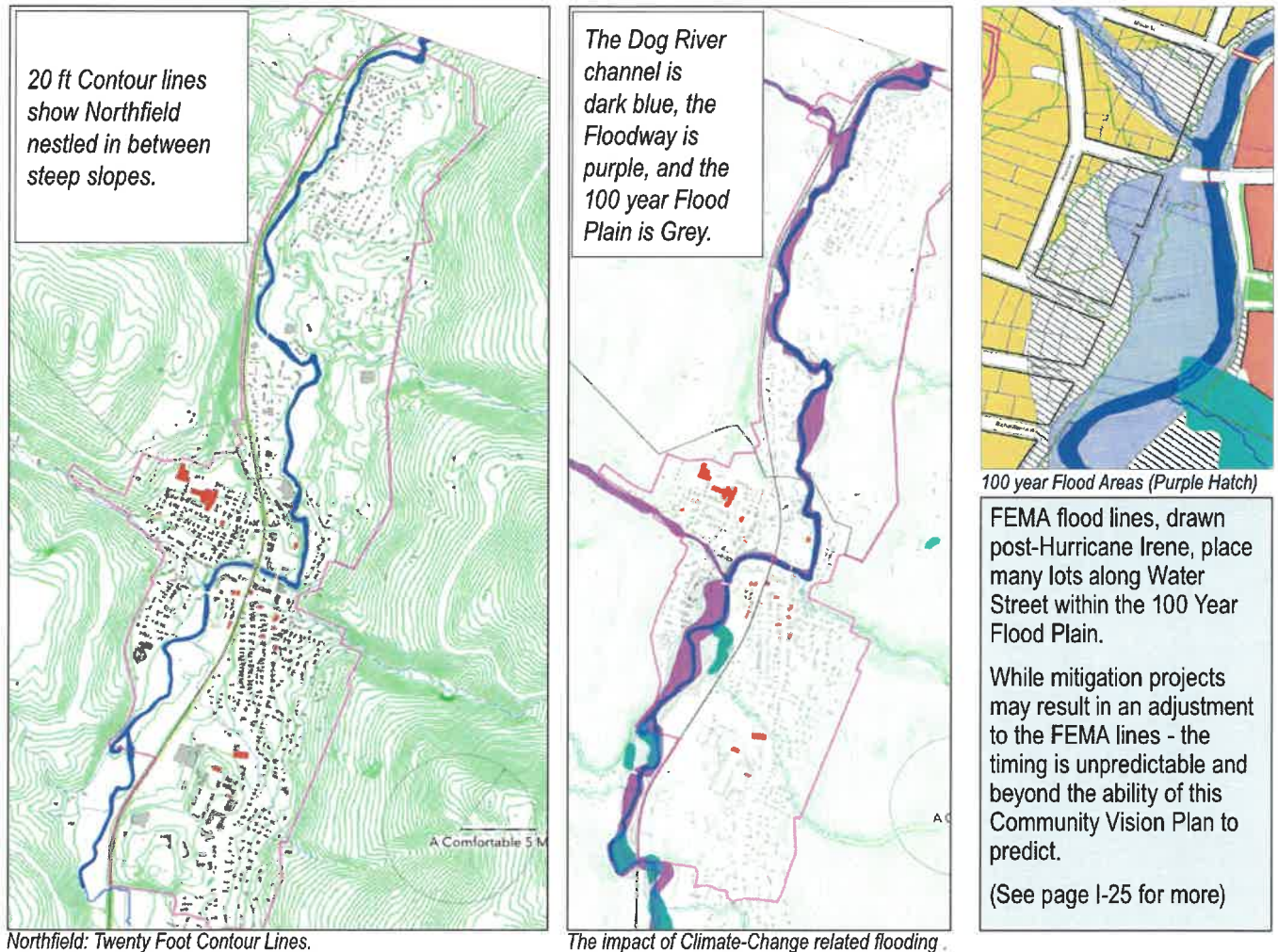


2024, the Northfield Form-Based Code Project Study Area outlined in red



THE PLANNING PROCESS

Study Area: Understanding the Physical Context



Mountains/Steep Slopes: The Town is surrounded by mountains, which give it a beautiful context and constrain the spread of development. This has two important aspects. One, the mountains are central to what Northfield is. Two, developable land must be carefully planned for and not squandered. Development opportunities are precious, and bad development will remain and degrade the *place* for many years.

Flooding: Tropical Storm Irene in 2011 resulted in severe flooding in Northfield with the Dog River cresting at 17.26 feet (more than nine feet above flood stage), resulting in total property damages that exceeded \$2 million.

FEMA most recently mapped the town's floodplains in March 2013. Northfield has also been proactive in addressing its stormwater issues.

The projects recommended in the 2008 and 2011 stormwater studies have essentially been completed.

THE PLANNING PROCESS

Study Area: Understanding the Physical Context

The team drove and walked the study area to experience the existing physical context, noting the character of historic and recent development, taking photographs and identifying potential redevelopment sites. Street widths, traffic patterns, parking (locations and availability), public open spaces, and the existence and health of street trees were also examined.

The team examined the overall pedestrian experience based on details such as: interesting shopfronts and active building facades (or the lack thereof); available activities and potential destinations; street lights, street trees; and the accommodations for pedestrians and cyclists.

Several situations of particular importance were identified:

- The contrast between the Downtown today versus its historic high point. Northfield has eroded from its peak a hundred years ago.
- The excessive asphalt - giving over to automobiles what was historically available for all citizens, whether on foot or bike or wagon.
- The resulting high vehicle speed on Main Street through downtown Northfield and Northfield Falls Village.
- The disconnect across the rail line - there seemed to be two Northfield Villages.
- The proximity to (yet disconnection from) the Dog River.
- The contrast between the historic buildings and the more recent development in the Railroad areas.
- The range of property maintenance required.
- The *Sense of Place* despite these issues, due to the remaining buildings, Common, and the mountains enveloping the Village.



The Countryside and Mountains are always present and in view.



The Mayo Building and United Church reminds us of the Town's Heights.

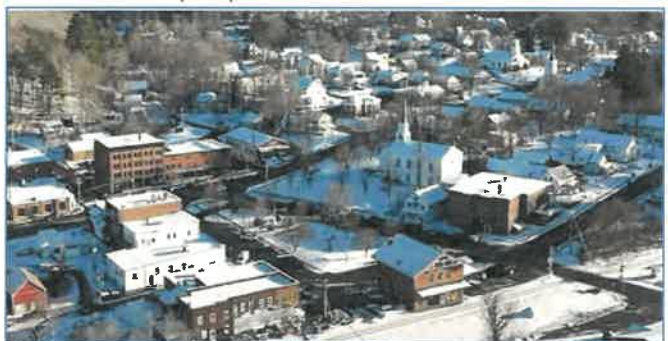


The North side of Depot Square.



Photo by Bill Cronney

Northfield Night on the Common 10.18.24 (Northfield News photo)



The Downtown and adjacent Neighborhood. (Town Plan Photo)

THE PLANNING PROCESS

Northfield's Lineage or "DNA": a Vital and Proud Downtown Northfield

Placemaking

The residents of Northfield share a pride in their community that has been reflected from its earliest days when the founders of Northfield, ambitious and proud of their town, erected three and four story buildings around the Common and stately tree-lined streets.

The resulting *Sense of Place* in Downtown Northfield is palpable even today - despite almost a century of dispersion. **Historically the Town was intensely Mixed-Use and Walkable** - with an active Railroad, stone works, and housing immediately adjacent to one another.

One can also see that the streets and the Common were shared by pedestrians, horses, wagons, and automobiles alike - a big contrast with current times, where the asphalt is off-limits to people who aren't in a car.



Northfield Falls, Village Center. The Cross Building, built in 1892



Original form of Depot Station with wings



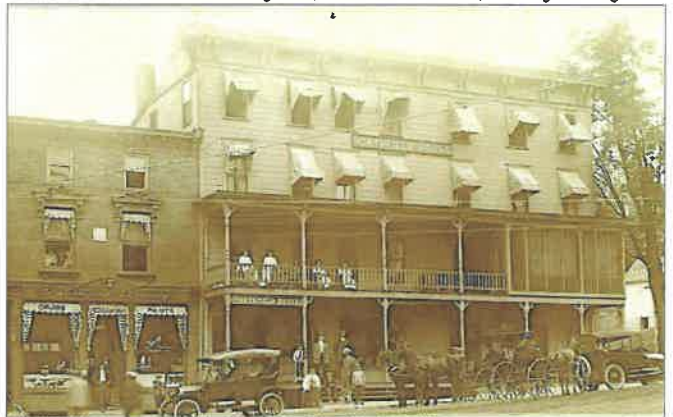
Central Street with Dutch Elms (pre-blight)



Postcard of the Common looking East, note the bandstand, missing building.



The Mayo Building, the traffic lanes are in the lower left corner



Northfield-House, now the site of the Municipal Building

THE PLANNING PROCESS

Understanding the Physical Context: Northfield



The Towns' connection with the Dog River was formerly more intimate and more a part of daily life. Climate change has brought more frequent and violent flooding, complicating that relationship - but the Dog River is still central to the Place and Northfield's reason for being.



The Eastern side of South Main Street just below the Bridge is an appropriate part of the Downtown.



Unfortunately the opposite side of South Main Street is the antithesis of a walkable downtown - more like a rural area. It is begging for positive redevelopment and enhancement.



South Main Street, January 2025 South of downtown. The sidewalk on the west side has been plowed (good) but there is little between the pedestrian and three to five thousand pound vehicles moving at > 35mph (unsafe and unsettling).



Looking down Wall Street to the Mayo and Northfield Bank Buildings. It shows how much of the Common is given over to automobiles - and how pleasant downtown Northfield is in October.

THE PLANNING PROCESS

Understanding the Physical Context: Northfield



Looking South on North Main just south of Nantana Mill., just before you enter the Downtown area.



Norwich University is an independent and critical part of Northfield and its economy.



Looking up the Dog River from the pedestrian bridge.



View South on Main Street, near Crescent Avenue.



Central Street is the primary *human-powered* connection between Norwich University and the Downtown.



Crescent Park - Norwich University students cross South Main at the north and south ends of the park.

THE PLANNING PROCESS

Understanding the Physical Context - Northfield Falls



Main St. in Northfield Falls is not safe for pedestrians.



Village Center, Main Street (more Rt-12) at Gould and Cox Brook Streets.



Northfield Falls Rt.... 12 2024. Many streets don't acknowledge walking as transportation.



Northfield Falls has many infill opportunities - provided sewer services are extended to the Village.



Some Northfield Falls streets are quiet enough that pedestrians walking in the street/travel lanes is a reasonable choice.

THE PLANNING PROCESS

Understanding the Physical Context -Northfield Falls



Northfield Falls, Village Center, the Cross Block building.

18



The Gould Residence



Looking East on Cox Brook, the Cross Block building on the right.

Northfield Falls has a huge potential - when and if it has sewer and water service. *The Falls* is a quintessential Village with three Historic Covered Bridges within walking distance.



The Cross Block building today, covered bridge on the right.



Renovation / redevelopment in the Falls. 2025



View South from the Cox Brook Bridge. The Town/Village and the Countryside sit side-by-side in Northfield generally, even more so in the Falls. .

Northfield Falls. Many streets don't accommodate walking as transportation. In very lightly travelled areas having pedestrians share the street with cars can be reasonable.

Streets with any level of vehicular traffic and certainly Rt. 12/"main street," require/need dedicated pedestrian and bicycle lanes - sidewalks and/or a multi-use path.

THE PLANNING PROCESS

Understanding the Physical Context - Walkability & Roads vs. Streets



Looking North from Falls - no sidewalks & fast traffic



North Main past bridge - Excess Asphalt



Wasted Space, Narrow sidewalk.

October Site Visit

A Team member visited Northfield on October 2024, meeting with Town staff, elected officials, and citizens. He walked more than 7 miles in and around the two Villages, observing and analyzing the physical layout and how it functioned. Being also our transportation specialist, he made particular observations on the streets and traffic. These are some of his notes.



Wall St Looking west from Common. No Sidewalks



Main St Not a great place to walk



Wall St view east to Common Fire/Police on left.



Nice RR building but messy area - no organization

Wall Street & the Freightyards

The largest and least visible developable area sits immediately adjacent to the Common. It is 'buffered' from the purely residential neighborhoods by the River to the West and North, and significant topography to the East.



Excess width inducing speed - sidewalk too narrow

Main Street, Northfield Falls

Main St at Cox Brook Rd./Gould St. This is the center of the Village, yet Rt-12 runs its rural configuration right through it. It is a Road, not a Main Street. The center of Northfield Falls is a dangerous place for pedestrians and bicyclists.



Central St looking north.



Central St has a speed problem. Straight - too wide - no street trees.

Central Street & Norwich University

Central Street is the de facto pedestrian and bicycle connection/route between the Downtown and Norwich University. Its configuration completely favors the automobile - and thus auto speeds are too high - only its very low auto volumes allow it to be a pedestrian route.

THE PUBLIC-PARTICIPATION PROCESS

JANUARY 10 - 16TH, 2025

A CITIZEN-FIRST PLANNING PROCESS

Kick-Off Event January 10th



Kick-Off Presentation

Community Kick-Off Event

The process began with a presentation describing elements of traditional town design and placemaking as well as the overall online workshop process. A general Q & A discussion followed.

One-Word (Aspirations) Exercise

The *One Word* exercise, asked the citizens to come up with *one word* they would use to describe Northfield today and then what *one word* they would *like to be able to use* in the future. Those results are below.

The results are, of course, interesting. In the Neighborhood Cards; the *today* words show a combination of things loved with things to improve. The *in the future* words can be read as a list of improvements.

Connected, Neighborhood, sidewalks, prospering, slower-speed, walkable, serene

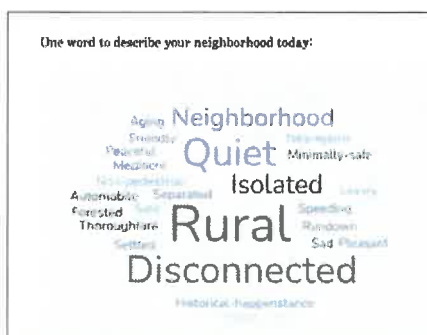
Many of the positive words on the *today* side are also on the *in the future* side. It shouldn't be overlooked that the *future* side includes many things to be preserved.

In the Downtown Cards; The *today* words are more critical and the *in the future* words call for bigger changes and energy.

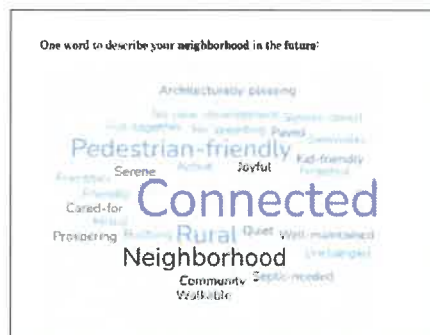
Vibrant, inviting, walkable, cohesive, adventurous, community, flourishing, safe/comfortable, bus/train-station



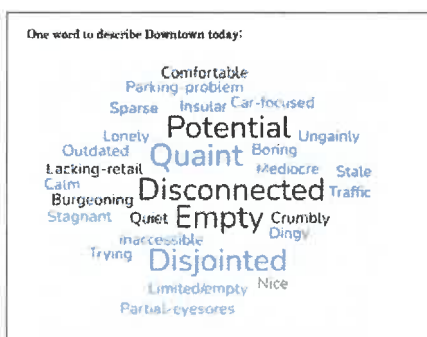
Citizens at Visual Preference Boards



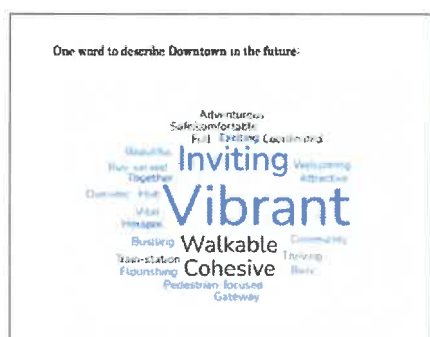
One Word for the Neighborhood Today



One Word for the Neighborhood Future



One Word for the Downtown Today



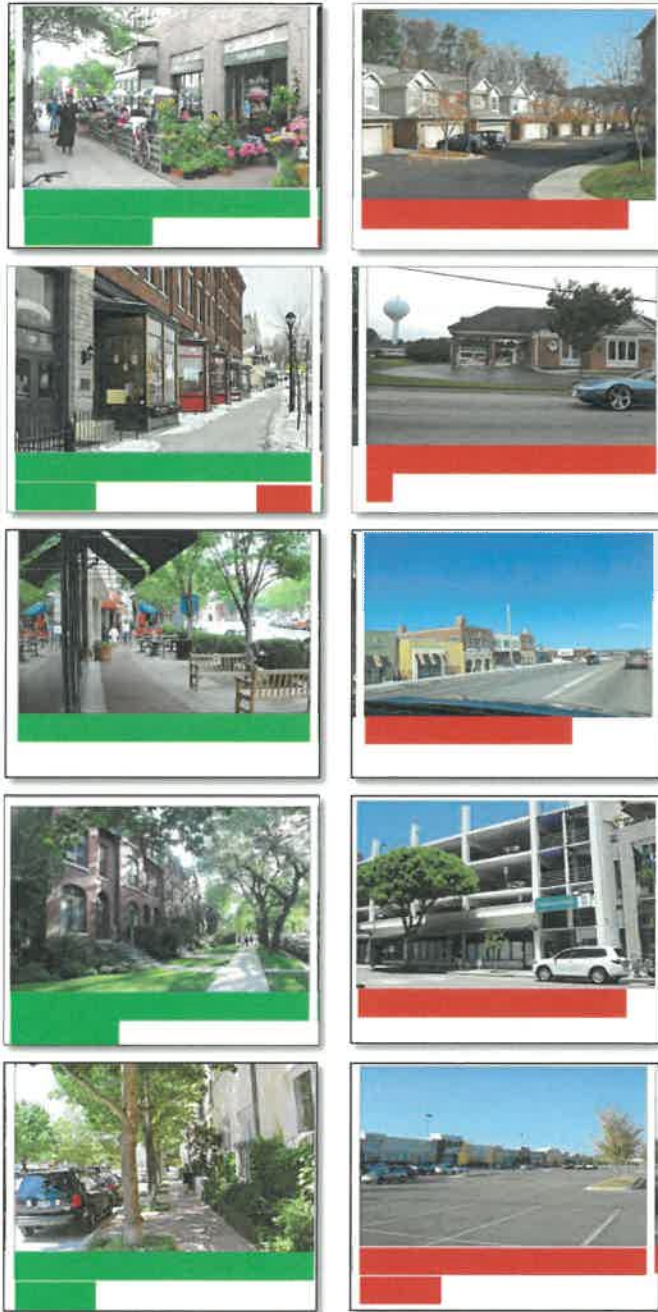
One Word for the Downtown Future

A CITIZEN-FIRST PLANNING PROCESS

Public Kick-Off, January 10th

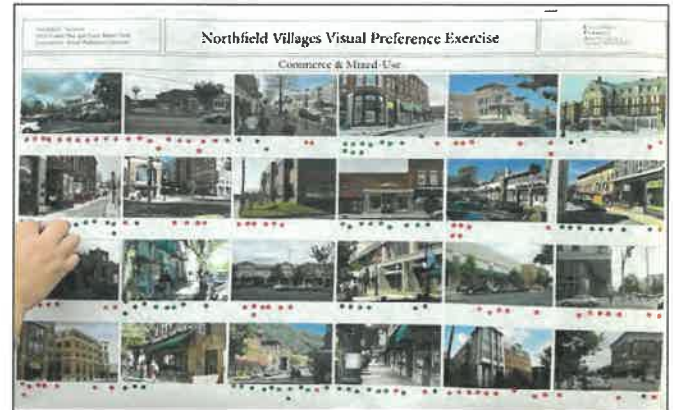
Visual Preference Exercise

The exercise asked people to apply green dots on the environments they liked and red dots on environments they disliked. The exercise provided a clear aggregate picture of what the community likes/desires (things to foster) and dislikes (things to avoid).

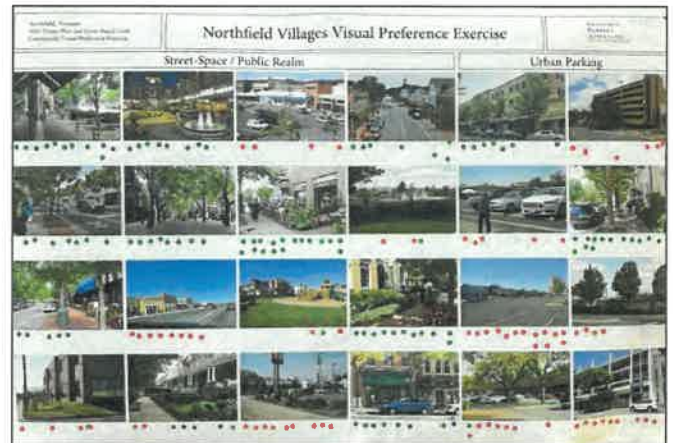


Post-Charrette Tally: a sample of some of highest and lowest rated images from the Visual Preference Exercise

What the highly rated images had in common was not simply *height* or *density*, some were examples of intense urban development. They were all spatially-enclosed places for people, with green plants (canopy street trees at a minimum). They all shared a human scale and natural materials, even within the large scale developments. (Parking lots fared poorly.)



Visual Preference Exercise: Commerce and Mixed-Use.



Visual Preference Exercise: Street-Space and Urban Parking.



Visual Preference Exercise: Dwellings. See page I-31 for larger versions.

A CITIZEN-FIRST PLANNING PROCESS

Hands-On Design Workshop, January 11th

The Hands-On Workshop brought the community together to realize a consensus, in a collaborative and constructive format, on the future of Northfield.

The process involved discussions about the desired future character, involving issues such as street character, street connections, public open spaces, building characteristics, and urban design strategies to make Northfield a vital Town/Village, and the place they want.

Small Group Hands-On Session.

After introductory remarks by Town Manager Jeff Schultz and an explanation of the process, the participants began working in small groups, with a facilitator to identify important issues in and around the study area. The groups discussed and designed their aspirations for Northfield. They worked on top of a map of the study area, and their issues and solutions were drawn and written directly on it. Participants were able to see and discuss these in relation to real-world situations and adjacencies.



Groups of Citizens planning and drawing on aerial photographs of the Study Area. They initially worked on maps of the entire Town and then switched to a closer-in, more detailed, view of Northfield Falls or Northfield Village.

See the Appendix for all (and larger) Table Maps.

A CITIZEN-FIRST PLANNING PROCESS

Hands-On Design Workshop, Small Group Discourse



Citizens discussed, discovered, and reached consensus at each table. They listened to one another, applied local knowledge and discussed their aspirations for their Town and Village.

A CITIZEN-FIRST PLANNING PROCESS

Hands-On Design Workshop — Presenting Back to the Whole



Citizens presenting their tables' ideas to the whole group



See page I-31 for larger versions.

Each Table/Group picked a spokesperson to present their ideas to the whole. In all, seven table-groups worked and planned their future for Northfield - and there was substantial agreement among them.

A CITIZEN-FIRST PLANNING PROCESS

Hands-On Design Workshop — What the Citizens Said

Big Ideas Summary

- Walkability: connectivity, streets for people
- Build in the Downtown - and Falls Village*
- Build Community
- More Housing

Walkability

- Connectivity/network
- Right-sizing travel lanes
- Sidewalks
- Bikeable
- Connections to trails
- Streets for people
 - Walk
 - Narrow lanes
 - Trees

Build in the Towns

- Maintain Northfield character
- Form
- Streets/blocks
- "Street-Space"
- Parking (handle without damaging spaces)
- Reinforce village character
- Reinforce local businesses
- Aesthetic of Vermont

Build Community

- Importance of gathering places
- Community Center including teens
- Better coordination of spaces
- Programming and activities

More Housing

- Economic development
- Expand number and types of housing
 - Seniors
 - Workforce
- Open up movement among units
- Compact infill development

* *necessarily with water and sewer service.*

The above is our summary and organization of the "Big Ideas" of the Citizens' Table-Groups.

We consider these goals, priorities & aspirations incredibly valuable and powerful as they are the result of an *informed discourse*, built on years of community engagement (*Town Plan, Our Common Future...*) and literally drawn on the Towns' physical reality.

TEAM WORK IN STUDIO, JANUARY 12TH -16TH

The Consultant Team Working in the Design Studio

Open Design Studio, Brown Public Library Community Room

During the days following the workshop, the consultant team took the residents' aspirations for Northfield and worked to turn them into an implementable Vision Plan. The week continued with our consultant team developing concepts, testing them with staff, stakeholders, and the public, and refining them into the final Vision Plan.

The Team worked at the large and small scale, using aerial photos and GIS generated computer files.



The table maps up and lining the walls of the Team's Design Studio



Drop-in visitors provided specific local knowledge to the design efforts.



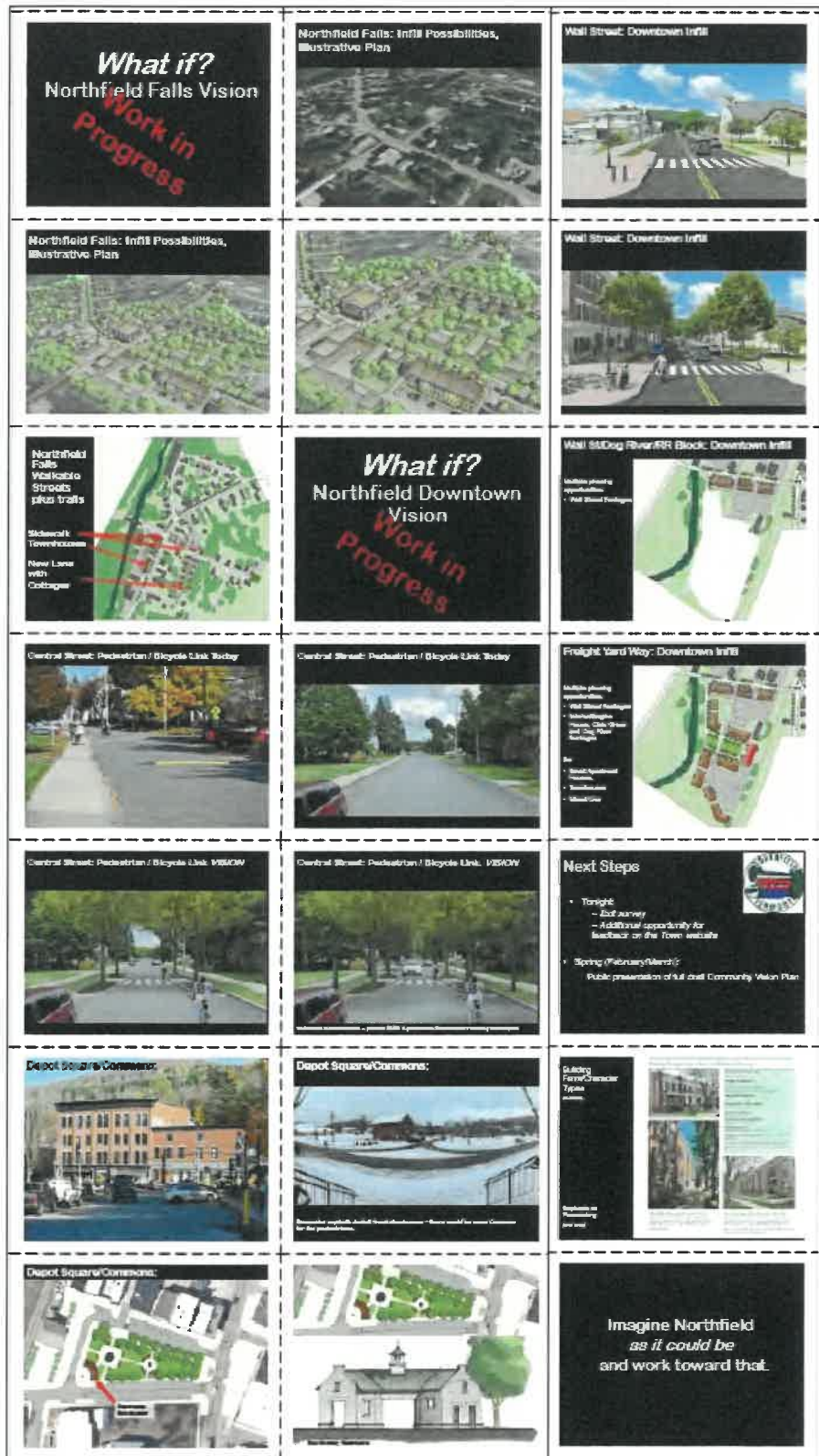
Ongoing Stakeholder/Technical Reviews.

The consultant team reviewed the citizens' concepts with Town staff and primary stakeholders such as landowners and community leaders. The Team worked in the Design Studio to further refine the Vision Plan in preparation for the Thursday night, January 16th, *Work-In-Progress Presentation*.



WORK-IN-PROGRESS PRESENTATION, JANUARY 16TH

Work-In-Progress Presentation



The Work-In-Progress presentation provided a clear view of the Vision Plan being prepared by the consultant team. It included development scenarios for targeted sites, rendered build-out plans, street sections, and before-and-after photo simulations to illustrate the environments or places being proposed.

The meeting was an important check-point for corrections and/or improvements. At the end of the presentation, people were asked the question

- *Did We Get It Right?*

In the Charrette Exit Survey:

86% said the project was *on the right track* and 14% said the project was *somewhat on the right track*

WORK-IN-PROGRESS PRESENTATION, JANUARY 16TH

What did people think after the Work-In-Progress Presentation?

Charrette Exit Survey Summary (33 responses submitted)

1. Do you:

- a. Live in the study area? 22 Yes – 67%
- b. Work in the study area? 15 Yes – 45%
- c. Own property in the study area? 21 Yes – 64%

2. Which of this week's charrette events have you attended? (circle all that apply)

- a. Kick-Off Presentation (Friday night, January 10) 19 – 58%
- b. Public "Hands-On" Design Session (Saturday morning, Jan 11) 22 – 67%
- c. Technical Meetings/ Open Studio (Sunday - Wednesday, Jan 12-15) 8 – 24%
- d. Tonight is my first event – 10 – 30%

Additional notes: 20 people at the Work-In-Progress attended 3-4 charrette events and 16 people attended 2-3. For 10 people the Work-In-Progress presentation was their first event.

3. What was the most important idea that you heard tonight?

Summary of *most important ideas*

Note: the attendees generated these items – we did not provide them with a list of options to choose from. We did categorize them into similar groups when analyzing the survey results.

<u>Most Important</u>		<u>Second Most Important</u>	
<u>Streets & Public Spaces</u>		<u>Streets & Public Spaces</u>	
Street redesign (narrow lanes, sidewalks, bike lanes):	17	Street redesign (narrow lanes, sidewalks, bike lanes):	4
Walkability:	5	Common/Downtown:	4
Central Street:	2	Street Trees:	3
Connect NV&NFV:	1	Walkability:	3
Street Trees:	1	Parking:	2
Common/Downtown:	1	Connect NV&NFV:	1
Trails:	1	Trails:	1
<u>Building/Development</u>		<u>Building/Development</u>	
Housing:	6	Housing:	10
Freightyard/ Wall Street:	4	Northfield Falls:	4
Workforce housing:	2	Workforce housing:	2
		Sewer to Northfield Falls:	2
		Freightyard/ Wall Street:	1

4. Summary of *most important ideas* NOT heard*

Note: the attendees generated these items – we did not provide them with a list of options to choose from.

- *Community Center*
- *Location for the Community Center*
- *Senior Housing*
- *Sewer in Northfield Falls*
- *Bike Path between Northfield Falls and Northfield*
- *Train Station*
- *Sidewalk to Tops (grocery) from existing Northfield*
- *Integrated Growth Plan.*
- *Rejuvenation of existing houses and streets.*

Implementation & the economics of implementation (aka "how?")

- *How Funding Works?*
- *\$ Return for the Town on these investments? (social is obvious).*
- *How-to 'get there' from here over time? (Implementation)*
- *Economic Growth/Storefronts on the Common.*
- *Costs - is it possible to make a profit building "Workforce Housing?"*
- *Attracting Industry*

5. Based on tonight's presentation, is the Northfield Vision Project generally:

- | | | |
|-----------------------------------|------|-----|
| a. On the right track -- | 28.5 | 86% |
| b. Somewhat on the right track -- | 4.5 | 14% |
| c. Somewhat on the wrong track -- | 0 | |
| d. On the wrong track -- | 0 | |
| e. Don't know -- | 0 | |

* *We want to address these directly, as they point to things we should have done better. The points above that are not underlined were somewhere in the drawings/slides and we intended to convey them. Obviously we didn't do that well enough. They are definitely in our minds and a part of the Vision Plan. You should see them in this report - more clearly called out.*

The 2 underlined points are important, but they are a second step. The Town has to choose where it wants to go before it can start the journey. At this point you are reading the draft proposed Vision Plan. The path set out here needs to be adopted by the town as its Masterplan - before implementation can begin.

- *Integrated Growth Plan:* *Once the Town has a Masterplan (a physical Plan that it can grow into) then it can start; choosing things that work toward the Plan and rejecting things that work against it. This is important as there are real limits to what can be phased or planned in sequence. Much of growth management is knowing which possibilities to take advantage of and which to avoid. The Town has an Economic Development Director who can manage and promote growth that builds toward the Master Plan - so you are ahead on that front.*
- *Rejuvenation of existing houses and streets:* *While there are some funding sources to aid in these important needs* the most powerful one will be the increase in overall property values as the Town moves forward with a clear Masterplan to preserve and enhance its Village and Downtown areas.*
- **Look to the Technical Assistance/Peer Connection Recommendations in the Our Common Future report for implementation funding sources and assistance.*

This page intentionally blank

VISION PLAN FOR THE TOWN OF NORTHFIELD

RESTORE NORTHFIELD AND INVEST IN THE FUTURE



Downtown Northfield had Street-Space that was rich in detail, culture, and variety. A beautiful and sustainable urban form.

The following pages present the Vision Plan. The Vision Plan is a rebuilding of downtown Northfield to its historic stature. The overall Northfield Framework Plan is shown first, followed by Prototypical Projects showing how development could occur, consistent with the Vision.

The Framework Plan is a long-term Masterplan. It will be built over time - decades. The Public Realm, the Street-Spaces (Streets, Squares, Greens) and Shared Parking Areas in the Framework Plan are fairly specifically delineated. The buildings that shape the Public Realm would be guided by *Form-Based* development regulations to follow the Vision Plan.

The Prototypical Projects are development studies that show how (one way) development could occur. These studies consider appropriate building scale, functions, and parking needs in order to illustrate potential for development -- consistent with the Vision Plan. Weighted against the development absorption projections, these studies provide an idea of the approximate time frame, how quickly or slowly, we can expect the changes shown in the Vision Plan to be built.

The Economic Report (see page I-20) finds: *a pent-up demand for small increments of new housing – perhaps 100 to 200 units over the next five to ten years.* The Prototypical Projects studies suggest a range of from 300,000 to 700,000 square feet of building potential in the Downtown area (translating very roughly to a potential for 300 to 700 new housing units. While some of that square footage will be for business uses, The Vision Plan and its Framework Plan are clearly long-term plans.

The most aggressive absorption projection, at 30 units per year, would take 20 or more years to build out the complete program.

VISION PLAN FOR NORTHFIELD

Illustrative Plan: Showing *one way* the Vision Plan could be built-out.



2025 Northfield Vision Illustrative Plan

<https://spaces.hightail.com/space/26W5EnS6te>

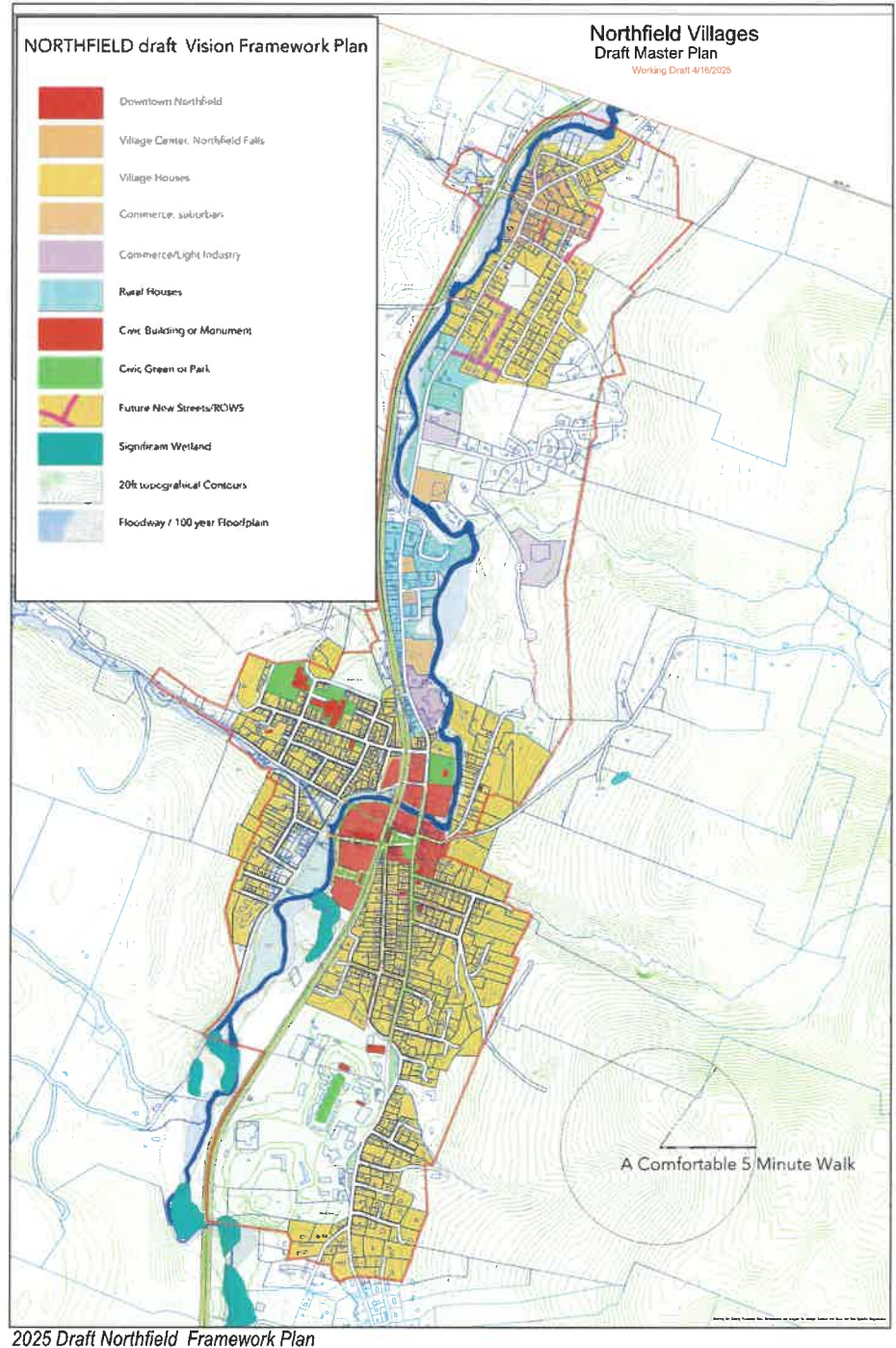
VISION PLAN FOR NORTHFIELD

Framework Plan: Complementary Character Areas make the Town.

The Framework Plan lays out the Street and Block configuration for development and redevelopment. It preserves the existing/historic pattern, focusing development in the Downtown will minimize the disruption to the surrounding Neighborhoods and Countryside and rebuild downtown Northfield to its historic stature.

Key points in the Vision Plan:

1. This Plan proposes the new Downtown areas be developed to a "downtown" character and intensity much like the historic downtown Northfield and buildings (see pages 10 - 15).
2. There are extensive infill opportunities in the old Railyard areas - several times larger than the existing downtown.
3. The character of the adjacent Neighborhoods should be preserved/protected. New development should *fit in*.
4. Development should be focused in the Downtown areas - not dispersed in the countryside (thereby damaging its natural beauty).
5. Mobility and interconnections are fundamental to this Plan and the citizens' vision. Enabling mobility without requiring an automobile - Northfields streets must be rebalanced toward pedestrians and bicyclists.
6. The regulatory emphasis needs to shift from use-based to form-based, to protect the Northfield character and free up small scale businesses.



To see a digital version (for a detailed view) go to
<https://spaces.hightail.com/space/26W5EnS6te>

VISION PLAN FOR NORTHFIELD VILLAGE:

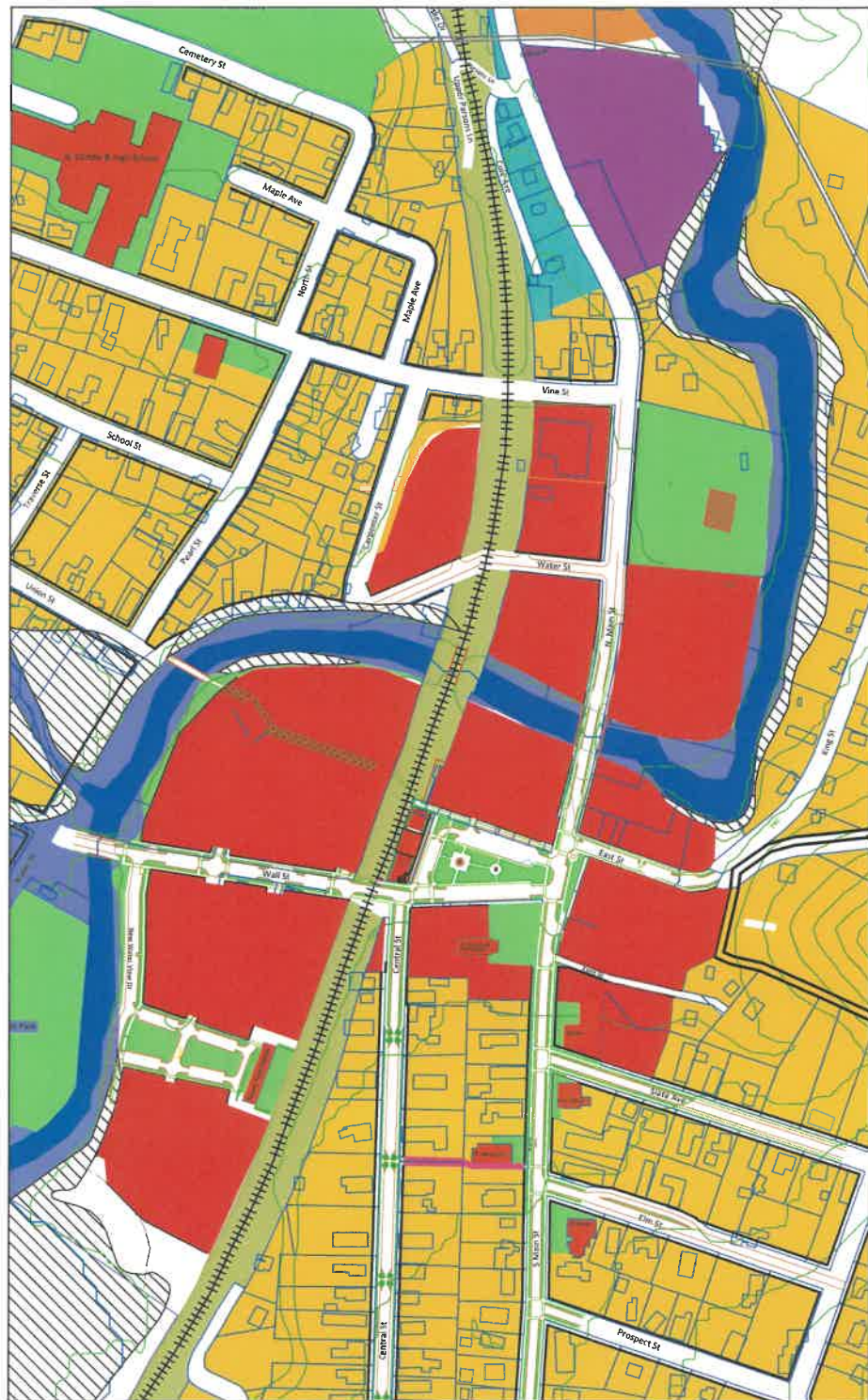
Character Areas: Northfield Village



Key points for Northfield Village:

1. Focus development in the Downtown. There are extensive infill opportunities in the new Downtown areas, especially the old rail yards - several times larger than the existing downtown.
2. The character of the adjacent Neighborhoods should be preserved and protected. New development should *fit in*.
3. Focusing development in the Downtown will best preserve the character of Northfield. Development spread out into the countryside will alter the relationship between the Villages and the Countryside, damage the natural beauty, create more traffic and require more parking.
4. The *Prototypical Project* studies show a development potential in this Downtown are of 300,000 to 700,000 square feet.

The most aggressive absorption projection, at 30 units per year, would take 20 or more years to build out the complete program.



2025 Draft Northfield Framework Plan

Northfield Village and Close-In Neighborhoods

To see a digital version (for a detailed view) go to <https://spaces.hightail.com/space/26W5EnS6te>

VISION PLAN FOR NORTHFIELD FALLS VILLAGE:

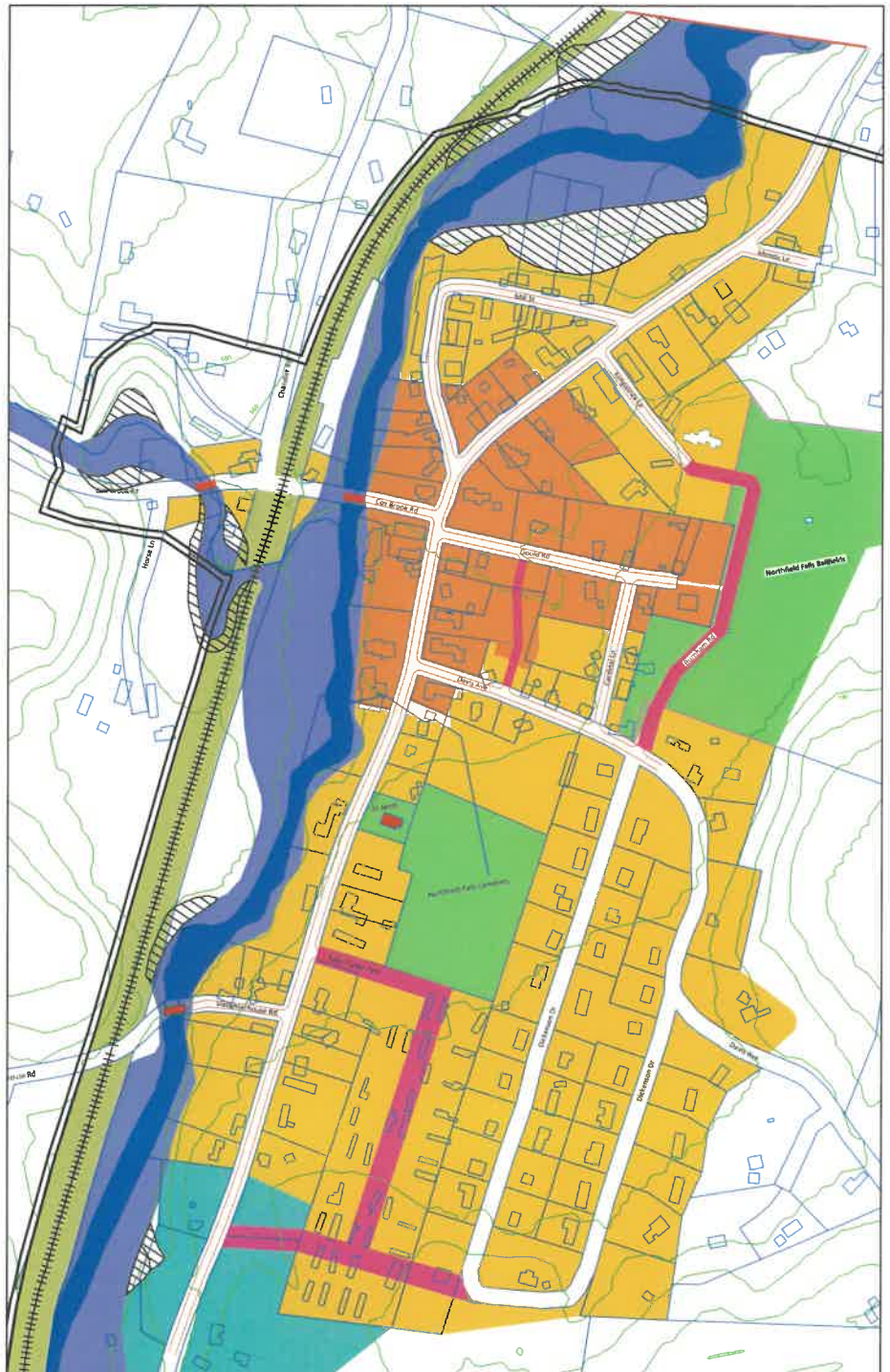
Character Areas: Northfield Falls Village



2025 Draft Vision Framework Plan - KEY

Key points in the Vision Plan for Northfield Falls Village:

1. Extend sewer service to Northfield Falls Village.
2. Make the Village Center a pedestrian, walkable place. Rt....12 must be reconfigured as a Main Street, at least through the Village Center area. See page I-3 for the recommended street configuration.
3. Focus new development in the Village. There are many infill opportunities - enable and incentivise infill.
4. Facilitate new street/lane connections and the subdivision of existing large blocks into smaller ones. This will enhance walkability and relieve traffic off Rt.12. (See page 64 for an example.)
5. Provide a multi-use trail between the Village Center and Northfield Village. See page I-5.
6. The character of the Village should be preserved and protected. While new development may be more intense, it must still *fit in*.



2025 Draft Northfield Framework Plan, Northfield Falls

To see a digital version (for a detailed view) go to <https://spaces.hightail.com/space/26W5EnS6te>

VISION PLAN FOR NORTHFIELD:

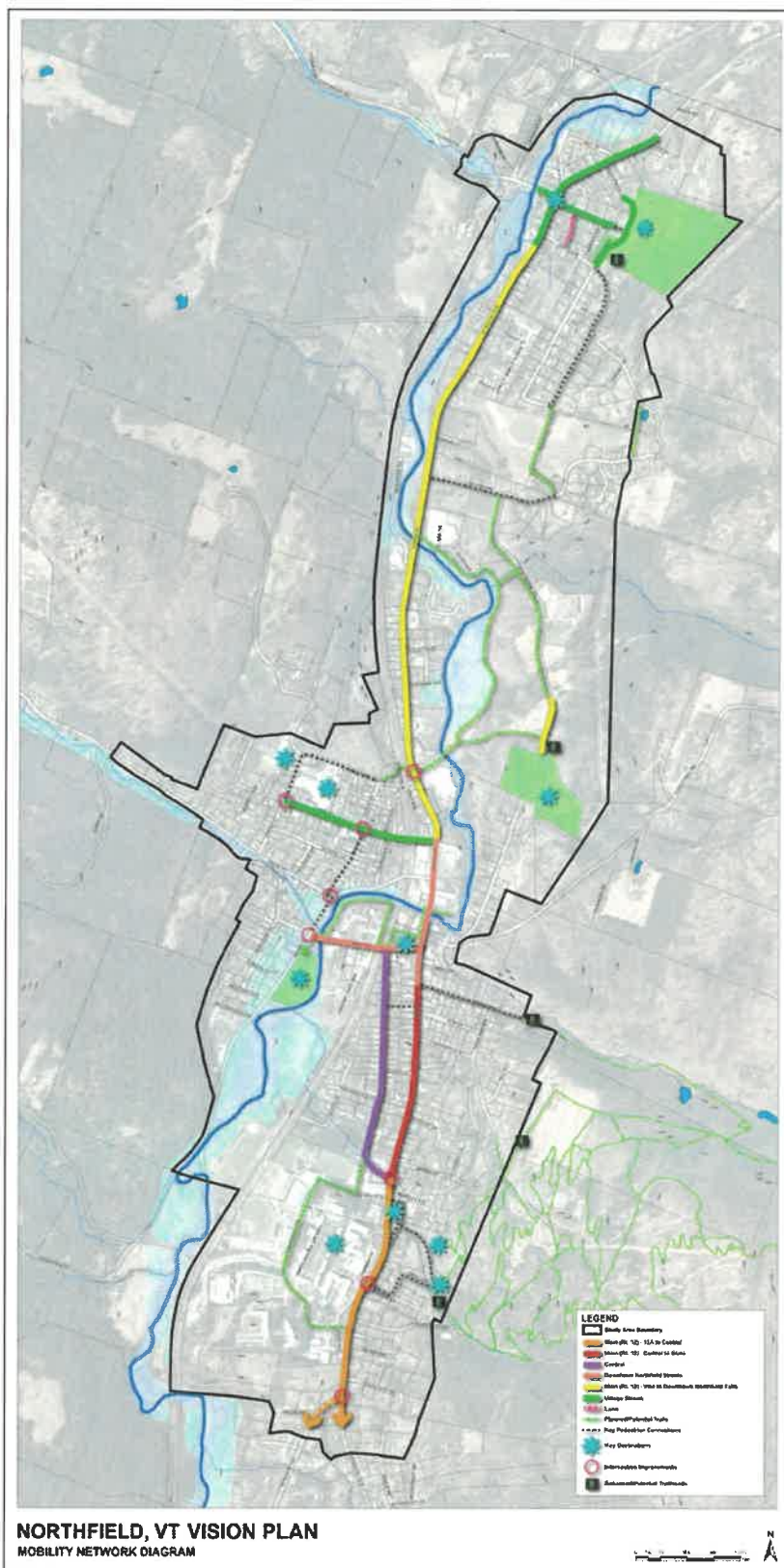
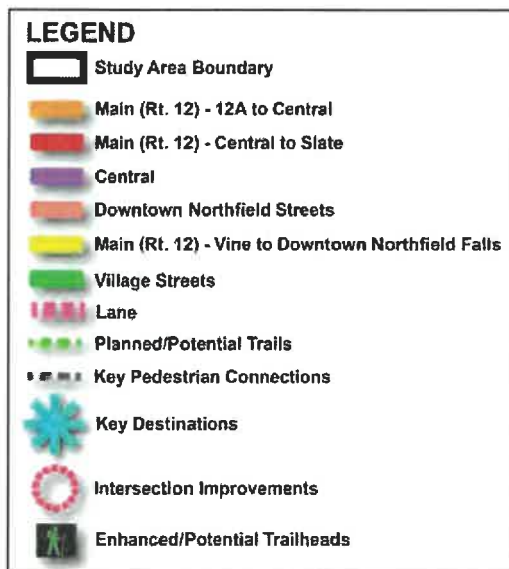
Mobility Network: Enabling Mobility without Requiring an Automobile

Mobility Network:

Enabling Mobility without requiring an automobile

New Streets completing and enhancing the grid to further knit the community together.

See the Implementation Section, Streets, beginning on page I-2 for more detailed specifications.



VISION PLAN FOR NORTHFIELD:

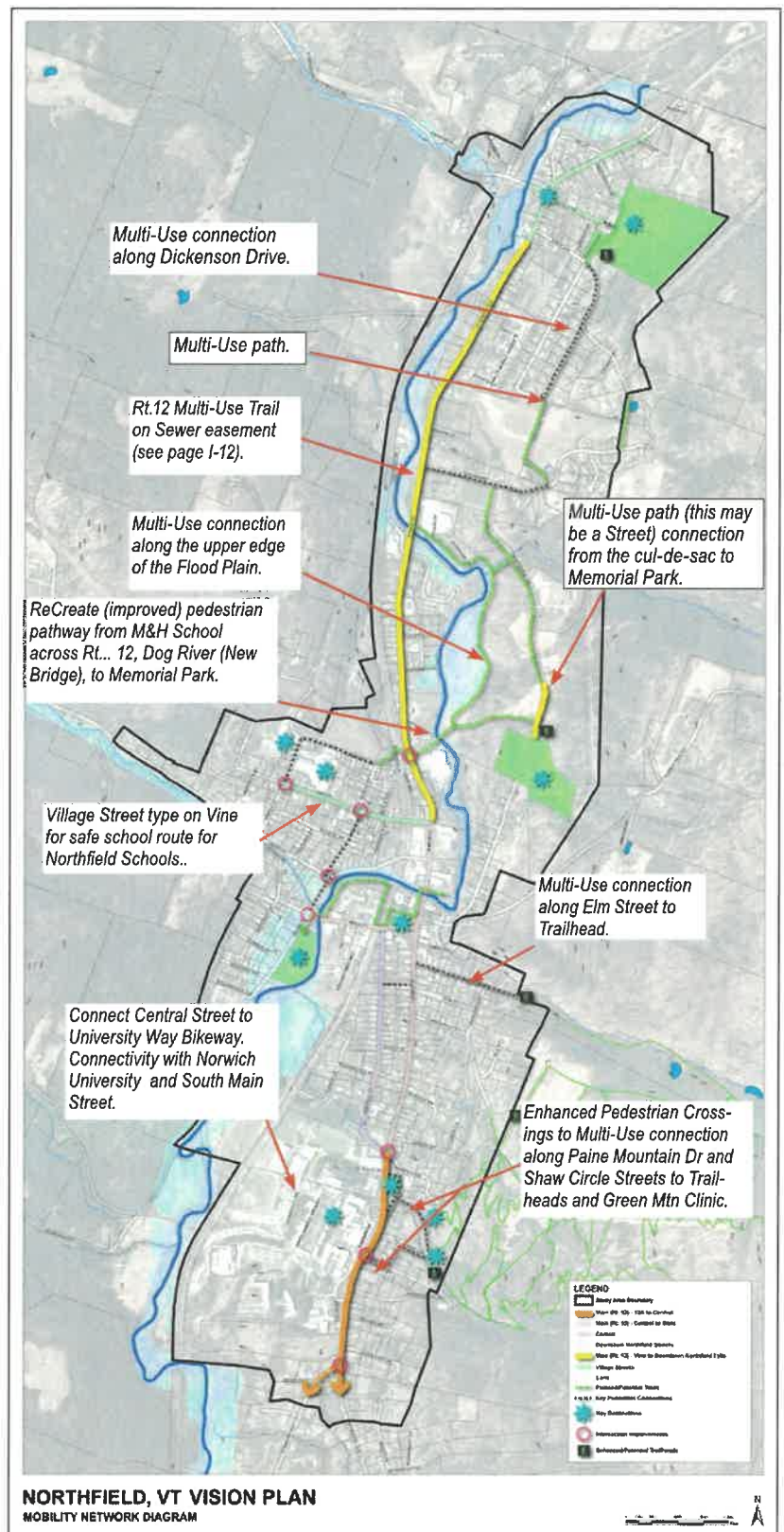
Mobility Network: Trails and Trail Connections

Mobility Network:

Enabling Mobility without requiring an automobile

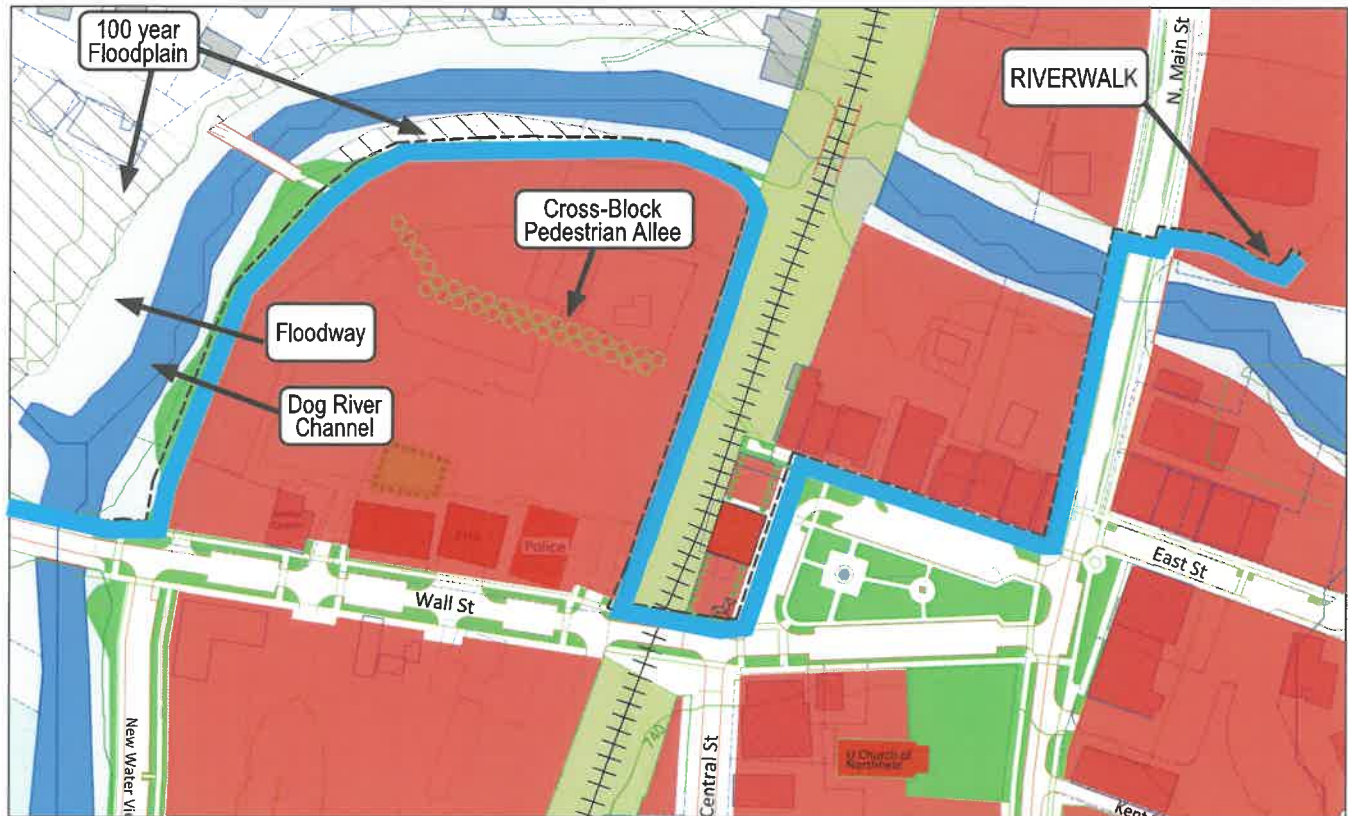
Trails: new off-road/pedestrian/bike trails and new trail connections on streets

See the Implementation Section, Streets, beginning on page I-2 for more detailed recommendations.



VISION PLAN FOR NORTHFIELD:

Mobility Network: Riverwalk in the Downtown

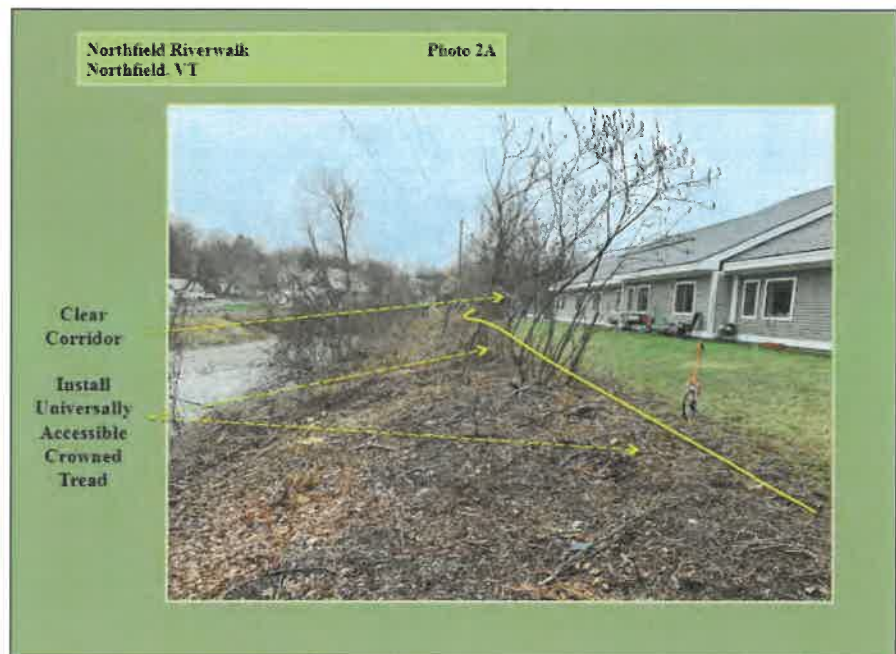


Recommended Riverwalk Path, Framework Plan.

The red indi-

The Riverwalk will help recapture Northfield's connection with the Dog River. It will provide a pedestrian and bicycle frontage for the NW Downtown Block as well.

The Riverwalk passes in front of the Depot Square storefronts. This will avoid the problematic riverbank between the Main Street and railroad bridges (new utility equipment, parking lot) and provide support for the local businesses.



Riverwalk, path along the river bank, study image.

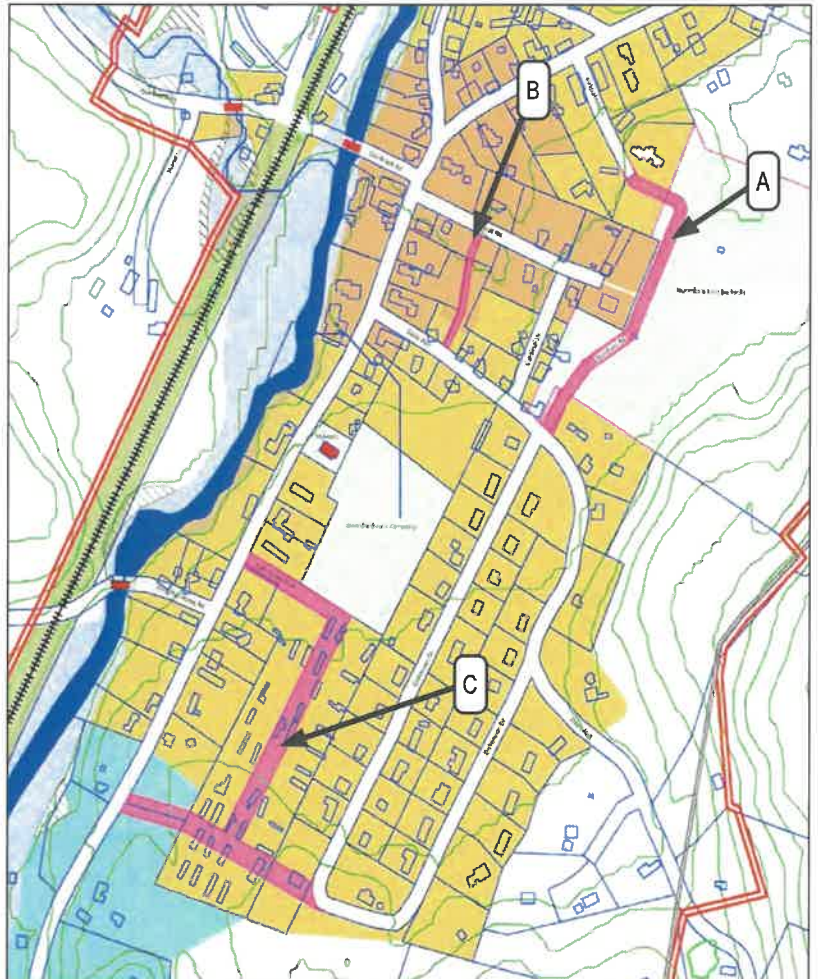
(Timber and Stone LLC.)

VISION PLAN FOR NORTHFIELD:

Mobility Network: New/Future Streets and Pedestrian Connections

Vision Plan for Northfield Falls

- A. Extension of Burnam Rd., connecting Davis Avenue and Kirkpatrick Lane. The connection through private property would depend on the consent of the landowner (it would result in an additional saleable lot).
- B. As shown in the Illustrative Plan for Northfield Falls (see page 60), a Lane for Cottages connecting Gould and Davis. This is an Illustrative and Prototypical Project, solely at the choice of the property owner(s). Such subdivision could happen in other places as well.
- C. New streets for/if future subdivision - intensification in south Northfield Falls. Such circulation will be necessary for any significant redevelopment. This configuration ensures an appropriate street and block pattern to mesh with and contribute to Northfield Falls Village. It will avoid an overloaded single-intersection on Rt.12. This should be a condition for redevelopment that significantly increases the intensity of the site (specific thresholds tbd per development regulations).



Northfield Falls New Streets.

see page I-2 to 9 for details.

Vision Plan for Northfield Village

Formalizing and improving the existing (effective but unofficial) pedestrian/bicycle passage between Main and Central Streets on United Methodist Church property. This is desirable for pedestrian and bicycle mobility and would improve the safety of this connection.



Example. Pedestrian Passage



Northfield Village Improved Pedestrian and Bicycle Path.

see page I-9 for details.

See the Implementation Section, Streets, beginning on page I-2 for more detailed recommendations.

This page intentionally blank

PROTOTYPICAL PROJECTS

A Prototypical Project demonstrate one way development might occur within the Vision.

A word about the Prototypical Projects that follow.

The Public Realm, the Street-Spaces (Streets, Squares, Greens) and Shared Parking Areas in the **Framework Plan** are fairly specifically delineated - and would be further *specified* in an implementing *Form-Based Code*.

These Prototypical Projects are demonstrations/explorations of one way development could occur - consistent with the Vision. Building footprints (terra cotta rectangles) shown are potential buildable areas and tend toward the larger/ reasonable development increments. While the placement at the street frontage is required, the rest of the building could be a different shape/height/etceteras. These explorations weigh building size and parking needs in order to demonstrate development possibilities with in the Vision.

The Private Realm/Sector (buildings and lots) would be given development parameters by a Form-Based Code. The final building form and character will vary, affected by the owners, their builders/architects, the economy, and local traditions. etc.

The most aggressive absorption projection, at 30 units per year, would take 20 or more years to build out the complete Vision Plan. While building development and redevelopment will happen incrementally, over many years (business improvements can happen much faster). The Town will grow into the infrastructure and services that go with this infill development, and servicing infill growth is much more efficient that spread out growth.

None of these projects are in a Flood Hazard or wetland area.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Central Street



Central St, looking North to the old Train Station



Central St, looking South. Wide and straight.



Dead-straight Central Street from Washington to Wall Street.

(VT Parcel Viewer image)



Vision Street-Block Plan showing Traffic Calming squeeze-points ~300ft intervals.



Existing condition, 2024.

Central Street, looking North. Central Street has minimal auto traffic however, its wide and straight configuration induces higher vehicle speeds, making it less safe for pedestrians and bicyclists.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Central Street



Step One. Traffic Calming 'squeeze-points' slow vehicles, enhancing the pedestrian and bicyclist environment. Canopy Shade trees in the 'squeeze-points' break the long view and create a "Yield situation" where a driver must yield to oncoming vehicles -slowing the speeds. It also creates a favorable pedestrian crossing point.



Step Two. Canopy Shade Trees along the ROW carry the line of the street, similar to the Central Street Postcard.. It also creates a 'greener' street scape and native or naturally adapted species enhance the habitat.

See page I-8 for the proposed Street Specification for Central Street.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: East Street Blocks & Parking



2024 existing



2024 East St parking

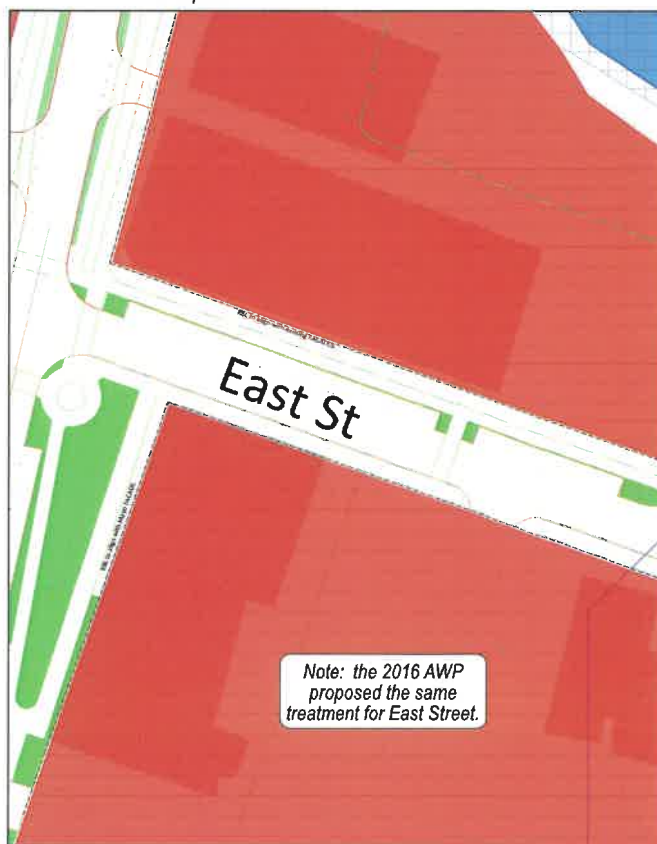


2024 Aerial of the East Street Blocks

(VT Parcel Viewer image).



2016 AWP East St Proposed



Vision Framework Plan, East St. Blocks.

The current use of East Street is, effectively, as a parking lot. This is one of the 100% street-spaces in the downtown and the businesses have made it an activity center for the downtown - yet pedestrians are minimally accommodated.

The Vision Plan re-balances the street (in concert with additional parking, see next page) to allow for outdoor dining on the Northern side.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: East Street Blocks & Parking



2024 Aerial of the East Street Blocks

(VT Parcel Viewer image).



Illustrative Plan Study of East St. Blocks.

The off-street parking areas on both sides of East Street are under-utilized and the parcel shapes are clumsy. Organizing them more efficiently will require coordination between the different properties.

The Parking are on the north side of East St is tight between the sidewalk/building line and the Dog River Flood Plain. The topography drops toward the Dog River and could allow a new building to the east with parking tucked underneath it (aka basement parking). That is shown above right with a tan footprint..

The parking on the south side of East St presumes that the Town is in control of the area behind the Northfield Savings Bank and Mayo buildings - and the drive through window is either gone or becomes a walk-through only. This will allow a much more efficient parking area.

This scheme has 135 parking spaces, compared to the roughly 82 spaces (38 North, 45 South) in the 2024 configuration.

Designating most of this as Shared Parking will increase the use-efficiency by almost a third. (See Parking page I-22)



Parking Area on North side of East St.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Depot Square Streets/Walkability



2025. Snow cover reveals how much of the asphalt is unnecessary.



Depot Square and the Common.

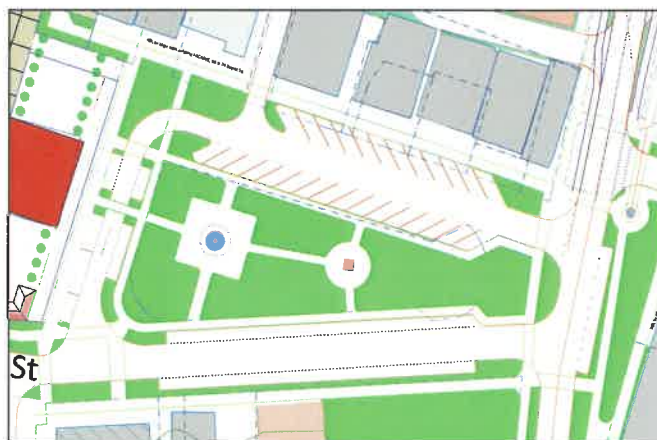
(VT Parcel Viewer image)



May, 2022 Concerned citizens made temporary traffic-calming measures to study cures for the unsafe condition on the SW corner of the Commons.



2024. Excess Asphalt.



Recommendations for Common:

Calm traffic & Create Pedestrian Comfort.

- Within the Common: minimal change. Add perimeter Street Trees.
- East End: Enlarge the Common and absorb the redundant traffic lane at Main Street (currently this creates a dangerous pedestrian crossing). Take the Common all the way East to a *right-sized* Main Street.
- Maintain most of the angled North-side parking - but tighten the traffic geometry/reduce asphalt and improve Pedestrian safety (widen the pedestrian areas).
- 2-Way traffic on Wall St - permanently.
- Tighter curb radii at corners (25' & 30') & curb-extensions out to travel lanes*.
- A Bus Station on the SW corner of Depot Street at Wall St.
- Accessibility (ADA curb cuts/ramps) improvements per the Accessibility Task Force of the *Our Common Future* effort's recommendations.

* Large trucks will be able to use the street - but only very slowly and carefully.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Depot Square and the Common



2024.

Depot Square has too much asphalt for its own good. The asphalt around the Common seems to have grown over time, separating it from the buildings around it.

Automobiles should be accommodated but should not dominate in this context. Right-sizing the asphalt and reconnecting the Common is first priority.



2024. A difficult pedestrian crossing.

The Common at S. Main Street



2024. Main Street widens as it starts the hill at Slate, inducing higher speeds..



2024: The Common is the heart of Northfield, but is a little worn.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Depot Square and the Common



Redeveloped/Recovered Mixed-Use Buildings. Right-sizing the asphalt/travel lanes expands the Common and surrounding sidewalk pedestrian areas. This is a better environment for businesses because it is a better environment for pedestrians. The shortened crosswalks increase pedestrian comfort. The narrower travel lanes calm traffic.



Vision. Planting more Street Trees adds to the quality of the place. The trees structure and subdivide the space, making a more comfortable place for people. This is, once again, a *postcard place* for Northfield.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Depot Square/ S.. Main Block & Parking



Buildings on the North side of Depot Square.

(Historic Society image)

North Depot Block

- Optimized Shared Parking area inside the Block.
 - Requires a cooperative arrangement with property owners, raises value for all.
 - Entries from North Depot St, South Main.
 - Additional parking from NW Downtown Block to the West.
- Opportunities for redeveloping under-utilized bldgs. extra stories
- New "Downtown" type building on South Main.
 - Alley/setback on North side to avoid new Electrical Cables and transformers.



Note the buildings on the Northeast side of the Block fronting Main Street.

(Old Fire Insurance image)



Buildings on the North side Block fronting the west side of Main Street.

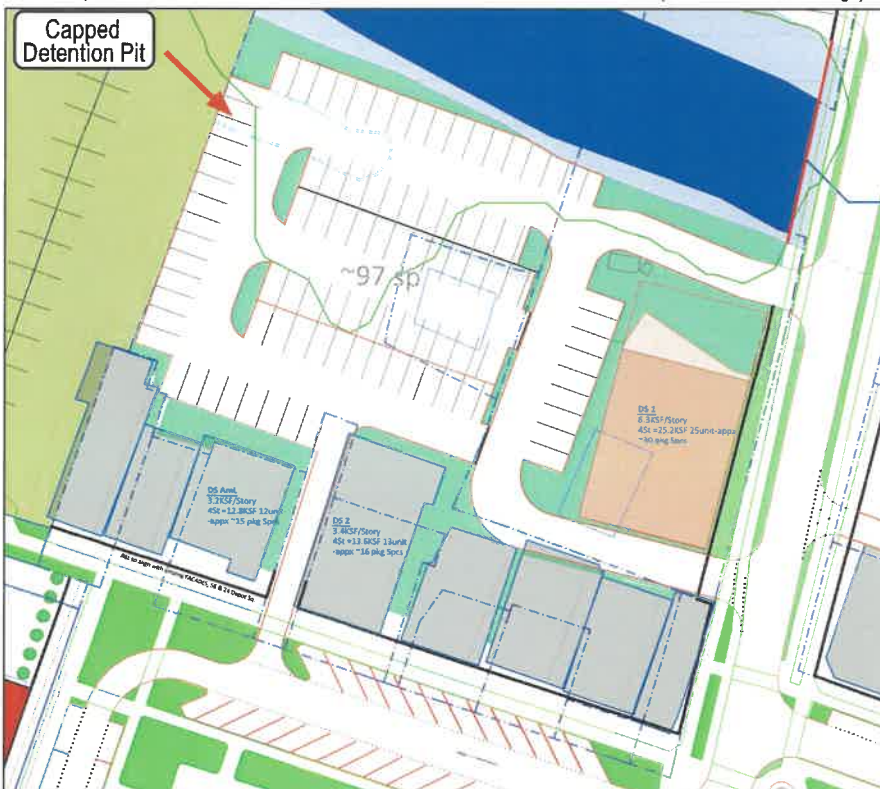
VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Depot Square/S.. Main Block & Parking



North Depot Block

(VT Parcel Viewer image)



Shared parking behind Depot Square North, almost 100 spaces. New building on Main St.



2024 Parking area behind the buildings.

- A. Development of the land behind the North Depot Square buildings into an efficient shared parking area will enable improvements to those buildings and businesses. This will require cooperative development agreements. [No-frontage property/Town/Developer partnership]
- B. New building fronting Main Street. This has been long understood as a desirable continuation of the Downtown (note: the 2016 AWP also proposed a building here.)
- C. Building heights up to 4 stories work due to separation/buffering from existing single family houses by the Dog River, Railroad, and Topography.

This scheme has 97 parking spaces, compared to the roughly 60 spaces in the 2024 configuration.



View southwest on S. Main at the foot of the bridge.

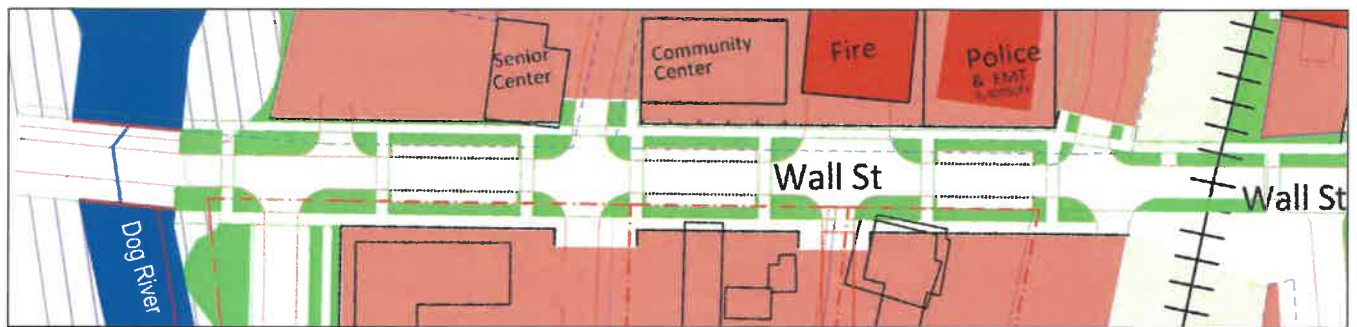
VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: New Wall Street



Wall Street today

(VT Parcel Viewer image)



Vision Framework Plan

Wall Street as a complete street



Wall St view East to Common Fire/Police on left.



Wall St Looking West from rails.. No Sidewalks



Wall St looking West, 2024

Wall Street runs through a part of Northfield that looks forgotten - yet this is both the largest developable area in Northfield's Downtown and the primary connection between Northwestern and Southeastern halves of Northfield. (See page I-6 for the Street Specification for Wall Street.)

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Wall Street Transformed



Existing 2024: Wall Street is hostile to pedestrians. It looks as forgotten as the part of Northfield it runs through. Yet this is both the largest developable area in Northfield's Downtown and the primary connection between Northwestern and South eastern halves of Northfield.



To make a *Walkable* place, build a complete *Street-Space* with *right-sized* travel lanes, on-street parallel parking, an adequate *Tree Lawn*, and wide, continuous, sidewalks. Note the proposed Community Center just past the Fire Station.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Wall Street



Carefully plant canopy Street Trees in continuous soil trenches (in intensely pedestrian areas, the Tree Lawn can be bridged over with permeable pavers. A Best Practice would be the Silva Cell technique, allowing full hardscape to the curb.



Vision Illustrative Image: Wall Street as a vital, new, *place* knitting NW and SE Northfield together. A great place to live, work, play, walk or bicycle.

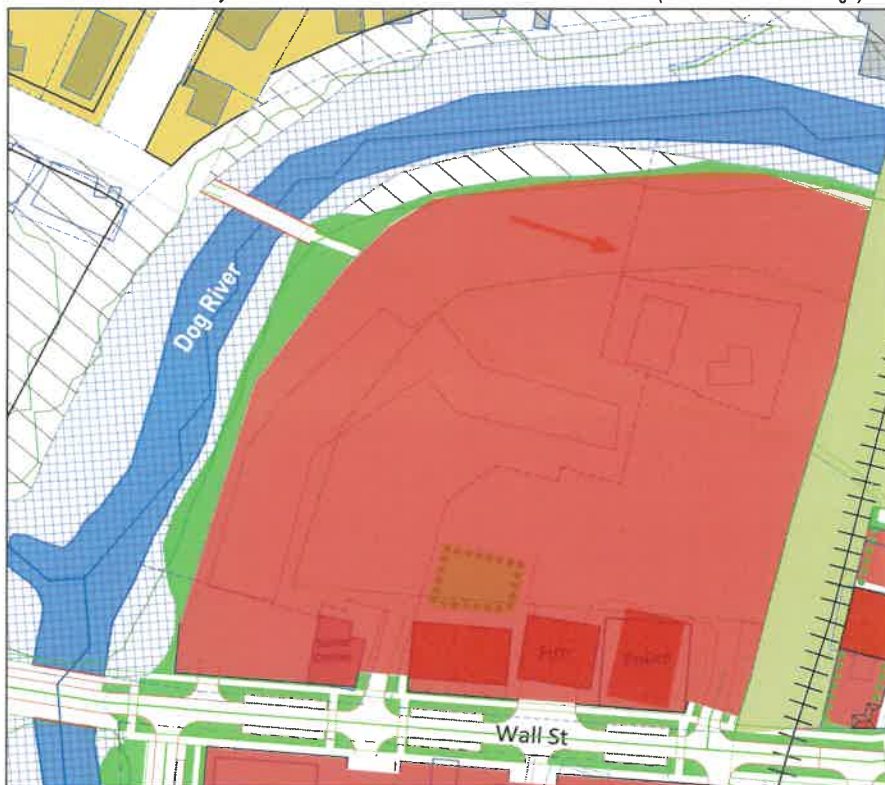
VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Northwest Downtown Block



NW Downtown Block today

(VT Parcel Viewer image)



Vision Framework Plan

The red indicates & covers the private lot area = the Block.

NW Downtown Block

This area is, effectively, a 3 sided Block. The valuable frontages are Wall Street (rebuilt as a Walkable Street) and the Dog River (beautiful views). The Vision Plan makes use of those positive frontages and uses the land inside the Block for parking, circulation, and open space (for the new buildings and playground for a potential Community Center).

The recommendation is for 3-4 story buildings in this Block.

Parking.

The buildings drawn here, with residential or office uses, may contain parking under their first floor.

The shared parking area will require *cooperative development agreements*. [no-frontage property/Town/Developer partnership]



View west over the rails.



View south, Senior Housing's eastern end on right



Behind the Police Station, looking west

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Northwest Downtown Block



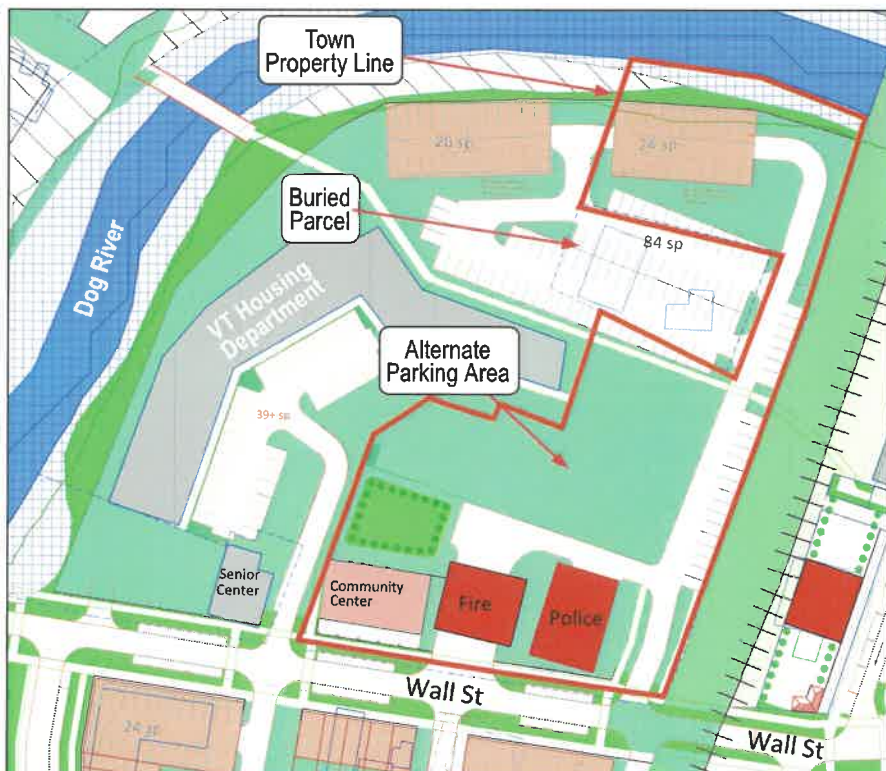
Vision Prototypical Project Step One: 2 new buildings on the Dog River, a Community Center on Wall Street.

Step One. Buildings on the River.

Shared Community Parking area on the north end and along the rails. Two new buildings (3-4 story) fronting the Dog River. One building is on Town property, the other by the Vermont Housing Authority (VHA).

A Community Center. Understanding there is consideration of locating the ambulance services here we nonetheless recommend this for the Community Center. This would re-invigorate the old railroad areas and a new vital Downtown. The Community Center would serve and connect the NW and SE Northfield Neighborhoods. It offers a playground/recreation area behind the building.

The Block is buffered from adjacent houses by the Dog River, trees, topography, and the railroad ROW. New buildings up to 4 stories (same or slightly lower than the Mayo building) would be appropriate here.



Vision Prototypical Project Step One: 2 new buildings on the Dog River, a Community Center on Wall Street.

Numbers

Buildings

- New Bldg on Vermont Housing Authority Property. 36,400 square feet at 4 stories.
- Current VtHA approximately 36,000 square feet, 1 and 2 stories.
- New Bldg on Town property 31,200 square feet, 4 stories.
- Community Center. 9,400 square feet at 2 stories.

Parking

- 22+22 *tuck-under* parking in new bldgs.
- 84 spaces in new Shared Parking lot (on VtHA and Town (+) parcels).
- Potentially ~66 more spaces in the Block center (not needed, here shown as green space).

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Northwest Downtown Block



Illustrative Plan: Step Two Options. 2 additional buildings, expanded Senior Center, and Police/EMT building



Illustrative Plan: Step Two Options. 2 additional buildings, expanded Senior Center, and Police/EMT building

Step Two/2050, Buildings on the River. Options.

The Vermont Housing Authority (VHA) has the option of redeveloping and expanding its services with 2 new buildings fronting the Dog River (3-4 story buildings replacing the 1 & 2 story building).

The Senior Center has the option of redeveloping and expanding its services - or subsidizing its operations with new housing or office space in a new building, (2-4 stories) fronting Wall Street.

Town options: - a new Police+EMS building on Wall Street. The current site could hold a 1600 sqft footprint building (2-4 stories) for Town services.

We propose accommodating ambulance services elsewhere or in an expanded Police Station building.

Numbers

Buildings

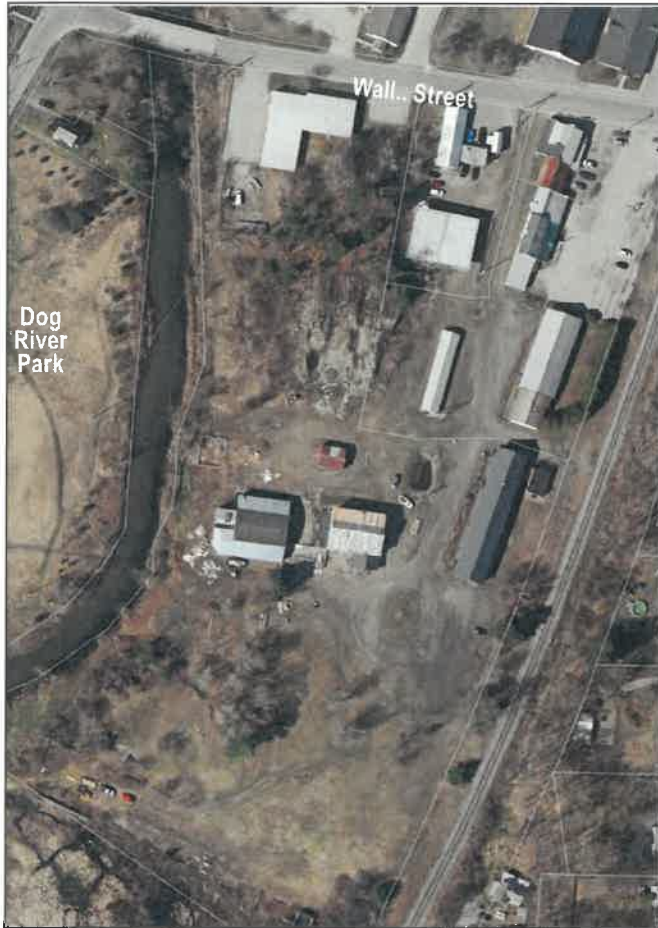
- 2 New Bldgs on Vermont Housing Authority Property, total 67,000 square feet, each 4 stories.
- (replacing current Bldg. that is approx. 36,000 square feet.)
- New Municipal Bldg, 12,800 square feet, 2 stories (Police and EMT services).
- Senior Center Expansion option. 11,200 square feet at 2 stories.

Parking

- 22+22 *tuck-under* parking spaces under the new bldgs.
- 144 spaces in new Shared Parking lot (on VtHA and Town+ parcels).

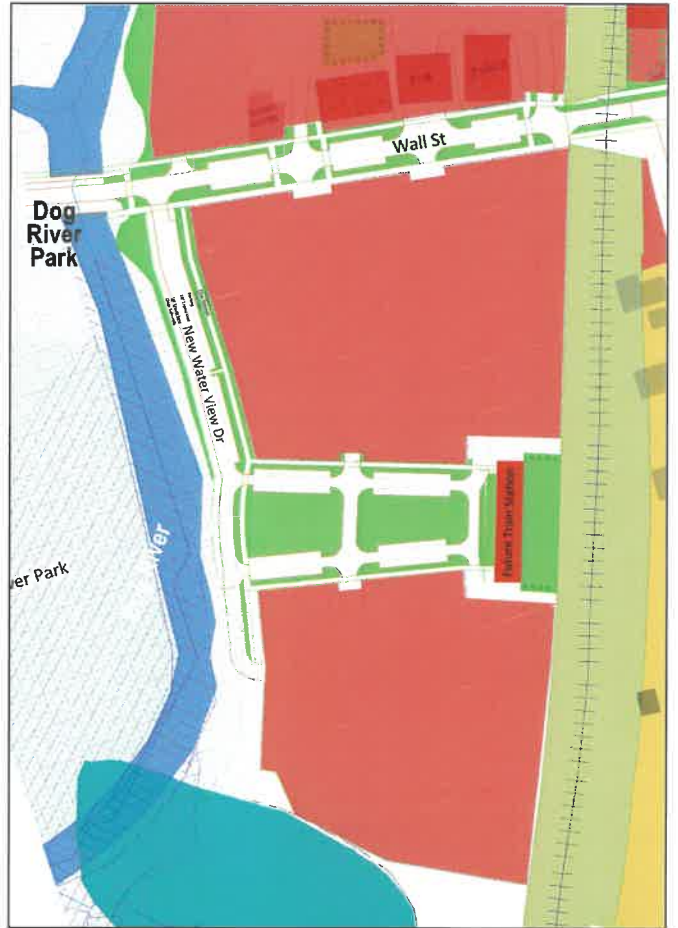
VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Freightyard Neighborhood - Quarter



The Freightyards 2024

(VT Parcel Viewer image)



Vision Framework Plan. The Engine House and new Civic Green create value.

More intense and compact development here, capitalizing on the natural beauty of the Dog River. This would increase the Town's tax base and bring investment to area that is a central part of the Downtown. This will also minimize disruption of the adjacent neighborhoods and historic areas - and help preserve the countryside around the Village.

Station Green is created to create civic and real estate value in addition to the Dog River views - and to bring focus on the (future) new Train Station.



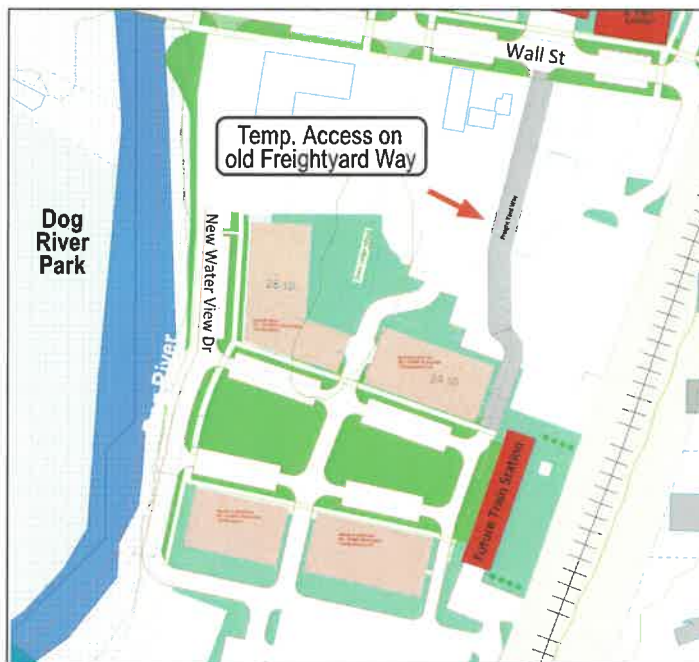
Potential view down Station Green.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Freightyard Neighborhood - Quarter



Vision Prototypical Project - Option Station Green



Vision Prototypical Project - Option Station Green

Prototypical Project. Option Station Green.

New buildings (3-4 stories, residential or office or Mixed-Use) fronting the new Green with views over Dog River. The study shows 'basement parking' in the north-side buildings and shared community parking areas on either side and along the rails. The parking areas would also serve the future train station.

The old Engine House is the future Train Station for Northfield, providing six hundred feet to Wall Street for railcar stacking. The Station conversion could be as simple as a covered 'porch' on the eastern side of the building or it could include offices and waiting area inside the building.

These two Blocks are buffered from the adjacent Neighborhoods by: the Dog River, Trees & vegetation, topography, and the railroad. New buildings up to 4 stories (similar or slightly lower height as the Mayo building) would be appropriate here. Given the topography, houses on Central Street are generally ≥ 20 ft higher, so a 4 story building here would be like a 2 story building on Central.

Numbers

Buildings

- 4 New Bldgs on the Station Green, total 137,700 square feet, each 4 stories.

Parking

- 26+22+22+22 *tuck-under* parking under new bldgs.
- ~37 on-street parking spaces
- 253 (130 N, 120 S) spaces in Shared Parking lots. (3 later-phase bldgs to the south, 94,000sqft).

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: Freightyard Neighborhood -



Vision Prototypical Project - Option Wall Street

Prototypical Project. Option Wall Street.

New housing or office space in a new building (3-4 stories) fronting Wall Street.

Development options: These schemes show a building footprint/developable area that could be built as small apartment or mixed-use buildings or as townhouses. A townhouse building would require a slight change in the mid-Block parking circulation. An example of this can be seen in the middle building on the south side of Wall Street

Numbers

109,000 square feet at 4 Stories, 2 Small Apartments, 5 Townhouses w/carriage houses.

Parking

- 26+22+22 *tuck-under* parking under new bldgs.
- Townhouses, 10 on-lot
- ~7 on-street parking spaces
- ~100 spaces in shared parking lot (varies).



Vision Prototypical Project - Full Build-Out / 2050

Prototypical Projects Step 2/2050. Full Development

New housing or office space in buildings (3-4 stories) on the south end, with long views down the Dog River.

Development options: The building footprint/developable areas shown could be built as small apartment or mixed-use buildings, stacked flats, more/smaller footprint buildings, or as townhouses.

Parking.

These drawings show a lot of parking in side the new blocks. The amount closely tracks a conservative 1.2 per thousand sqft. Keep in mind that: a. this area will also serve as a "parking sink" - for the Train Station and the Downtown, b. the recommendation is for 3-4 story buildings in this area, and, c. unnecessary parking area can become green area (gardens) for the adjacent buildings. The internal block area is also a place for EV charging stations, storm-water management, solar cover, etceteras - not simply asphalt.

Regarding a Train Station in Northfield:

While we know that this will not happen soon, we also know that passenger rail is too logical a transportation mode to be left on the table in a climate-change challenged future. It is common sense to plan for and not preclude this in Northfield's future.

VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: N Main/Dog River/Water Street Block



The Parcel 2024

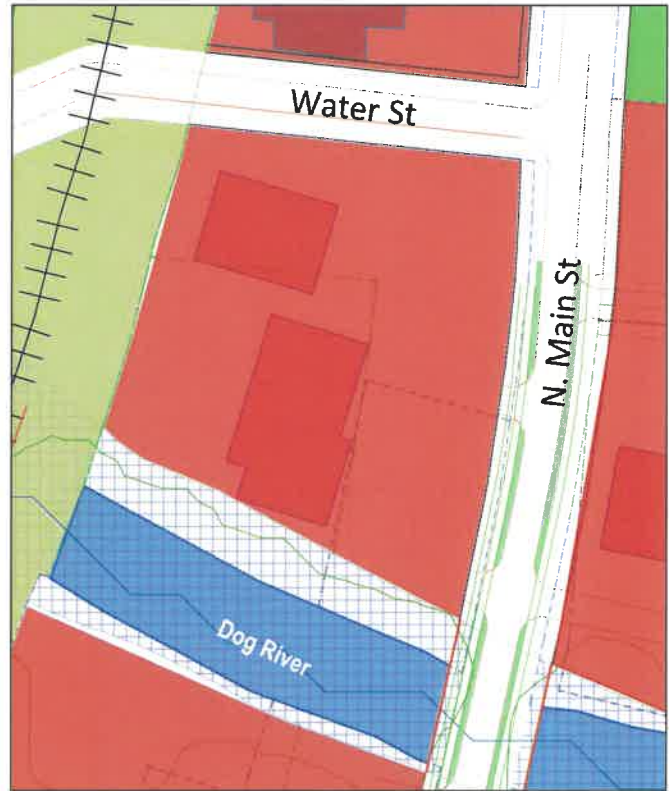
(VT Parcel Viewer image)

This site is very close to the center of the Downtown, just across the bridge from Depot Square and East Street. It sits directly across the street from the Dollar General store. The lot on the SE corner is occupied by a service station - so is not a likely early redevelopment site.

New Building Potentials (SE corner not included)

56,000 Square Feet at 3 Stories, 2 buildings.

58 parking spaces as drawn.



Vision Framework Plan. This Block is part of the new Northfield Downtown area.



2024 view, "Downtown" expansion area.-



Vision Prototypical Projects. -

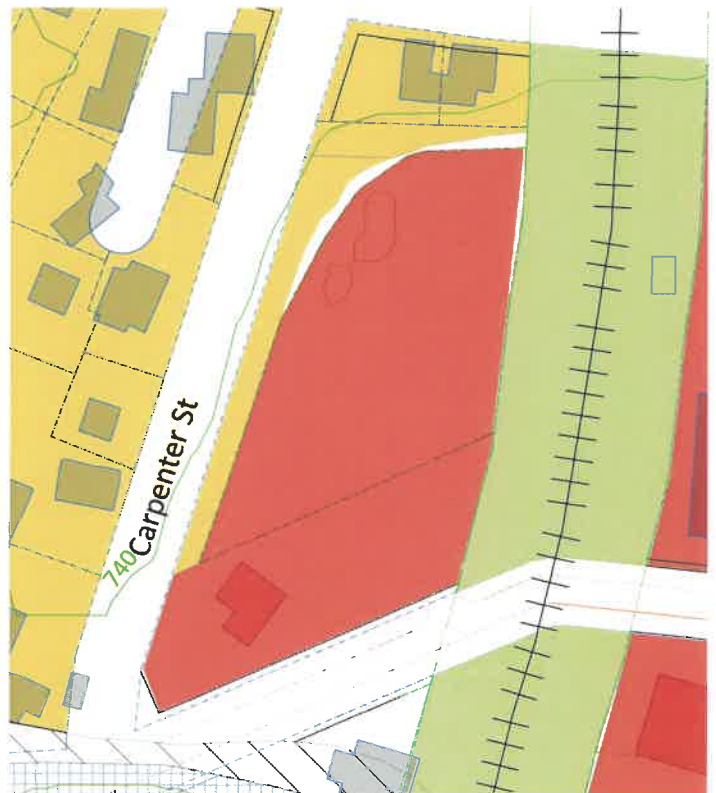
VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: N Water Street



The Parcel today

(VT Parcel Viewer image)



Vision Framework Plan. Carpenter & Vine Streets are ~ 20ft above the Block interior.

This site is very close to the center of the Downtown, but not directly accessible. This site sits in a hole relative to its residential neighbors, especially away from Water St. It is currently under-utilized. It is included in the Downtown character area due to its adjacency to Downtown and the rail line and because it can support and hold parking or service uses in the back of the lot and still be separated from the Neighborhood on Carpenter and Vine streets.

New Building Potential

48,000 Square Feet at 4 Stories.

58 parking spaces as drawn.



Vision Prototypical Project -



The one building on the site, 2024.

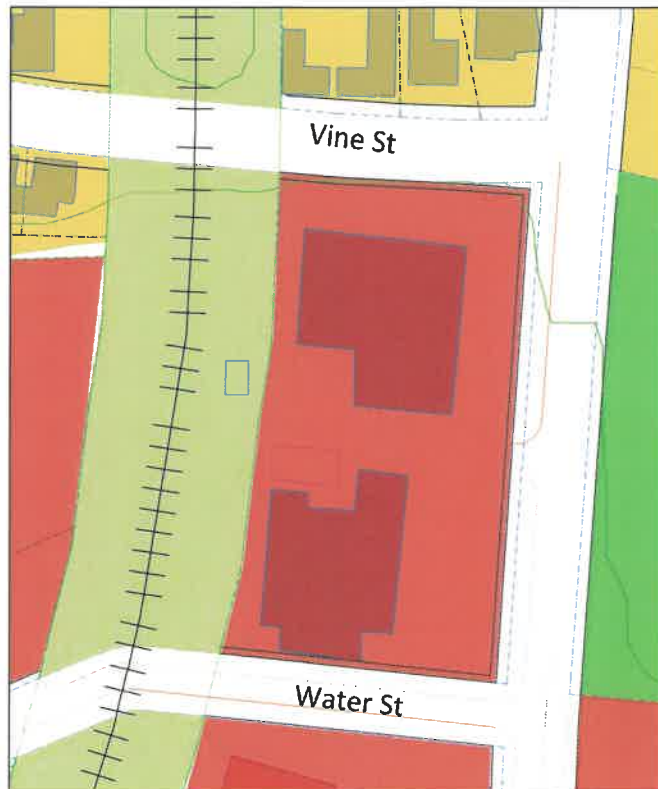
VISION FOR NORTHFIELD: *PROTOTYPICAL PROJECTS*

Vision: N Main/Water Street/Vine Block



The site today

(VT Parcel Viewer Image)



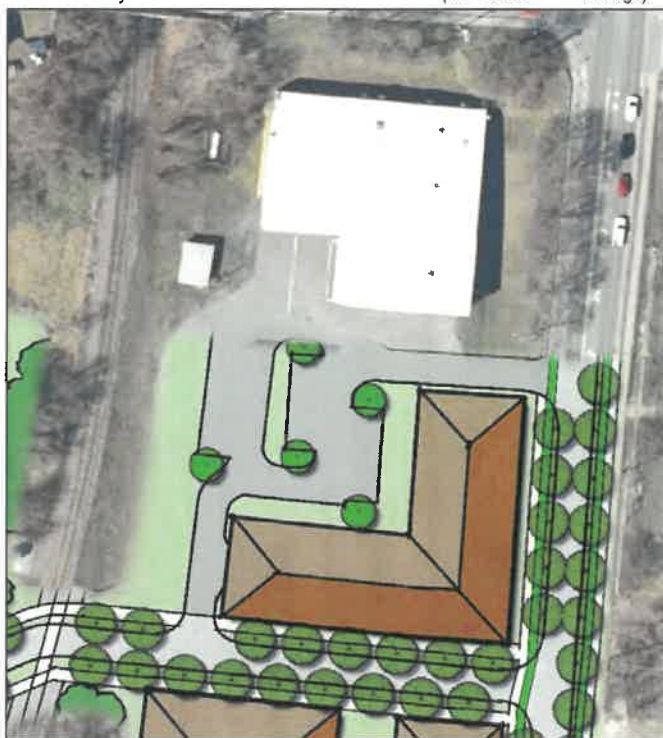
Vision Framework Plan. This Block is part of the new Northfield Downtown area.

This site is very close to the center of the Downtown, but currently is very suburban in form and character. This scheme explores the redevelopment opportunities of this block.

Note that the northern half of the Block is not shown redeveloped. The topography is such that it isn't reasonable for a building in this position to have frontage on Vine - so this part of the block will remain inward focused. A form-based code would be liberal in the allowed uses, but the Vine frontage will probably remain unchanged for a very long time.

New Building Potential

44,000 Square Feet at 3 Stories.
(‘tuck-under parking’ on Water St)
52 parking spaces as drawn.



Vision Prototypical Project -

PROTOTYPICAL PROJECTS

Northfield Falls Village focus

*A Prototypical Project demonstrate **one way** development might occur within the Vision.*

A word about the Prototypical Projects for Northfield Falls Village.

The Vision Plan and these potential projects, are all predicated/presuming the extension of sewer service up Rt.12 to the Village Center.

These projects are less specific than those for Northfield Village and more illustrative of the possibilities.

None of these projects are in any flood hazard area or wetland.

ILLUSTRATIVE PLAN FOR NORTHFIELD FALLS:

One way development might occur under the Community Vision Plan



Illustrative Plan. Existing buildings are dark grey, potential new buildings are terra cotta (private buildings) or red (public buildings).

The Vision Plan for Northfield Falls:

- Sewer Service to Village (this is a necessary condition for the Vision).
- Main St, as a Class 1 Town Highway, from just south of Davis Ave, to Kirkpatrick Lane with,
 - Shared Sidewalk/Bikeways and
 - Street Trees.
- Small scale infill development - the core is a step less intense than Northfield Villages Downtown.
- New streets and lanes to increase connectivity and for new residents, workforce and senior housing.

ILLUSTRATIVE PLAN FOR NORTHFIELD FALLS: BIRDS-EYE VIEW

One way development might occur under the Community Vision Plan



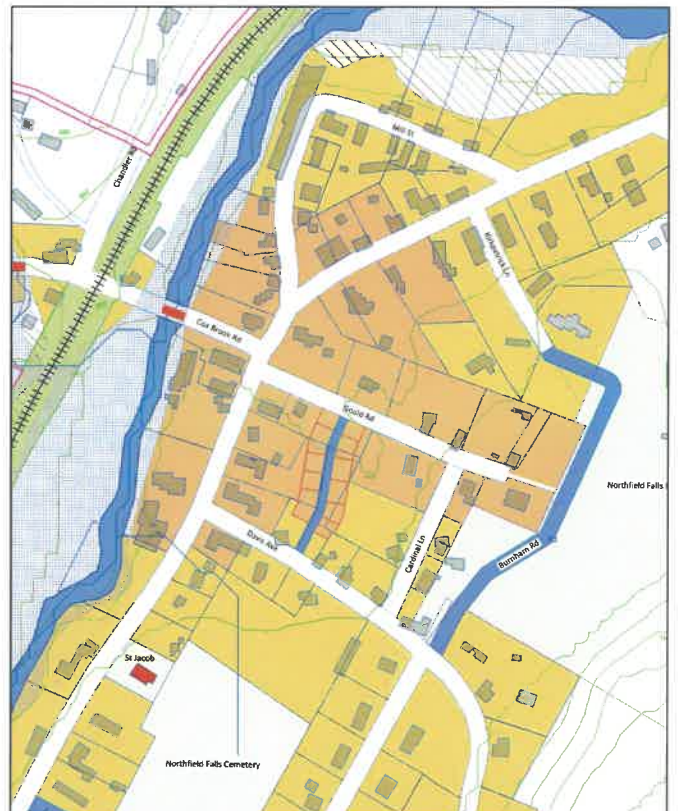
Vision Illustrative *Birds-Eye* view of Northfield Falls with Prototypical Projects



Aerial Photo, underlay for the Illustrative *Birds-Eye* view above.



Northfield Falls, 1949



Vision Framework Plan. Potential new streets shown in blue, new lot lines in red.

VISION FOR NORTHFIELD FALLS: *PROTOTYPICAL PROJECTS*

Vision: Village Center

In the Village Center, Rt.12 needs to become a "Main Street." Currently unsafe for pedestrians, it needs sidewalks/multi-use path. There are ample infill-building opportunities - mixed-use, small apartments, townhouses, & SFD - made possible by coordinating/managing circulation and access (alleys, common drives).



View across Main (Rt. 12) east up Gould.



The Village Center - closed views from 3 directions. (VT Parcel Viewer image)



Prototypical Projects - Infill Buildings on Main and Gould/Cox Brook.

Circulation & Parking

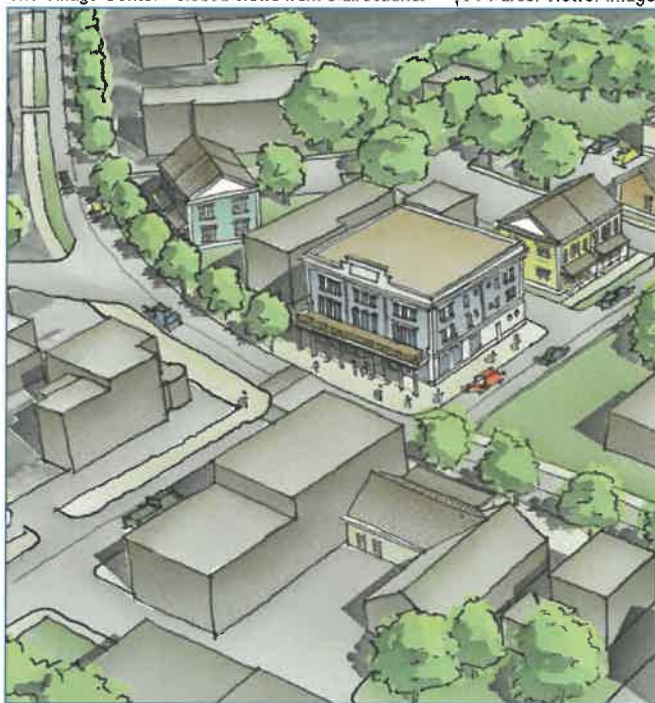
- New Gould to Main St alley connecting parking areas.

New Mixed-Use Building at Gould and Main

- Complement the existing Hardware Store - shops, offices, apartments above, micro-hotel...
- Parking behind, coordinated & connected.

New Building Potential

12,000 square feet at 3 Stories.



Prototypical Projects - Infill Buildings, Mixed-Use, Office, or Residential



Example - Mixed-Use Building.

VISION FOR NORTHFIELD FALLS: *PROTOTYPICAL PROJECTS*

Vision: Townhouses on Main Street



Main St site, just south of the Village Center (VT Parcel Viewer image)



Example Townhouses.



Prototypical Projects - Infill Townhouses on Main Street (terra cotta roofs).



Example Townhouses.



Prototypical Projects - Infill Townhouses on Main Street, rear parking.

Circulation & Parking

- Extend existing lane/driveway south for Townhouse parking access and connection to Main Street - taking some traffic off Cox Bridge.

New Townhouses on Main

- Reinforce Village Center and Main Street vs. Highway.
- Potential workforce housing, shops, offices, apartments above, micro-hotel...
- Parking behind, coordinated & connected.

VISION FOR NORTHFIELD FALLS: *PROTOTYPICAL PROJECTS*

Vision: Cottages on New Lane(s)



Cottages on New Lane between Gould and Davis

- Example & model Cottages on small lots.
- This example was sited along a ridge line.
- There are many potential locations in Northfield Falls Village. Infill Subdivision like (street-fronting houses and/or creating new streets/smaller blocks) this should be encouraged.

Circulation & Parking

- Parking behind and between, coordinated driveway/curb cut.
- Narrow Lane width - constricting situation for cars = slower traffic, better for pedestrians and bicyclists.



Prototypical Projects - Cottages on a new Lane. Also new Post Office on Gould.



Prototypical Projects - Cottages on a new Lane between Gould and Davis.



Example for: Infill Cottages

R Chapin image



Example for: Infill Cottages

VISION FOR NORTHFIELD FALLS: *PROTOTYPICAL PROJECTS*

Vision: Townhouses/Cottages on Mill Street



Vision for: Infill Cottages or Townhouses (Property Owner driven)



Townhouses or Cottages on Mill Street.

- Example of dwellings on small lots.
- There are many potential locations in Northfield Falls Village. Infill subdivisions like this should be encouraged. They increase the supply of housing and offer a slightly different type of housing.



2025 View west down Mill Street from Main Street.



Example for: Infill Townhouses.



Example for: Infill Townhouses

Circulation & Parking

- Parking behind, coordinated driveway/curb cuts on Mill St.

This page intentionally blank

IMPLEMENTATION:

Specifics to take this from Vision to Reality

VISION PLAN FOR NORTHFIELD

What Kind of Streets? Green Streets for People

Evolution - Streets in Northfield

The first public space in a town is the space of the street. Since the mid 20th Century, the automobile has dominated the design and operation of our streets, while the comfort and needs of people who were not driving were tertiary or left unattended.

The streets of Northfield reflect this same approach. They are too often hostile to pedestrians and bicyclists.

Great buildings amount to little if they front on such a roadway.

The Vision Plan calls for a change from the current auto-dominant street environment to a pro-pedestrian one.

Reallocating the Street-Space has multiple benefits, including increasing the sidewalk width to accommodate street trees and activities such as outdoor dining, as well as decreasing the distance for pedestrians crossing the street, which improves pedestrian comfort and safety (and calming automobile traffic).

Wide sidewalks, wide tree lawns for canopy street trees, narrower automobile lanes, and on-street parking will be the fundamental elements of new streets in the Northfield study area. The wider sidewalk and Street Tree areas will form a greener street environment.

New Streets in Northfield

The street sections on the following pages illustrate the Vision Plan's proposals for specific streets (and Route 12) in Northfield. Some of these evolutions can be fueled by private sector development, others will only take place as Northfield grows into them (and expands its tax base).

The streets are shown, North to South.



History: Downtown Street-Space: The buildings and Street Trees enclose the space and create "Place".



Visionj: a new, complete, Wall Street.



Visionj: Wall Street Street looking west.

VISION PLAN FOR NORTHFIELD

Village Center Main Street (plus)

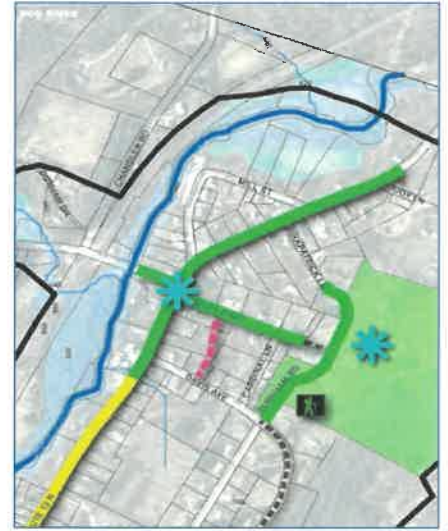
Village Center Main Street. 49.5' ROW

This configuration will present a clear change of context - from *highway* to *street* - to drivers as they approach the Village Center. This section has narrower travel lanes, street trees (both calming traffic) and sidewalks.

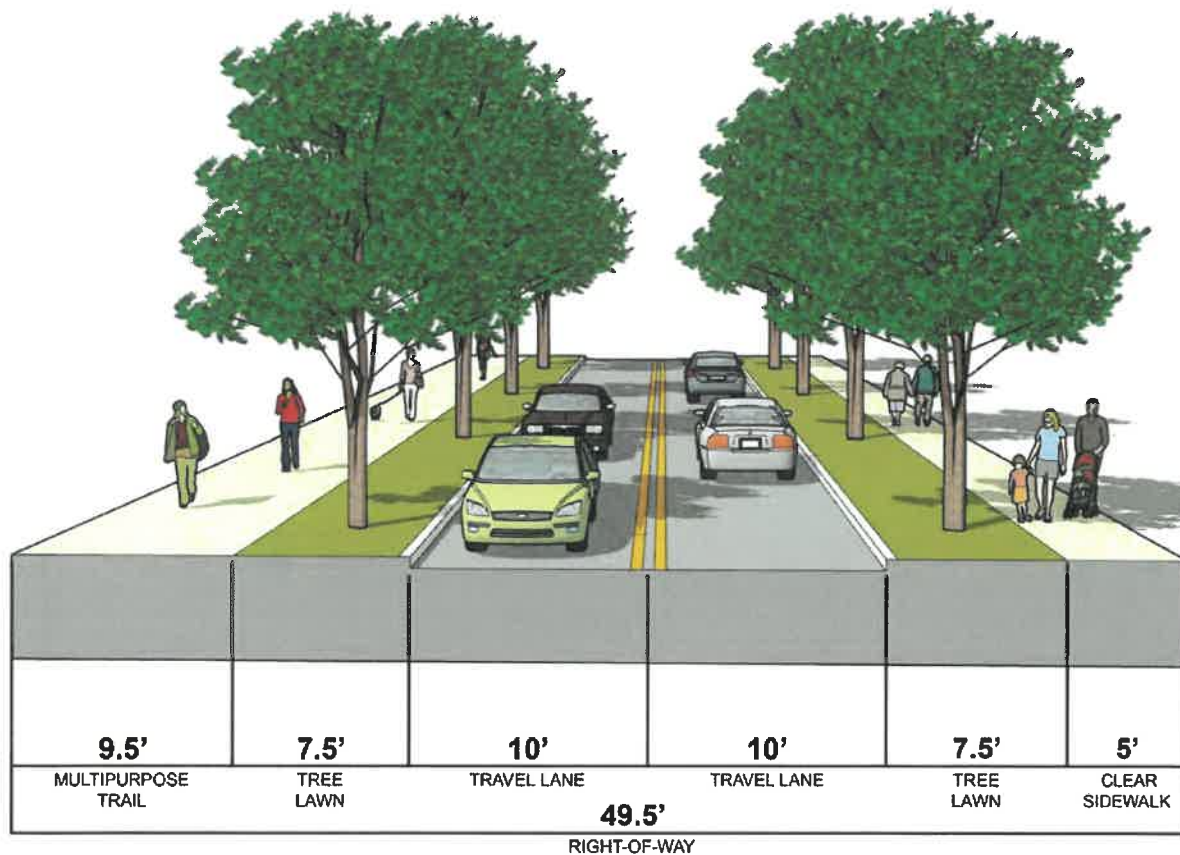
Note the wider sidewalk/multi-use path on the western side, given the existing commercial uses and presuming this side will connect with the multi-use path on Rt.12 to Northfield Village. There should be high visibility pedestrian crossings at every intersection within the Village Center area - if not the whole of Northfield Falls. The Pedestrian crossings help communicate to drivers that they are in a village street context (no longer a highway).

Northfield School routes (Vine St) and other Internal Village Streets.

A slight variation of this section - with more balanced sidewalks on each side (5' to 7') - is recommended as a safe and Walkable street.



Mobility Network: Northfield Falls



VISION PLAN FOR NORTHFIELD

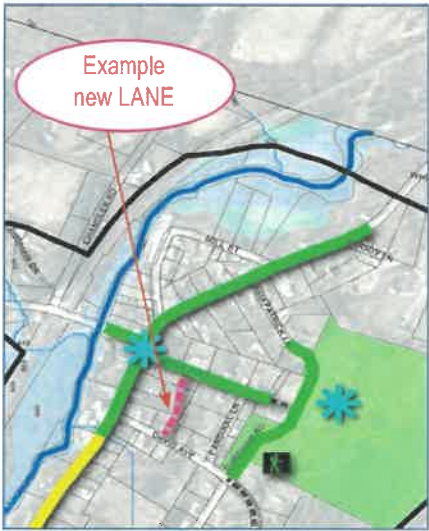
Village Lane

Village Lane. 21' ROW

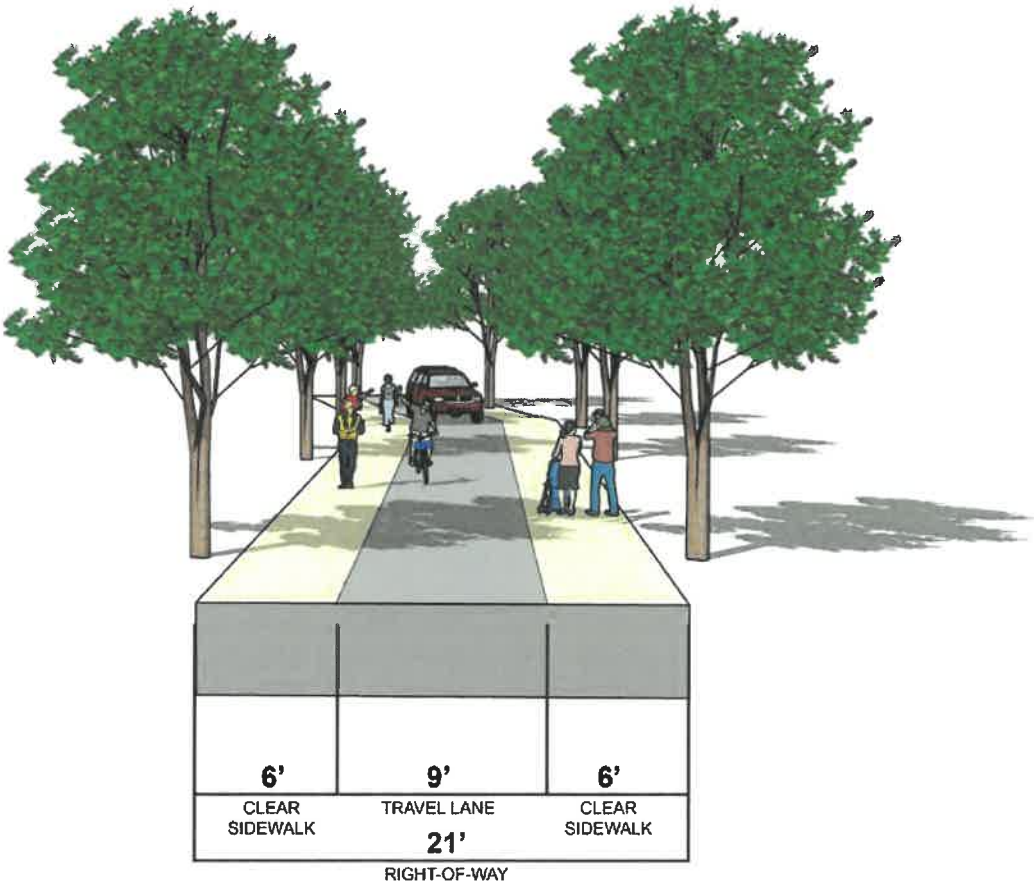
This *Lane* configuration is specific to short connections between existing Northfield *Downtown*, *Village Center*, or *Village House* streets carrying very little automobile traffic. It has one very narrow travel lane, sidewalks and is lined with street trees. The lane should be elevated above its connecting streets - at the same level as the sidewalks. All this combines to send the message to drivers that this is not a normal street. The travel lane may also have a rough surface.

It is expected that the full width of the Lane will be used by pedestrians and bicyclists. (both calming traffic) and sidewalks.

(See this example on page 64)



Mobility Network: Northfield Falls



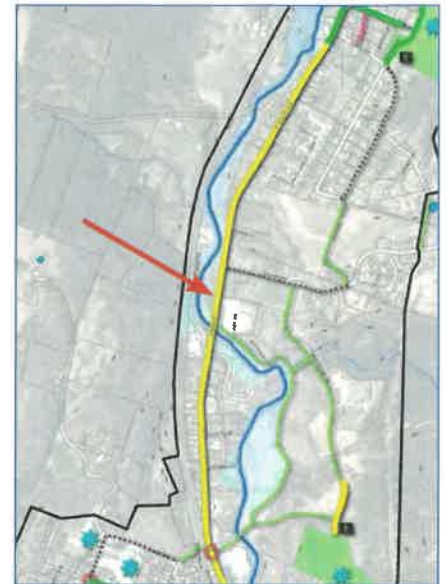
VISION PLAN FOR NORTHFIELD

Rt 12 Multi-Use Trail, Northfield Falls to Northfield Downtown

Rt 12, Multi-Use Trail on the Utility Easement (with sewer service)

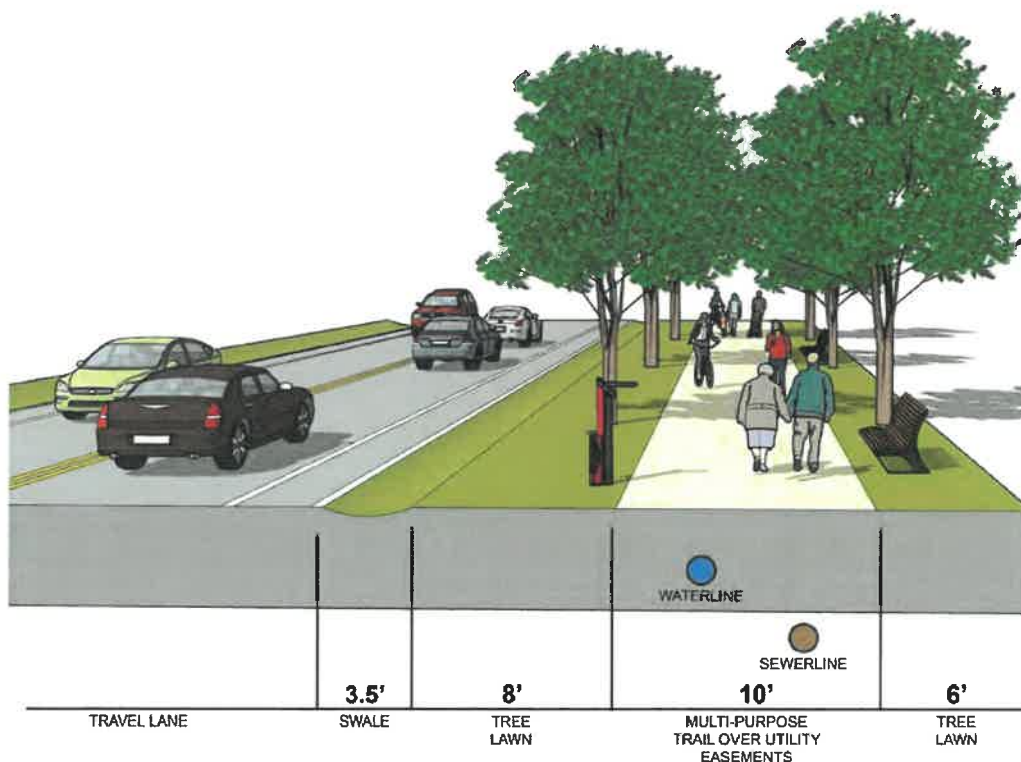
This is the desired section/goal for Rt.12. The main feature is the Multi-Purpose Pathway, intended to provide for the mobility of pedestrians and cyclists between Northfield Falls Village and Northfield. A lack of precise location information prevents this from being a full specification. While there is sufficient width in the 49.5 foot ROW, we don't know, with any precision, where the roadway sits within it. The roadway most likely varies over the length.

The Vision Plan recommendation is that the Multi-Use Path be coordinated with and built on the new sewer line (most likely involving an easement) to Northfield Falls.



Mobility Network: Northfield Falls to Northfield

Route 12 — Downtown Northfield to Northfield Falls



VISION PLAN FOR NORTHFIELD

Wall Street, Downtown Streets

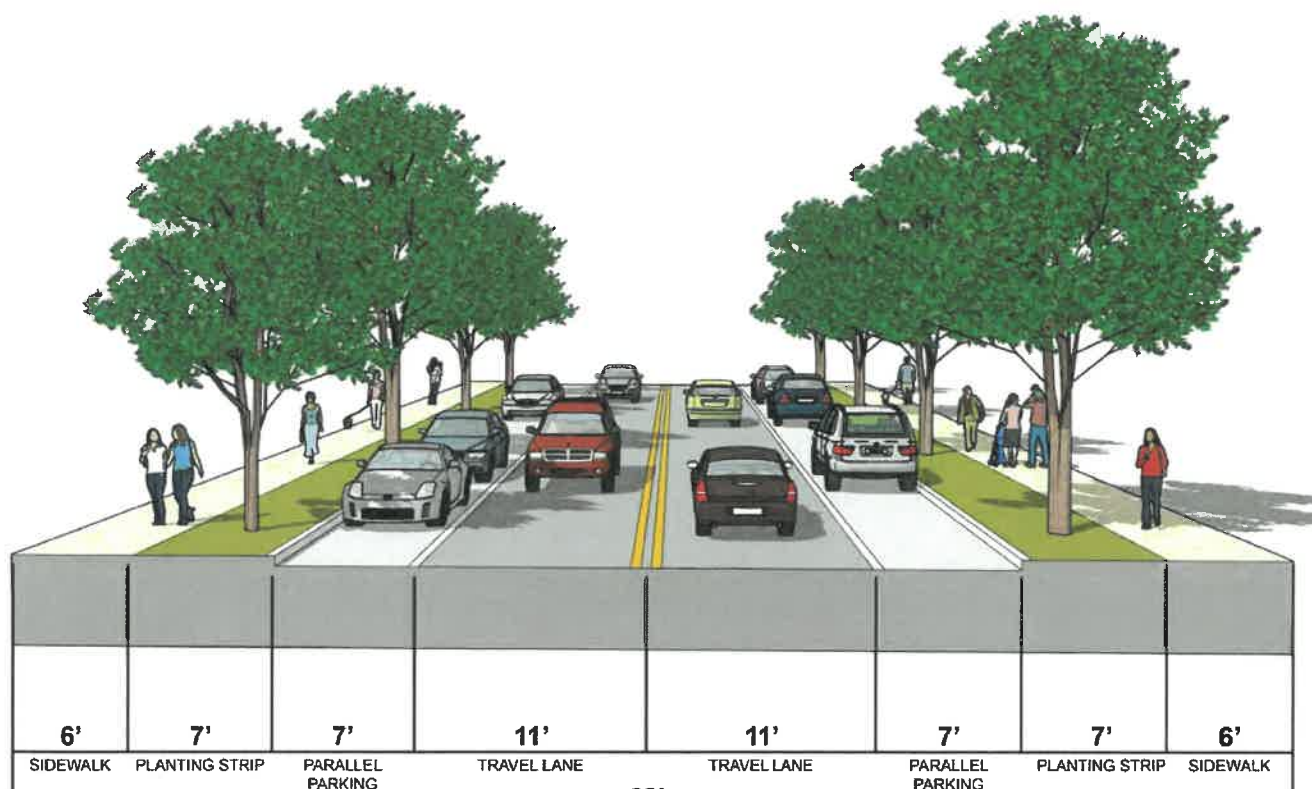
Downtown 1. 49.5' ROW, the sidewalks are easements on private property.

This is a complete Downtown-type street. It has narrow travel lanes, on-street parallel parking, street trees (in an adequate Tree Lawn), and good Sidewalks. In some situations there will be an additional green or paved space between the sidewalk and the building facades. For retail and commerce areas the Tree Lawn can be paved between the trees for a wider pedestrian area

There should be high visibility pedestrian crossings, with the curb extended to the travel lanes (*bump-outs*), at every intersection. The pedestrian crossings help communicate to drivers that they are in a *street* context (no longer a *road*).



Mobility Network: Downtown Northfield



VISION PLAN FOR NORTHFIELD

Main Street, Slate to Central

Main Street, Slate to Central. 49.5' ROW.

Ideally there would be generous sidewalks on both sides of Main Street. However, given the existing conditions on Eastern side, building a full sidewalk would involve private land.

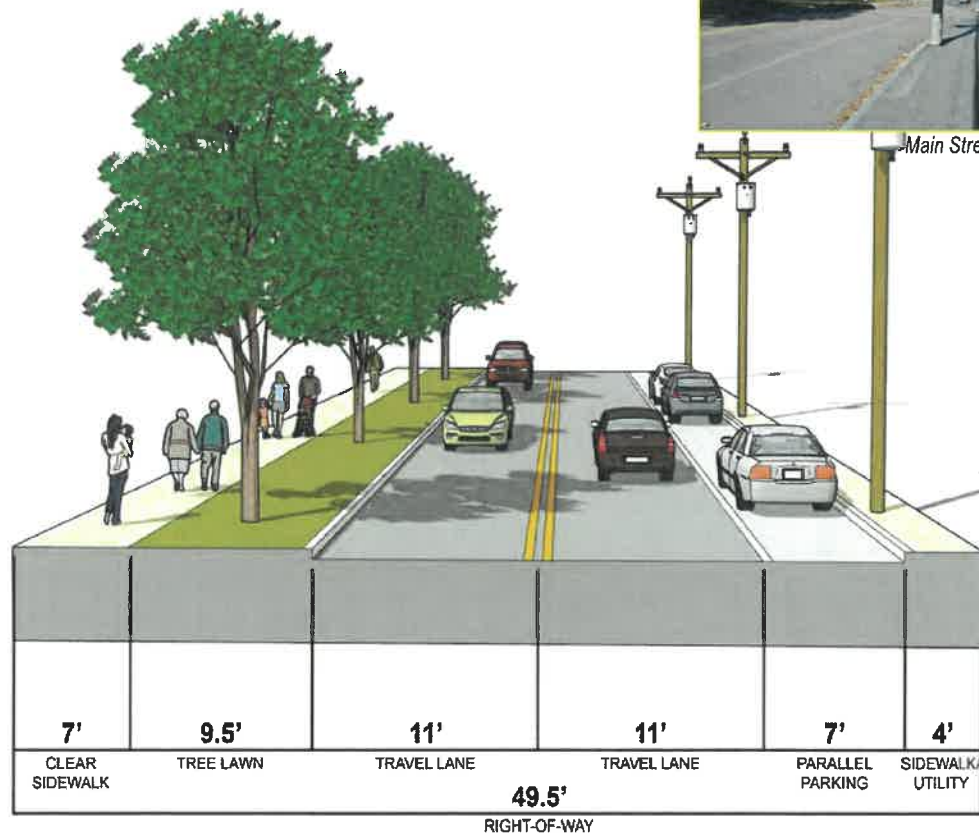
This configuration provides a wide sidewalk on the western side with multiple high visibility pedestrian crossings to the West at every intersection as the best option. The Pedestrian crossings communicates to drivers that they are in a village street context (no longer on a highway).



Mobility Network: Main Street, Northfield



Main Street, eastern side.



VISION PLAN FOR NORTHFIELD

Central Street

Central Street. 49.5' ROW.

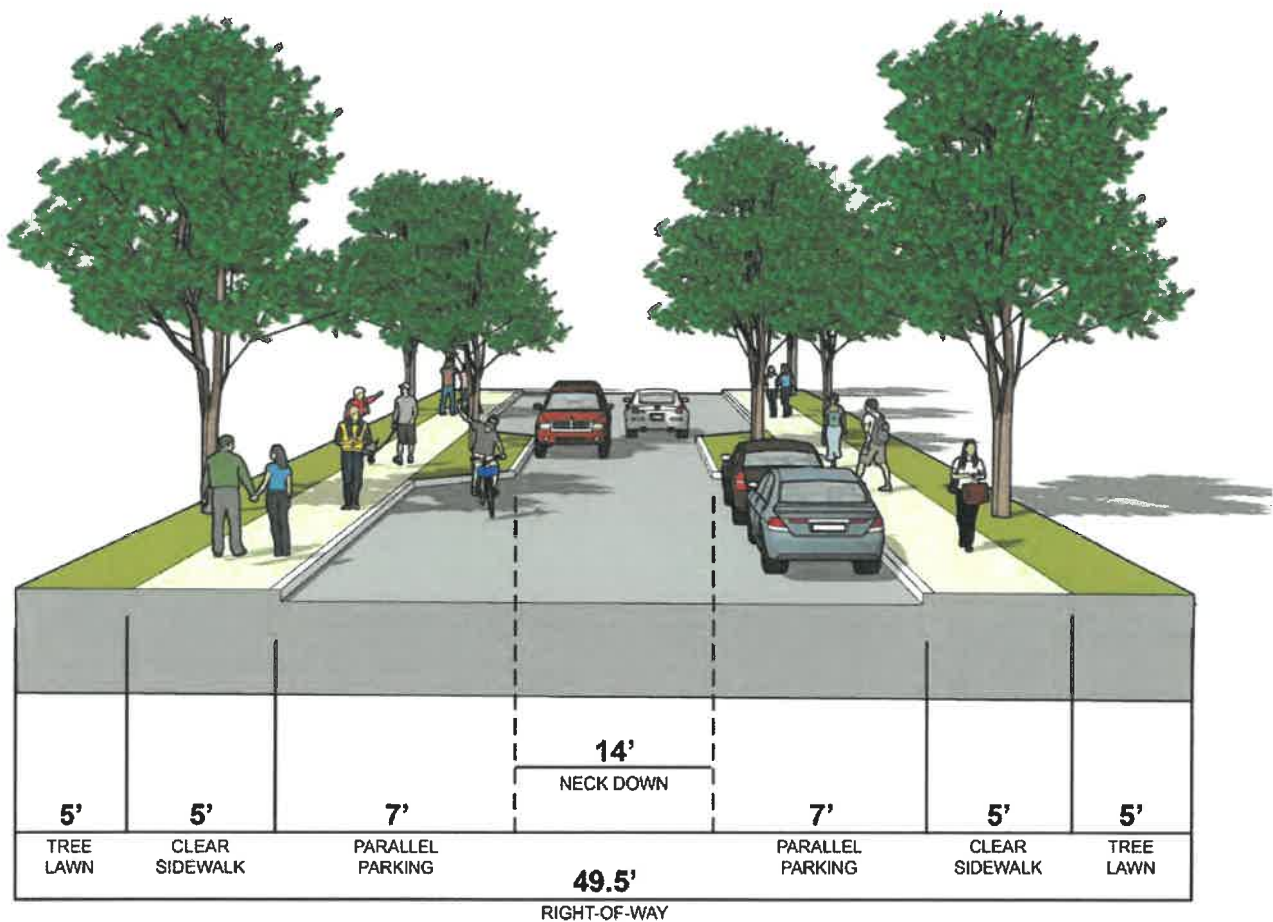
The 2024 Central Street is the primary connection between Norwich University and the Downtown. It has minimal auto traffic however, its wide and straight configuration induces higher vehicle speeds, making it less safe for those pedestrians and bicyclists.

This configuration *retro-fits* traffic calming *squeeze-points* into the existing asphalt width, at intervals no greater than 300 feet. These leave a travel lane width of 14 feet between them, creating a *yield situation*, where a driver must yield to oncoming traffic. With on-street parking is permitted on both sides, Central Street is effectively narrowed. This reduction will create a good pedestrian and bicyclist environment. The *squeeze-points* also create a favorable pedestrian crossing point.

Canopy Shade trees in the squeeze-points break the driver's long view - slowing vehicle speeds. Canopy Shade trees along the ROW carry the line of the street, similar to the Central Street Postcard and native or naturally adapted species enhance the habitat.



Mobility Network: Central Street, Northfield



VISION PLAN FOR NORTHFIELD

A Pedestrian (and Bicycle) Passage, between Main and Central Streets

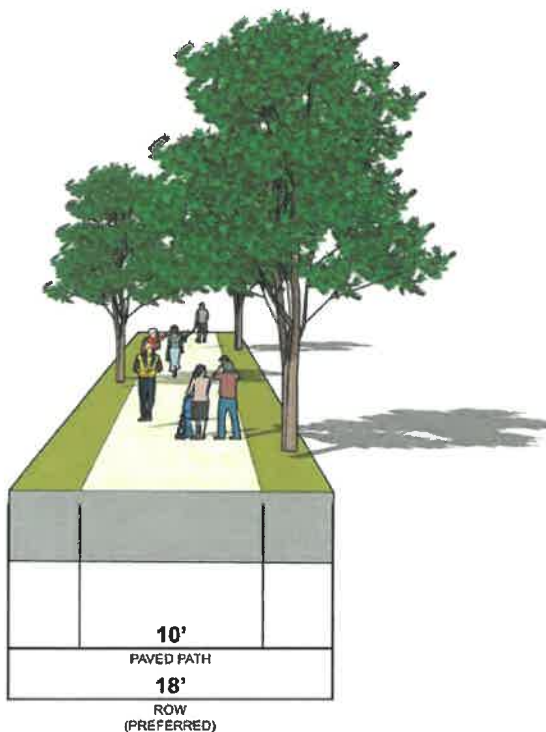
Pedestrian Passage. 15-20' ROW

This is specific to pedestrians and bicycle connections between existing Northfield *Downtown*, *Village Center*, or *Village House* streets where the existing blocks are especially long. It creates a more interconnected transportation network - for pedestrians and cyclists. It should have a clear view through, from one end to the other for safety and a paved pathway of at least 10 feet.

It is expected that there will be no motorized vehicles and will only be used by pedestrians and bicyclists.



Mobility Network: Pedestrian Passage.



Desire Passage View from Main Street West. Northfield Methodist on the right.



Desire Passage, halfway to Central Street. Private Outbuilding on the left.

Example Pedestrian Passage in a Downtown context.



This page intentionally blank

BUILDING CHARACTER

FORM AND FUNCTION

VISION PLAN FOR NORTHFIELD:

Building Frontage (Character) Types

The Vision Plan includes four Building Frontage Types - rules for the form and function for new development.

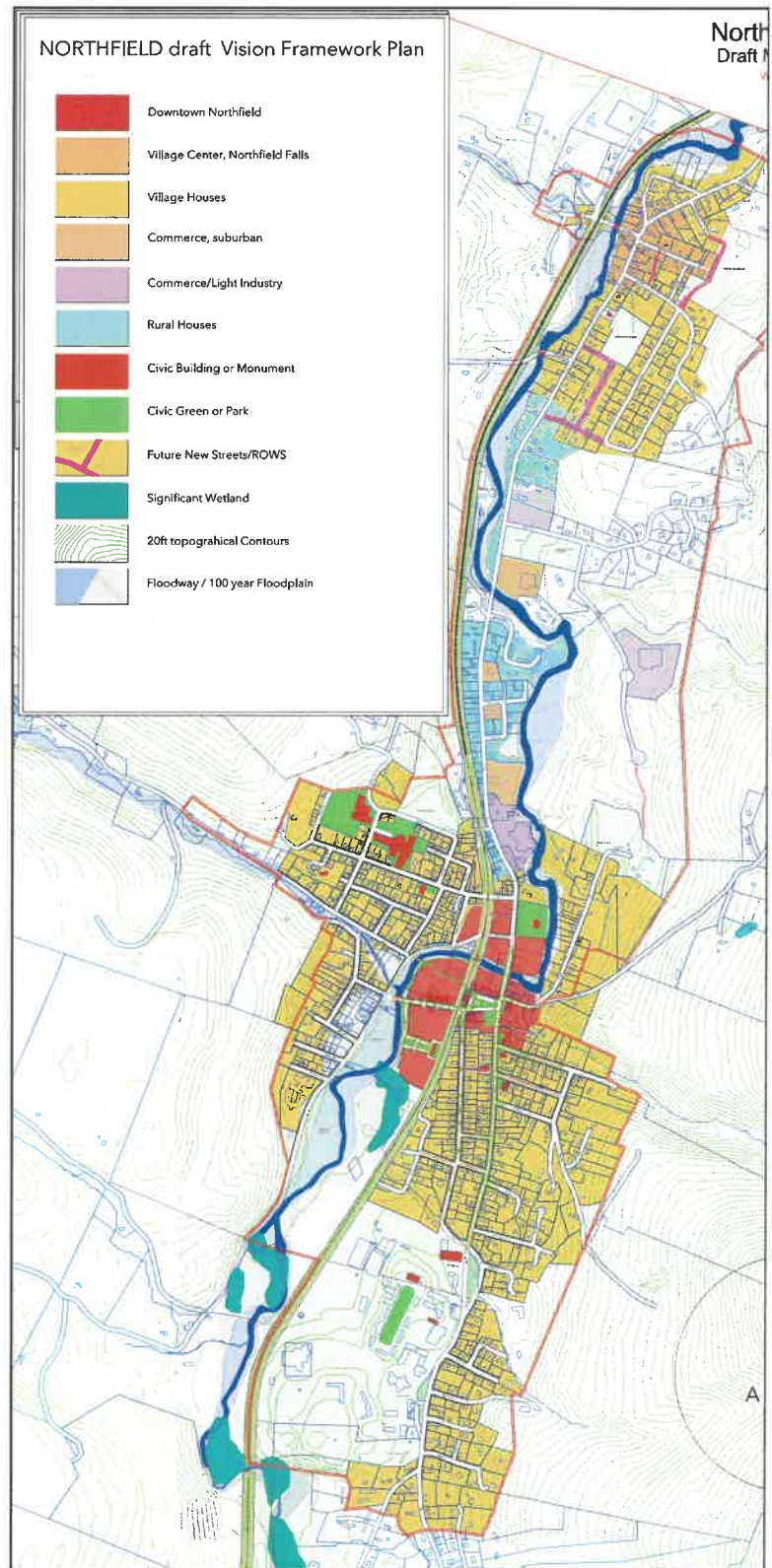
The majority of the Downtown area will have *Downtown Flex* rules, with special areas (like Depot Square's north side) having Shopfront designations. Explanations of these frontage types begin on the next page.

The full character of these areas will ultimately be a product of the people who build and live in them. The Form-Based Code merely sets the basic rules for how they develop. The frontage types are the beginning of the Form-Based Code.

Development takes time and the Framework Plan encompasses what could be built over time - decades - guided by the Vision Plan and the Form-Based Code.

New Form-Based regulations would apply to a property or business only when it redevelops and/or significantly expands. Existing businesses or residences will be able to continue, and make limited expansions, as long as they choose.

The following pages describe the basic characteristics of the draft Building Frontage Types and the kinds of Street-Spaces they will foster. These are initial concepts, for public discussion - the final details may vary.



Northfield Framework Plan showing Building Character-Frontage Areas

VISION PLAN FOR NORTHFIELD

Building Frontage Types: Downtown Flex



The Mayo Building is an excellent model for new Downtown buildings.



A small apartment building - providing new housing in the Downtown.



This East Street building models adaptability to market changes over time.

This is the basic American “downtown” street frontage. Multi-story buildings with closely spaced entrances and windows are lined up *shoulder to shoulder* behind the sidewalk, filling out the block-face. This frontage is for street-oriented, often mixed-use buildings.

Maximum Building Height:

3.5 to 5.5 stories*

Facade Transparency:

Ground floor 33-80%;

Upper floors 20-70%

First Finished Floor Elevation: Minimum 0-3 feet, depending on use (residences at the street must be elevated)

Permitted Projections:

Awnings, bay windows, shopfronts, balconies, and signs

Ground Floor Ceiling Height:

Minimum 11-15 feet above sidewalk, depending on use

Frontage Build-Out:

Minimum 75%

Permitted Uses:

Ground Floor: Retail, Restaurant, Office, Residential

Upper Stories: Office, Residential

Minimum Private Open Area: 15% of buildable area, at or above grade

**varying with specific location and adjacencies. The half-story refers to allowing habitable space within a pitched roof—an Attic Story*



Small Apartment building - new living options + good for the Town's Tax Base.



Designated for the Northfield Downtown areas, these frontage buildings can accommodate a range of uses, allowing retail shopfronts, office and residences. Service/loading and parking lots are behind the building in the block interior, accessed from an alley or common drive.

VISION PLAN FOR NORTHFIELD

Building Frontage Types: Storefront



Shopfront - interior and exterior mix. A great retail environment and third place.



Existing Storefront buildings provide a good model for new buildings.



Shopfronts - perfect for retail and businesses the public frequents.

The Storefront is the quintessential American “main street” frontage, with retail and restaurant uses on the ground floor and residences or offices upstairs. The overall building form is the same as the General Flex frontage, but with large display windows across the ground floor facade and more frequent entrances along the street - *Shopfronts*.

Maximum Building Height:

4.5 stories*

Facade Transparency:

Ground floor 50-90%;
Upper floors 20-70%

First Finished Floor Elevation:

at grade

Permitted Projections:

Shopfronts, covered entrances, awnings, bay windows, balconies, and signs

Ground Floor Ceiling Height:

Minimum 15 feet clear

Frontage Build-Out:

Minimum 80%

Permitted Uses:

Ground Floor: Retail, Maker Space, Restaurant
Upper Stories: Office, Residential entrances.

Minimum Private Open Area: 10% of buildable area, at or above grade

**varying with specific location and adjacencies. The half-story refers to allowing habitable space within a pitched roof—an Attic Story*



Shopfronts support and create an interesting Street-Space.

This frontage should be required on the North side of Depot Square and could be required on S. Main Street between Depot Square and the Dog River, and is permitted in all General Flex Frontages (throughout the Downtown Area).

VISION PLAN FOR NORTHFIELD

Building Frontage Types: Village Center



Townhouses - attached single-family houses. Options with a smaller footprint.



Cottages - Houses on a smaller lot.



Stacked Flats buildings - new living options.



Small Apartment building - new living options.



The Cross Block is a good Village Center model.

Maximum Building Height:

2.5 to 3.5 stories*

Facade Transparency:

20-70%

First Finished Floor Elevation:

Minimum 2 feet, maximum 6 feet above sidewalk

Permitted Projections:

Front Porches, bay windows and balconies

Ground Floor Ceiling Height:

Minimum 9 feet clear

Frontage Build-Out:

Minimum 50 to 75%*

Continuous Facade Length:

Maximum 60 to 100 feet

Permitted Uses:

Retail (ground floor), Residential, Office, Hotel

Minimum Private Open Area: 20% of buildable area, at-grade

**varying with specific location. The half-story refers to allowing habitable space within the roof—an Attic Story*

This building frontage typically takes the form of Single-Family Attached (Townhouse) and/or Small Apartment Building. It is primarily a place for people to live. Allowing positive urban redevelopment for these Downtown-adjacent and/or Village Center neighborhoods.

These frontages generally have rear yards and parking accessed from an alley or common drive. The alignment of new building facades to the street and sidewalk will work

with the existing context. The buildings may be placed close to the sidewalk with stoops, or further back with front porches and small dooryard gardens.

VISION PLAN FOR NORTHFIELD

Building Frontage Types: Village Houses



This building frontage typically takes the form of Single-Family Detached houses. It is primarily to allow positive 'fitting' redevelopment in the close-in and Downtown-adjacent neighborhoods.

Buildings in these frontages generally have rear yards and parking accessed from a curb-cut or common drive. The alignment of new building facades to the street and sidewalk will work with the existing context.

Maximum Building Height:

2.5 to 3.5 stories*

Facade Transparency:

20-70%

First Finished Floor Elevation:

Minimum 1 foot, maximum 6 feet above sidewalk

Permitted Projections:

Front Porches, bay windows and balconies

Ground Floor Ceiling Height:

Minimum 9 feet clear

Frontage Build-Out:

Minimum 50 to 70%*

Continuous Facade Length:

Maximum 50 to 70 feet

Permitted Uses:

Residential, Small Office, Home Office

Minimum Private Open Area: 20% of buildable area, at-grade

**varying with specific location. The half-story refers to allowing habitable space within the roof—an Attic Story*



Cottages - new living options with a smaller (climate) footprint.

An open question for the community on the Village House Character Area is the tolerance for small apartment buildings, smaller lots (see Cottages above).

It is possible to control the scale of apartment buildings and manage their architecture to ensure that they are more compatible with the neighborhood - but that does mean extra regulation (beyond the blue box items).

VISION PLAN FOR NORTHFIELD

Building Frontage Types: Tech-Work



The historic _____ Building (windows and doors uncovered) is a good model.



Buildings front the street - and place the working activities behind the building.



Tech-Work Facades shouldn't try to look like something they are not.

The purpose of this frontage is to protect and foster Workshops, Maker-spaces, Artisanal production and Light Industrial jobs. Structures are of limited height and are built toward the front of their lots. Exterior work, on-site parking, loading and storage areas are set back from the frontage, behind the buildings and generally toward the center of their block.

Buildings are straightforward and simple, with entry doors and offices at the front of the structure - garage doors are generally at the back.

Maximum Building Height:

2 stories

Facade Transparency:

20-70%

First Finished Floor Elevation:

-2 to +6 feet

Permitted Projections:

Covered entrances, awnings, balconies, and signs

Ground Floor Ceiling Height:

Minimum 14 feet clear

Frontage Build-Out:

Minimum 55%

Permitted Uses:

Only Workshop/Makerspace, Light Industrial, and Limited Residential and Commercial.

Minimum Private Open Area: 25% of buildable area, at grade behind the building.



Tech-Work Facades can be simple and unadorned.

Note that many of today's businesses are clean and quiet service or technology operations which are suitable for General Flex frontages in the Downtown. While those wouldn't be prohibited, this frontage/area type is intended for the uses that do not fit so comfortably in the Downtown or Close-in Neighborhoods.

This page intentionally blank

OVER-ARCHING ISSUES

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Economic Report by Partners for Economic Solutions

Economic Conditions

The Northfield economic base is anchored by Norwich University, a private military and liberal arts institution, and Cabot Hosiery, a sock manufacturing company. Over the last decade or so, the Town lost some key businesses due to a range of factors. The Census Bureau estimated 1,928 jobs in Northfield in 2022, slightly lower than the pre-pandemic total of 1,971 jobs in 2019. The total job count has varied between 1,737 and 2,089 jobs over the 2010-2022 period. Northfield residents hold roughly one-quarter of the local jobs, with most workers commuting in from Barre, Montpelier and other jurisdictions. Almost 80 percent of Northfield workers commute to jobs in Montpelier, Barre, Burlington and South Burlington.

Workforce shortages are impacting local businesses, limiting expansion potentials and even affecting standard operating hours. ***It can be hard to attract new workers due to the cost and limited availability of Northfield housing.*** This puts Northfield at a competitive disadvantage as businesses typically place highest priority on the availability of workers when choosing where to locate, putting.

The Town's estimated population of 5,881 residents in 2024 is slightly below the 2020 count and 5.3 percent below the 2010 count of 6,207 residents. During the same 2010-2024 period, Washington County's population grew 0.9 percent. Household growth has been more significant, adding 254 new households or 14.7 percent from 2010 to 2023. Average household size is 2.2 persons; more than two-thirds of Northfield households have only one or two persons. Residents age 65 and over represent 15 percent of the Town's population and 34 percent of householders. Less than one-quarter of Northfield households include children under the age of 18.

Housing Market

The housing market has been limited by low levels of construction over recent years. Northfield has added only 151 net new housing units over the last 14 years while Washington County as a whole added 1,242 units, according to ESRI estimates.

With only 65 multi-family rental units in five properties and single apartments or rooms in people's homes, the current Northfield supply is very constrained. Vacancies are low throughout Northfield and Washington County. CoStar reports that multi-family vacancies in Washington County averaged only 2.0 percent in 2024, well below the 5.0-percent level typically needed to allow for vacancies between tenants. CoStar found only one vacant multi-family rental unit in Northfield in 2024.

Also constrained is the supply of single-family houses, particularly at lower price levels. Home sales in 2024 had a median price of \$292,500. With a 10-percent down payment, a home buyer would need a minimum income of \$87,000 to afford the unit at today's interest rates. The median Northfield household had an income of \$76,673 in 2024.

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Economic Report by Partners for Economic Solutions

Expand the Housing Supply

Northfield would benefit from development of additional new housing units, particularly rental units that could support the local workforce. Developing a mix of new units could serve multiple markets at once. In addition to traditional single-family houses, opportunities exist for:

- Townhouses
- Small multi-family (4 to 20 units)
- Larger multi-family (20 to 50 units)
- Senior housing (either condominiums or rentals)
- Small-lot single-family homes
- Accessory dwelling units

There is a pent-up demand for small increments of new housing – perhaps 100 to 200 units over the next five to ten years. Sewer service should be extended to accommodate new housing in Northfield Falls.

The Vision Plan is a smart way to grow and will be good for the Town's fiscal health.

Intensify Development with a Mix of Uses

Northfield's retail opportunities will depend on expanding the local base of customers through housing development.

The current retail supply is focused in the Downtown and along Main Street with a total of roughly 114,000 square feet of retail and storefront office space (excluding outlets on the Norwich University campus). Small retailers predominate with local stores and businesses catering primarily to the needs of the local population.

Downtown retailing has been growing recently with the addition of new businesses. Opportunities exist for expanding downtown retailing further with

- placemaking improvements to encourage more frequent visits by residents and visitors,
- promotional events to generate activity and build community,
- greater intensity in nearby development to generate more walk-in retail customers, activity and vitality,
- infrastructure to improve walkability, pedestrian safety and access from neighboring residential areas, and
- new or renovated spaces to meet the needs of modern retailers.

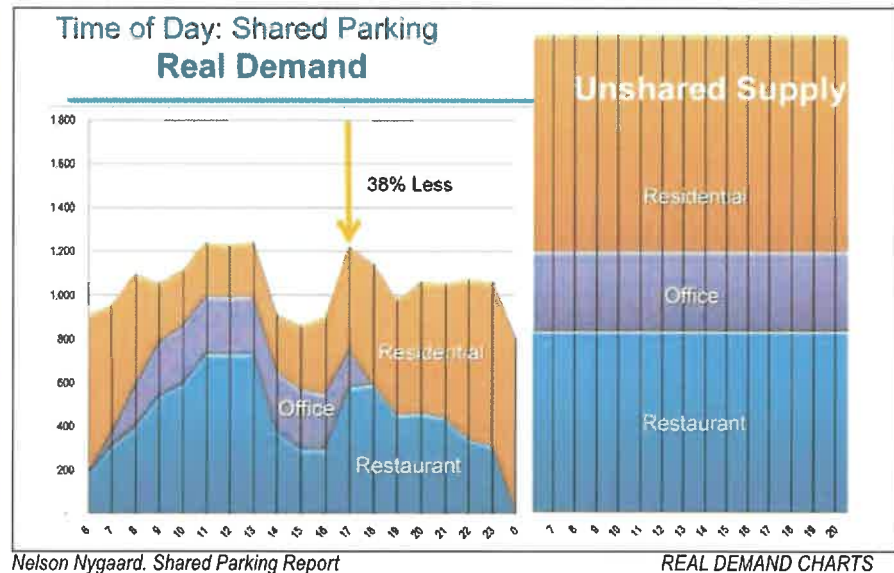
The most aggressive absorption projection, at an aggressive 30 units per year, would take 20 or more years to build out the complete Framework Plan.

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Parking



Shared Parking Facilities: potential new locations.



Reserved parking results in spaces that sit empty and unusable, during peak demand hours. Shared Parking is much more efficient, it reduces the waste of asphalt and land dedicated to parked cars and makes building less expensive.

Redevelopment and business improvement is facilitated with a Shared Parking Approach.

The Vision Plan enhances Northfield as a "park-once" environment where patrons arriving by vehicle will literally park once and walk among many destinations. Allowing local citizens the choice to leave their cars and walk for daily needs and pleasure.

Parking requirements must be disconnected from specific individual uses and set for the overall place/environment. This means reducing or eliminating reserved-parking minimums and thinking of parking as a shared community resource.

Parking regulations need to be "right-sized" for 21st Century walkable and sustainable places.

Parking (off-street) must be shielded from the Street-Space; behind the buildings as in the Prototypical Plans for the Downtown - examples that preserve an active street frontage.



NW Block -Full Build-out - option 2050 Parking Plan



NW Block - view South, empty center



NW Block - view West, empty center

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

New Community Center and Public Buildings: Potential Locations

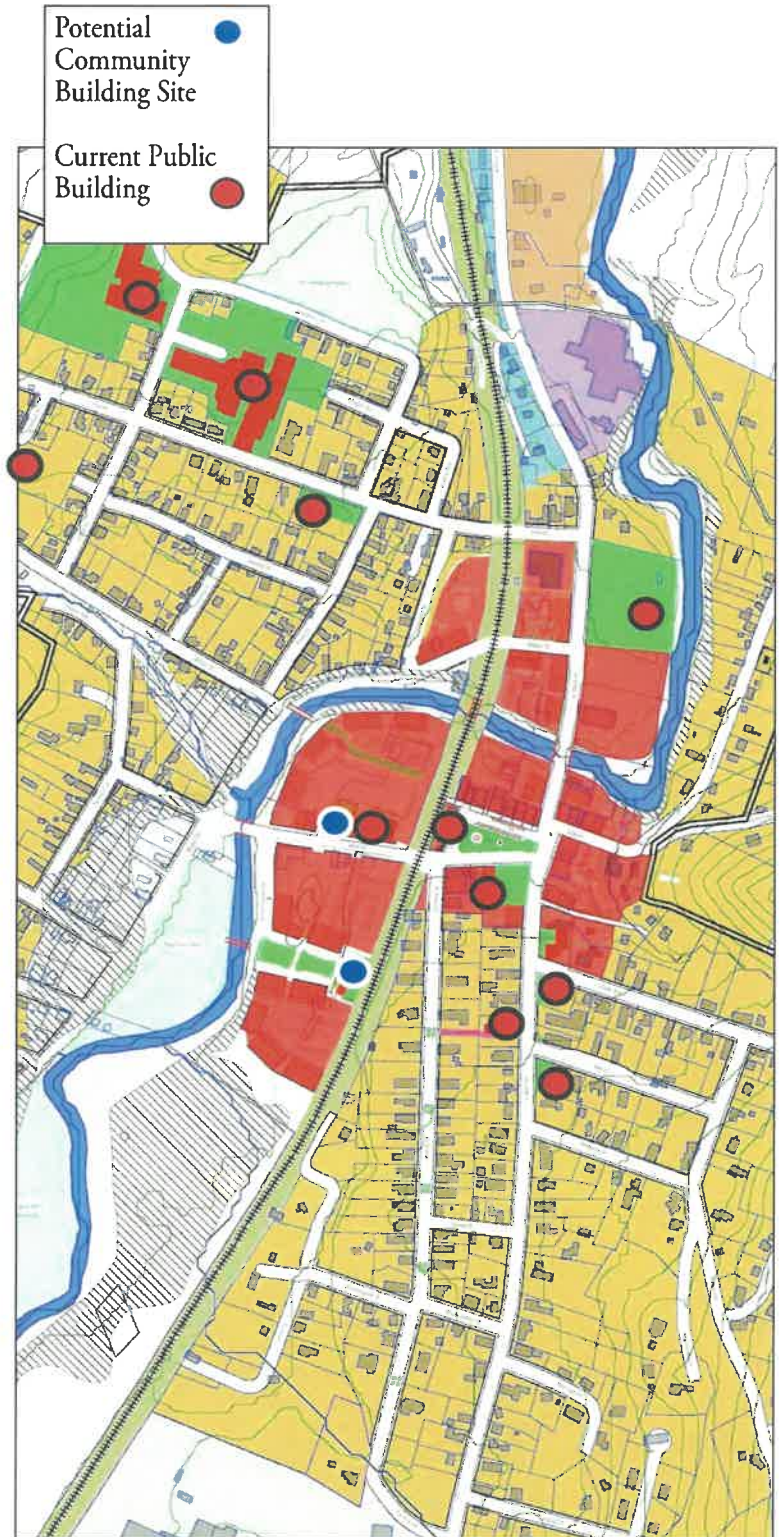
The Vision Plan supports the idea of the new Community Center(s) and Art Centers. In fact, the distribution of civic buildings and functions is fundamental to a vital town.

The locations shown here could be good sites. These community buildings could include a wide level and variety of programs. At base, they would provide meeting rooms and facilities.

Potential Functions:

- Neighborhood Meeting Hall
- House of Worship
- Arts Hall/Residence
- Community Pool
- Schools
- Playgrounds

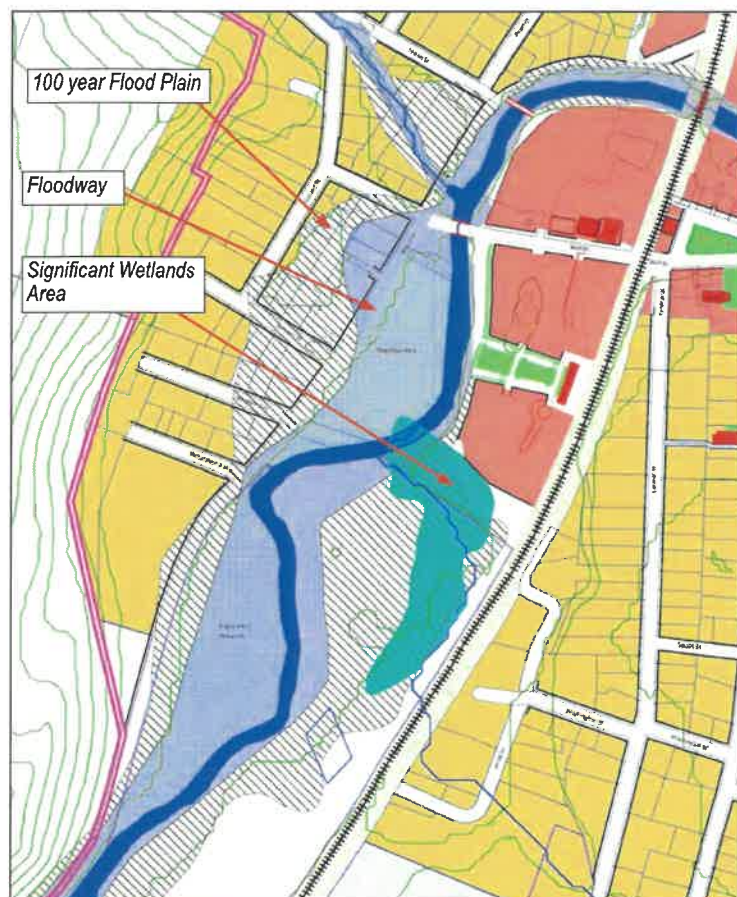
The Vision Plan does not recommend specific locations beyond the Community Center on Wall Street. Ultimately that, and the sites for other community buildings, is something for the community to decide on. These are long range plan and conditions, specific needs and desires will shift over time.



The blue circles indicate potential sites for new Public and Community Buildings. Existing Northfield Public Buildings are shown in red - illustrating the point.

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Flood Ways and Flood Plains



Flooding: Tropical Storm Irene in 2011 resulted in severe flooding in Northfield with the Dog River cresting at 17.26 feet (more than nine feet above flood stage), resulting in total property damages that exceeded \$2 million.

FEMA most recently mapped the town's flood plains in March 2013. Northfield has also been proactive in addressing its stormwater issues.

The projects recommended in the 2008 and 2011 stormwater studies have essentially been completed.

Areas in the Dog River 100 year Flood Plain have significant flooding risks.

The major impact has been along Water Street in the western neighborhood where a significant number of houses/properties are especially vulnerable. Several properties have been subject to FEMA buy-outs and are undevelopable.

While the completion of mitigation projects may result in an adjustment of the FEMA lines - the timing is unpredictable and beyond the ability of this Community Vision Plan to predict or to design for.

Workforce Housing Considerations

Parking and Workforce Housing:

Housing that is affordable to workers and residents will need to minimize land costs as well as the more obvious construction costs. By minimizing parking, lot area requirements and building smaller units, reasonably affordable housing will be more realistically achieved.

Building Height and Workforce Housing:

If Northfield wants housing that its children can afford in the near future, Northfield will need a certain intensity of building mass in order to get it. By increasing the number of housing units in a compact walkable development pattern, Northfield will improve the opportunities for moderate income housing. Providing housing for Northfield's young adults as they move out of their family homes will depend on increasing the supply of housing available at rents that they can afford. Housing affordability is impacted by development costs, including land costs. A key approach to reducing land costs per unit is increasing the density so that more units share the land cost.

Communities have found that developers are willing to make available a share of their units for lower rents in exchange for the right to build more units - where they have the critical mass to support it and still maintain a profit. (This is in addition to any State programs. Allowing four stories in the Downtown Character Area provides support for inclusion of more affordable units in new mixed-income apartment buildings.

The Form-Based Code can provide some part of the solution with limited height bonuses for the provision of *Workforce Housing* (as defined by the Town).

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Coordination with preexisting Northfield Plans and Policies.

Our Common Future

III. Northfield: Our Common Future Priorities

Determined by Northfield residents at the Northfield: Our Common Future Community Meeting
April 18, 2023

Proving that those who live, work and raise their families in a community are best qualified to understand its needs and potential, more than 100 Northfield community members whittled down a list of 23 action ideas to 4 priorities that offer opportunities to enhance existing resources, and strengthen the town through exciting new ventures. Residents concluded the meeting by signing up for Task Forces in the selected areas.

Northfield residents selected four priorities for future action:

► Develop a Community Center

A task force could work to develop a community center or hub that would provide a space for events, connection, gathering, and programming. The group could develop a new community space or explore ways to meet community needs with existing spaces. Residents shared a particular interest in programming space, indoor recreation, as well as space for youth to gather and hold youth-focused events and programming.

► Improve Accessibility, Walkability, and Pedestrian Safety

A task force could work with municipal leaders and regional, state, and federal partners to improve the safety and accessibility of roads, paths, and village centers. This group could work to make the area accessible and safe for bikers and pedestrians through the expansion of sidewalks and crosswalks, traffic calming strategies, bike lanes and paths, and improved flow at key intersections. The group could also focus on ADA accessibility of walking paths and the village center. These improvements could help to improve safety and walkability as well as build connections from town to Norwich and between villages.

► Create a Plan for Downtown Development and Housing

A task force could form to work with the town on developing a concrete action plan for the future of the downtown. The group could look at strategies and policies to encourage infill development and rehabilitate and utilize vacant spaces to maximize the use of the downtown area. The group could focus on strategies to improve and develop housing in the downtown, as well as on ways to attract people to the area such as pop up events, increased parking, and improved walkability. The group could connect to the broader community and the university to identify critical needs and opportunities for the future of the downtown.

► Build a Norwich/Northfield Partnership Council

The Northfield community and Norwich University could work together to build a coordination council with University and community representatives to address challenges and identify opportunities for collaboration. The group could include student representatives, Norwich staff and faculty, town leaders, school leaders, and community representatives. Together, they could look at ways to form a stronger partnership that builds on each other's unique resources, collaborate on initiatives to benefit both partners, strengthen the connections between university students and local residents, and address challenges such as noise complaints and housing.

Page 5

The *Community Vision Plan* is very much in sync with the *Our Common Future* Planning effort. It could be seen as the implementation vehicle for the physical aspects of *Our Common Future*. Below we have taken the priorities page from *Our Common Future* and noted how the *Community Vision Plan* addresses/implements their future priorities.

Develop a Community Center

The *Community Vision Plan* recommends a location on Wall Street that would promote the redevelopment of that part of Town (see page 48, 50-52). It also identifies several potential other sites (see page I-22). The eventual location is a community decision, with many factors to consider.

Improve Accessibility, Walkability, and Pedestrian Safety

This was a major concern voiced by the citizens and is a major focus of the *Community Vision Plan*. There is an overall Mobility Network Plan (including streets, blocks, bike and shared use paths and crossings) with very specific Street Sections for new and reconstructed streets sections. (See page I-2)

Create a Plan for Downtown Development and Housing

This *Community Vision Plan* sets out a street and block pattern with new infill opportunities that could absorb

the growth potential of Northfield for more than a decade into the future. If the Town facilitates this pattern it could relieve pressure on growth that sprawling out onto the hillsides and degrading the environment. (See page I-29)

Build a Norwich/Northfield Partnership Council

This is a matter of human interactions and not a direct concern of this Plan. However, the *Community Vision Plan* addresses the partnership between the University and the Town by planning their physical connection and safe streets that will benefit both. It sets out pedestrian (and bicycle) connections between the University and the Town (reforming both Central St and Main Street) and pedestrian crossings and trails eastward across Main Street. (See page 33, 34, 38, I-8)

Neither the *Community Vision Plan* nor the *Our Common Future* goals will happen without continued citizen involvement and activism. The zoning recommendations that will come out of this planning effort will be specifically designed to both foster new development that enhances the existing *Northfield* character and that acknowledges current development contingencies.

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Coordination with existing Northfield Plans and Policies.

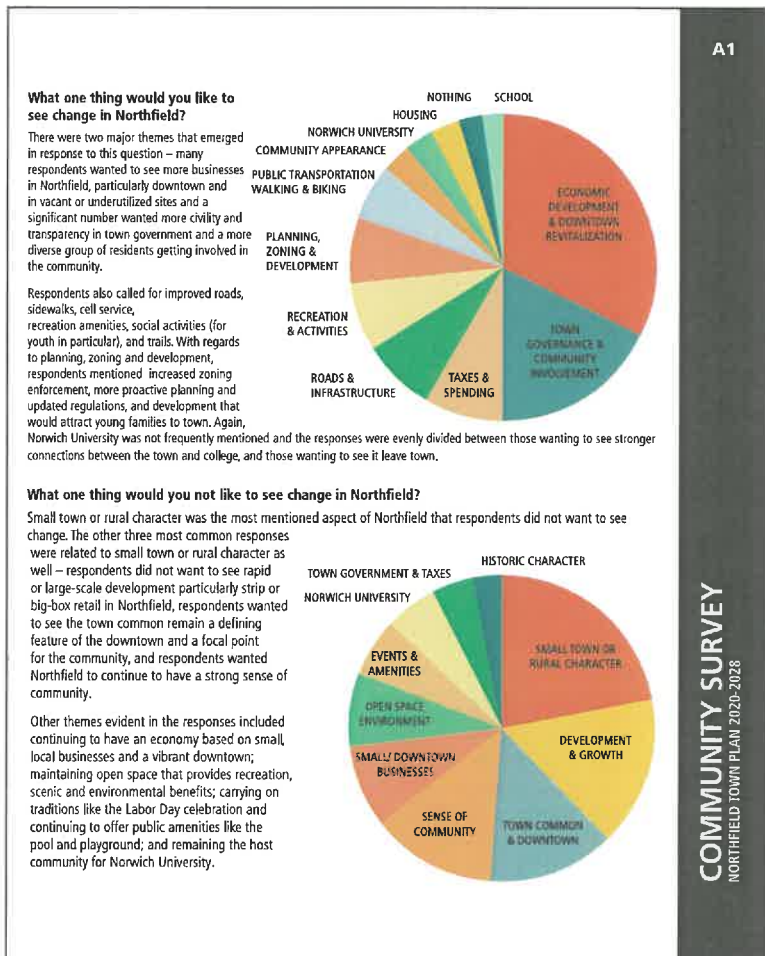
Northfield Town Plan 2020-2028:

GOALS

1. **To plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside.**
2. **To provide a strong and diverse economy that provides satisfying and rewarding job opportunities and that maintains high environmental standards, and to expand economic opportunities.**
3. To broaden access to educational and vocational training opportunities sufficient to ensure the full realization of the abilities of all residents.
4. **To provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and paths for pedestrians and bicyclers.**
5. **To identify, protect, and preserve important natural and historic features.**
6. **To maintain and improve the quality of air, water, wildlife, forests, and other land resources.**
7. **To make efficient use of energy, provide for the development of renewable energy resources, and reduce emissions of greenhouse gases.**
8. **To maintain and enhance recreational opportunities for residents and visitors.**
9. To encourage and strengthen agricultural and forest industries.
10. To provide for the wise and efficient use of Vermont's natural resources and to facilitate the appropriate extraction of earth resources and the proper restoration and preservation of the aesthetic qualities of the area.
11. **To ensure the availability of safe and affordable housing in Northfield.**
12. To encourage transparency and expand participation in local government.
13. **To plan for, finance and provide an efficient system of public facilities and services to meet future needs.**
14. To ensure the availability of safe and affordable child care and to integrate child care issues into the planning process, including child care financing, infrastructure, business assistance for child care providers, and child care work force development.
15. **To encourage flood resilient communities.**

The Community Vision Plan and its Framework Plan are track closely with the Town Plan goals and directly addresses many of them.

The **bolded goals** are those that the Vision Plan most especially supports and will facilitate.



The Community Vision Plan is consistent with the concerns of the Community Survey

VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Coordination with existing Northfield Plans and Policies.

Northfield Town Plan 2020-2028: Future Land Use Map (FLUM)

Differences:

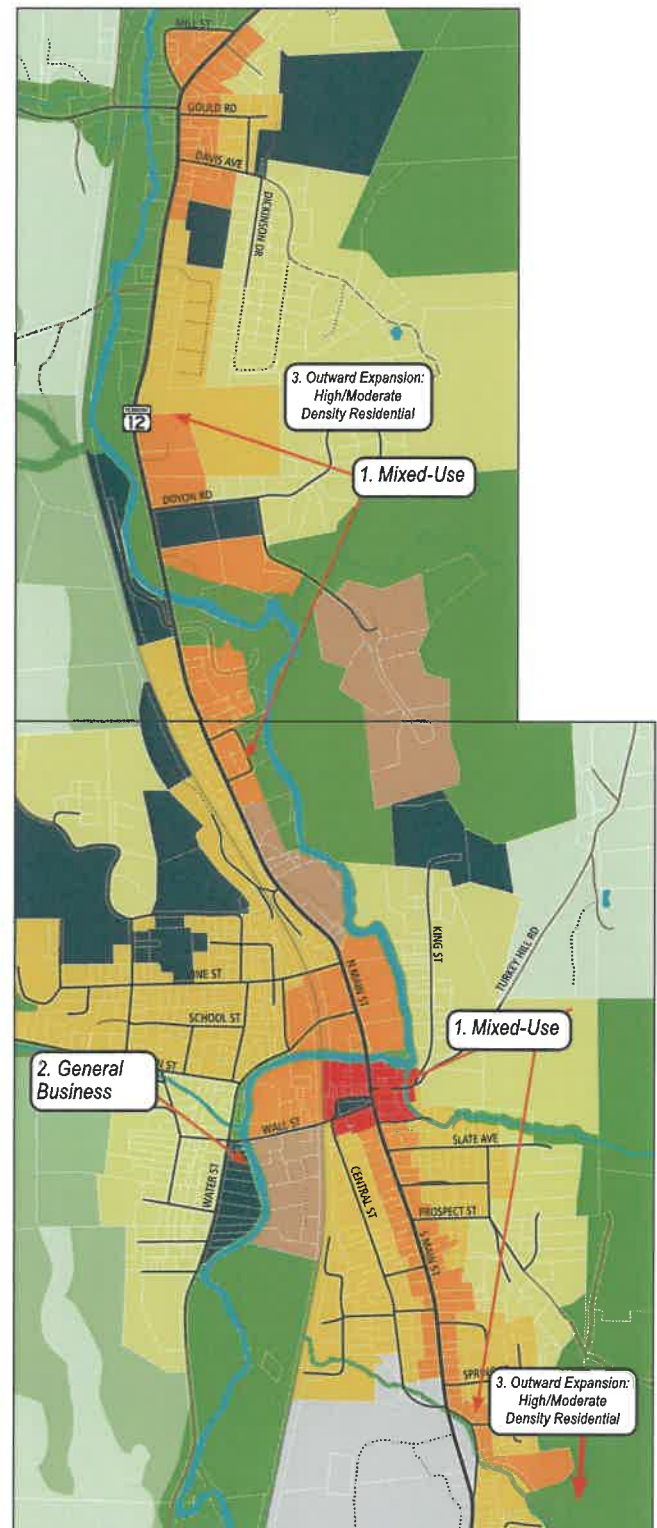
1. The **2020-2028 Town Plan** extends a *Mixed-Use* designation South along South Main all the way to the University, into established SFD Houses. The CVP (which uses different designations) maintains the SFD tradition with the line between the *Downtown* and the *Village Center House* districts at 78 S. Main Street and 47 Central Street. The *Village Center* designation would be permissive regarding small home office, etceteras uses.

(Note: this is a difference with the Future Land Use Map - not the text and may be more our concern about unintended consequences of designating the existing Houses as *Mixed-Use* in a euclidean zoning system. This invites/incentivises change into one of the most important and stable character areas of Northfield. There is such a large development potential in the new *Downtown* areas that there is no need to expanding into the adjacent residential areas - or the surround landscape.)

2. Freightyard as *General Business*. The CVP designates this as *Downtown* - allowing uses within it to largely respond to market demands (within *form* and permissive, broad, *function* parameters). This is by far the largest developable area contiguous to the historic Downtown and the best hope for a revitalized Northfield Village. The CVP would allow Residential, Office, Hotel, and/or Maker-Space functions, within appropriate building forms. This is also the location of the future Train Station.

(Note: many of today's businesses are clean and quiet technology or office operations that are suitable in the proposed Downtown. The *Commerce/Light Industry* Character Area exists for the old-style production and distribution uses that won't fit comfortably in the center of Town.

3. Expansion into areas outside the current Villages/ Downtown of; *High Density Residential*, *Moderate Density Residential*, *Mixed-Use* and *General Business* use designations. Given the development potential and the advantages of building in the new and existing Downtown areas, there is no need to expand outward. Doing so will generate more traffic, as these will be auto-dependant developments - and they will alter the Town's relationship with the surrounding Countryside.



VISION PLAN FOR NORTHFIELD: OVER-ARCHING ISSUES

Community Civic Space in Northfield

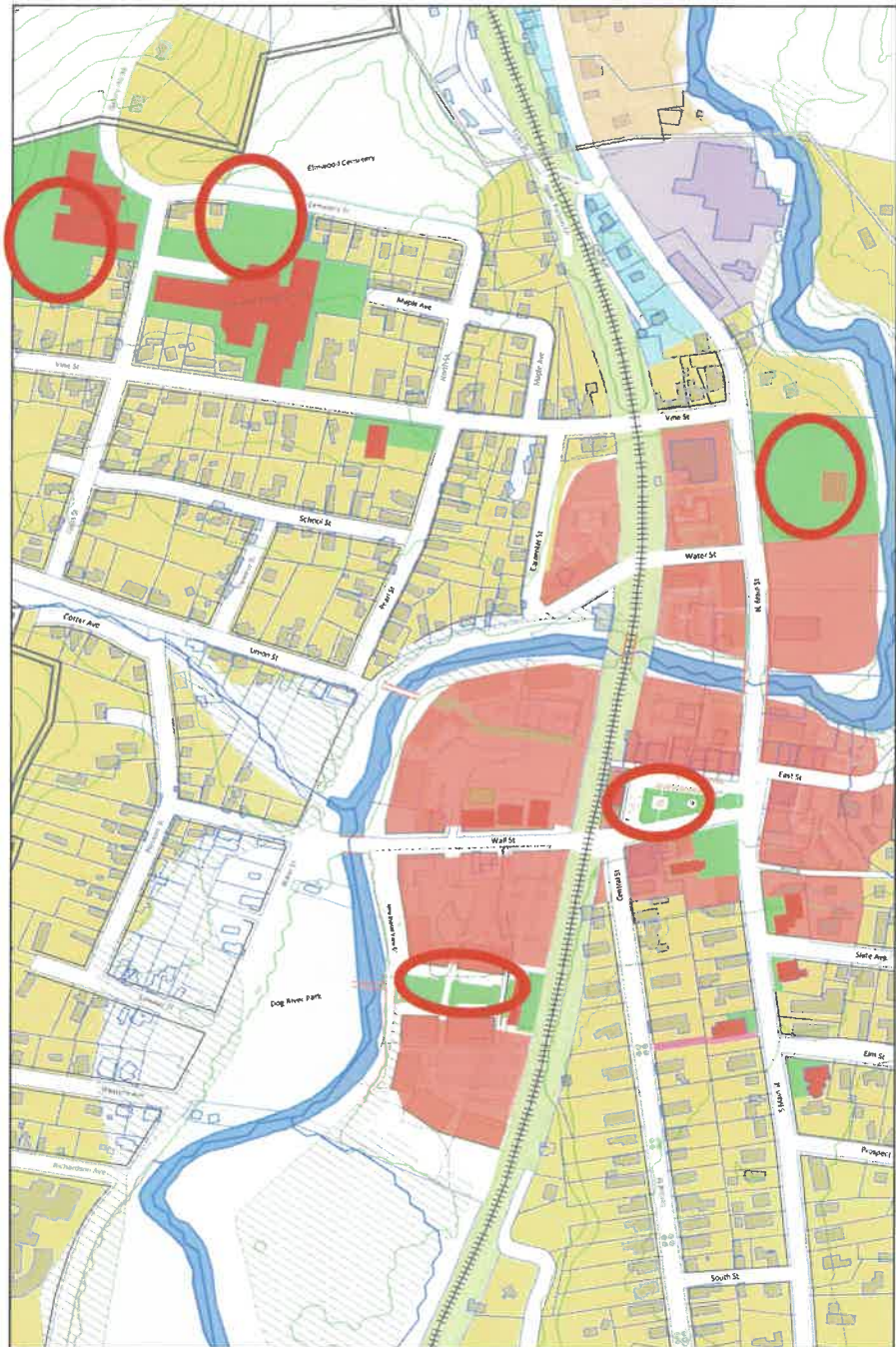
A variety of Civic Spaces, distributed throughout the area, is central to the Vision Plan. There are two formal types: Civic Greens and Squares (and potential Community Gardens) within the streets and blocks.

While Civic Greens and Squares can help with storm-water (trees and pervious surfaces), they are primarily for use by the community.

Ideally, a public open space should be within a two to three minute walk of anyone living or working in Northfield. The Station Green in the Freightyards area fulfills this and balances the distribution in the Village.

The red circles mark Civic Space within the Villages. There is much more Natural Open Space all around the Villages, accessed by Trail System.

A great characteristic and advantage of a real small Town or Village is that the Countryside is only a short walk away.



Public Open Space in the Framework Plan. Northfield Village

CITIZENS' PRODUCTS

CITIZENS' PRODUCTS

Hands-On Table Map Table 1



Table 1, Northfield Full Town

- Additional senior housing that is walkable to necessary resources such as post office, pharmacy, library and retail
- Dangerous speeds through Falls (need crosswalks, etc.)
- Student pedestrian safety
- Safety/traffic planning for Little League fields
 - Jogger paths such as 12A are unsafe
 - Commons crossing points are problematic
 - Hospitality/hotel property
 - Public bathroom near Commons
- Walking between parks, ball fields and more walking trails
- More senior housing with integrated child care
 - Food bank and clothing shelter need better access or a new location (perhaps near the elementary school)
- Water Street Park should be developed with more equipment and an ice rink
- Safety overall, especially street crossings near the Commons
- More senior housing would help open up housing for families
- Develop Freight Yard Way or Town property with a community center/teen center and EMS



Table 1, Northfield Focus

CITIZENS' PRODUCTS

Hands-On Table Map Table 2

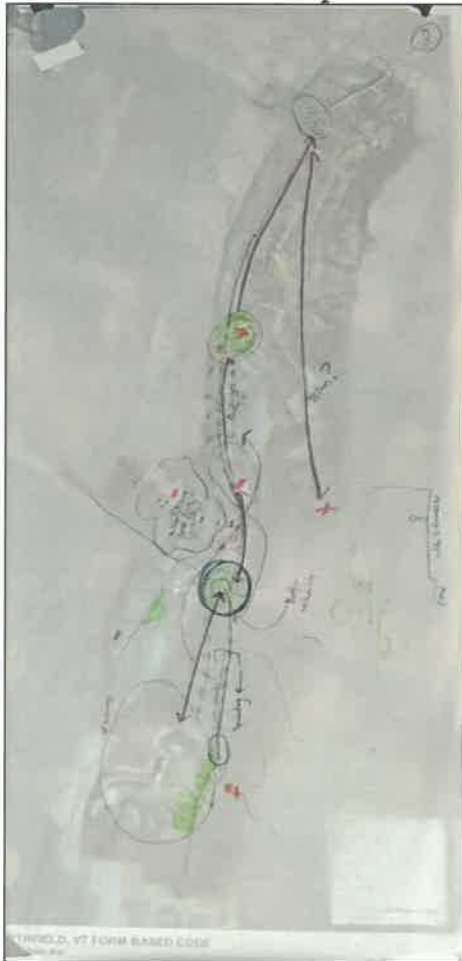


Table 2, Northfield Full Town

Overall map

- Connectivity between destinations
- Trees on 12
- Wider sidewalks
- Road diets

Large scale

- Focus on connecting east and west sides of 12
- Make Wall Street 2-way
- Make Depot Square more pedestrian
- Old Northfield center in the south near NU—connecting crescent, depot square, etc.
- Parking area behind buildings could eliminate some of the parking around square
- Beautifying facades

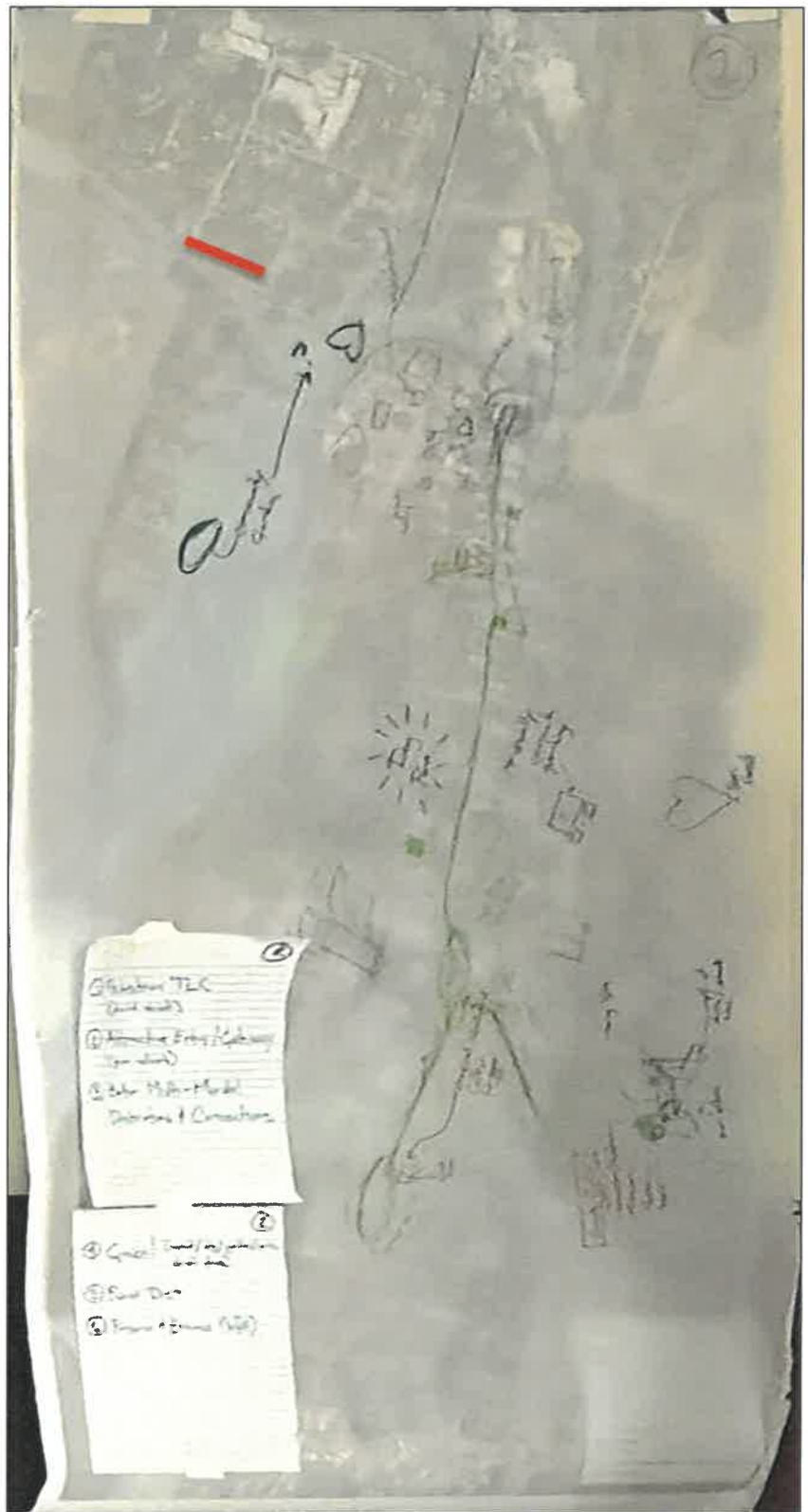


Table 2, Northfield Focus

CITIZENS' PRODUCTS

Hands-On Table Maps Table 3



Table 3, Northfield Full Town

Overall map

- Street trees along 12 and Central
- Bike route on Central to Depot
- Slow down traffic on 12 by narrowing lanes
- Increase sidewalks
- Increase trails off-road through wooded areas

Large map

- Redevelopment in the freight area
- Moving parking to the rear of buildings
- Add more street parking where possible
- Parking for the post office and library is a minimal
- More parking at Shaw
- Pedestrian-only on the square (one way around square)
- Bring back retail—small store with fresh vegetables
- Community garden on town-owned property
- Train station off Freight Yard Way



Table 3, Northfield Focus

CITIZENS' PRODUCTS

Hands-On Table Maps Table 4



Table 4, Northfield Full Town

Overall map

- Walk and bike from one end of town to the other (and beyond)
- Additional trails in the Falls

Large scale

- Connecting key sites in town
- Get to the covered bridges and gather
- Identified intersection improvements
- Community Center
- ◻ Could improve use of existing OR
- ◻ New facility near downtown
- Infill housing opportunities
- Interact more with the river (overlook near downtown (maybe behind legion), trails along it)
- Uncovering nice things in the municipal building
- Creating spaces opens opportunities for different paths
- Energy networks (e.g. district heating)



Table 4, Northfield Focus

Hands-On Table Maps Table 5



- [illegible]

Table 5, Northfield Focus

- DRAFT: May 2025

CITIZENS' PRODUCTS

Hands-On Table Maps Table 6



Table 6, Northfield Full Town

Overall map

- Accessibility is critical
- Missing a railroad station
- Traffic too fast on 12

Large scale

- Narrow 12—road is too wide and sidewalks too narrow or non-existent
- Before Mill Street let people know that speed limit is 20 and design it that way
- Add a dedicated bicycle lane
- People bicycle in Vermont—invite it to Northfield—capture that market in downtown
- Housing is an issue in Vermont
- ▮ Need sewers to allow for more housing options and fix failing septic systems
- ▮ Smaller houses on smaller lots
- Need sidewalks to connect post office in NF and other recreation facilities
- Sidewalks may not have to be concrete (e.g. crushed marble)
- Sidewalks on Gould—more accessibility for pedestrians and bicyclists
- Need train station
- Expand the walking trails (off-street)



Table 6, Northfield Falls Focus

CITIZENS' PRODUCTS

Hands-On Table Maps Table 7

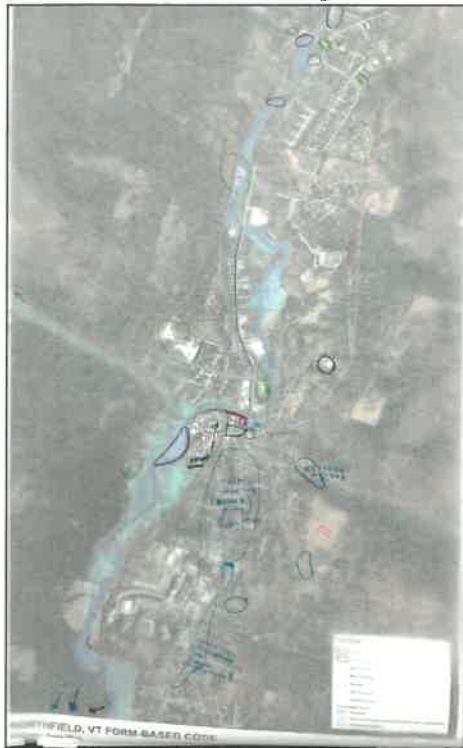


Table 7, Northfield Full Town

- Area as it relates to larger town (i.e., sidewalks/walkability)
- How does it work now – how better?
- Problem area -0 access to Town Forest
- Walkability to Northfield Falls – nodes
- General traffic – Scott Main/Central/Crosswalks/Bumpouts
- More buildings
- Gateway (Domino's)
- 0 Hotel?
- 0 Green space
- 0 Common – Change north side to greenspace
- Remove Old Cabot Building
- 0 Fernandez buildings
- 0 NAPA/car wash/storage
- New Senior housing
- 0 Move Municipal Building
- Northfield will benefit from Montpelier/Barre flooding, etc.)
- Norwich should give up on rugby field (flooding)
- 0 Planting versus barriers to help flooding
- Mayo Nursing – three-story new structure
- Replace old Municipal Building with three?-story structure
- New Freight Yard housing
- Sidewalks on Wall St
- 0 Safety crossing at BP Library (top of hill)
- 0 Crossing at Methodist Church to Central
- Access to forest – parking – location issue
- Geothermal to heat pumps in homes (1/4-mile radius)
- Bike paths, not bike roadways



Table 7, Northfield Focus

Five Ideas

1. Geothermal – including burying lines at same time
2. Freight Yard Way/Wall St sidewalk North side of Wall St is Town-owned
3. Roundabout – traffic/trees/walkability
Parking in back
4. Mayo Nursing – Senior housing
5. Vegetation -- trees

CITIZENS' PRODUCTS

Rated Visual Preference Exercise: Commerce & Mixed-Use

<p>Northfield, Vermont 2025 Vision Plan and Form-Based Code Community Visual Preference Exercise</p>	<p>Northfield Villages Visual Preference Exercise</p>				<p>CHARTERED PLANNING ASSOCIATES 2025 Vision Plan</p>
<p>Commerce & Mixed-Use</p>					
					
					
					
					

We arranged these images sideways - trading some viewing convenience for greater legibility (making the individual images larger).

























CITIZENS' PRODUCTS

Rated Visual Preference Exercise: Dwellings

Northfield, Vermont 2025 Vision Plan and Form-Based Code Community Visual Preference Exercise		Northfield Villages Visual Preference Exercise				CARRISMA PARKS & ASSOCIATES ARCHITECTS	
Dwellings							
							
							
							
							

CITIZENS' PRODUCTS

Rated Visual Preference Exercise: Street-Space/Public Realm and Urban Parking

<p>Northfield, Vermont 2025 Vision Plan and Form-Based Code Community Visual Preference Exercise</p>	<p>Northfield Villages Visual Preference Exercise</p>				<p>Geoffrey B. Farrell Associates ARCHITECTS</p>
<p>Street-Space / Public Realm</p>		<p>Urban Parking</p>			
					
					
					
					

Tally of Results: Charrette Exit Survey January 16th

1. Do you... in the Study Area?				2. Which Charrette Events have you attended?				3A. What is the most important idea you heard tonight?				3B. What is the most important idea you heard tonight?				3C. What is the most important idea you heard tonight?				4. How do you feel about the Northfield Project generally on the idea you DID NOT HEAR tonight?			
a. Live	b. Work	c. Own	d. Use	a. Kick-Off	b. Hands-On	c. Mts Jan 12-15	d. WIP is my 1st	a. First	b. Second	a. Right	b. somewhat Right	c. somewhat Wrong	d. Don't know	a. Right	b. somewhat Right	c. somewhat Wrong	d. Don't know	a. Right	b. somewhat Right	c. somewhat Wrong	d. Don't know		
1	1	1	1	1	1	1	1	Housing	Walkability	1				Varied Business	1								
1	1	1	1	1	1	1	1	Walkability/flow	Greening up					light rail (+ to Tops)	1								
1	1	1	1	1	1	1	1	Wall Street Devel.	Traffic-Pedestrian design						1								
1	1	1	1	1	1	1	1	Good Community thru Entries area	Housing+Walkability+Trails						1								
1	1	1	1	1	1	1	1	Housing	Walkability						1								
1	1	1	1	1	1	1	1	Streets-Speed, +Walkability	Housing					Economic Growth/Storefronts on the Common.	1								
1	1	1	1	1	1	1	1	FreightYard Developm.	N Falls Development						1								
1	1	1	1	1	1	1	1	Revisioning Common + Housing	Re/Vison, ReDevel N Falls					Costs - possible to Make profit & it be "Workforce Housing?"	1								
1	1	1	1	1	1	1	1	more Housing	good Sidewalks						1								
1	1	1	1	1	1	1	1	Walkability/flow	Traffic Control					Attracting Industry	1								
1	1	1	1	1	1	1	1	Walkable Space-satbacks	Sewer-future housing concerns						1								
1	1	1	1	1	1	1	1	Re-do Roads to Streets	Infill small houses in N Falls ADUs etc					Shared Civic Spaces Community Cent - Race Center etc	1								
1	1	1	1	1	1	1	1	Blasphemous/sidewalks	Specific Traffic Calming/Infill					How-to get there from here over time (Implementation)	1								
1	1	1	1	1	1	1	1	Flexible rather than prescriptive Zoning	Beautification of Downtown.						1								
1	1	1	1	1	1	1	1	Feet/Bike/walkways & Accessibility	Infill Housing					Community Center whereabouts	1								
1	1	1	1	1	1	1	1	Traffic Calming	Workforce Housing current & future needs						1								
1	1	1	1	1	1	1	1	Connection NV & NFV	Traffic-Streetscapes					Integrated Growth Plan	1								
1	1	1	1	1	1	1	1	Housing-Wall St	Lots of housing areas to be developed					Senior Housing	1								
1	1	1	1	1	1	1	1	Road Diet	Powerlines under Ground					Sewer in N Falls	1								
1	1	1	1	1	1	1	1	Roadway width Reductions	Smart Single Family						1								
1	1	1	1	1	1	1	1	Multi-use trails Bike/Walk	Increasing Workforce Housing					Community Center	1								
1	1	1	1	1	1	1	1	Narrowing Main St-More Ped Priority	Infill Housing					\$ Return to the Town on these Investments (social is obvious).	1								
1	1	1	1	1	1	1	1	Street Improvements for Pedestrians	Downtown Parking						1								
1	1	1	1	1	1	1	1	Central Street	Street Trees					Bike Path N Falls to N Village	1								
1	1	1	1	1	1	1	1	Sidewalk/Curbs shrinking	Devle N Falls - Connect to N Village					Bike Path	1								
1	1	1	1	1	1	1	1	Traffic Calming	Redesigned Freight yard & Depot Square					Rejuvenation of Currant Housing/Streets	1								
1	1	1	1	1	1	1	1	Main-Central	Move pkg for more beauty.						1								
1	1	1	1	1	1	1	1	N Falls infill housing	Downtown Development					Community Gathering Spaces	1								
1	1	1	1	1	1	1	1	Streetscaping for Walker-Bikers	Common Development					Sidewalk to Tops & 1st of Town. How Funding Works?	0.5								
1	1	1	1	1	1	1	1	Walkability/flow	Infill Housing						1								
1	1	1	1	1	1	1	1	Good Overall Plant	Sewer to Northfield Falls						1								
1	1	1	1	1	1	1	1	Not New Ideas BUT Good Details							1								
1	1	1	1	1	1	1	1	Traffic Calming							1								
1	1	1	1	1	1	1	1	Freight Yard Development							1								
22	15	21	31	19	22	8	10			28.5	4.5	0	0		28.5	4.5	0	0					
67%	45%	64%	94%	58%	67%	24%	30%			86%	14%				86%	14%							
a. Live	b. Work	c. Own	d. Use	a. Kick-Off	b. Hands-On	c. Mts Jan 12-15	d. WIP is my 1st	a. Most Important	b. Second Most Important	a. Right	b. somewhat Right	c. somewhat Wrong	d. Don't know	a. Right	b. somewhat Right	c. somewhat Wrong	d. Don't know	a. Right	b. somewhat Right	c. somewhat Wrong	d. Don't know		