

SECTION B(1) – 6 – TRADITIONAL NEIGHBORHOOD DESIGN

Any Traditional Neighborhood Development proposal should be presented to the locality and VDOT in its entirety. It is recognized that each traditional development is unique and will require individual review, discussion and approval of unique features. However, any county interested in traditional development is encouraged to submit their county wide proposal of the basic features they would like to see allowed in Traditional type development for VDOT review.

A Traditional Neighborhood Development is a multiuse, walkable community with moderate to high residential densities and a mixed-use core. Compared with conventional suburban developments, Traditional have a higher potential to increase modal split by encouraging and accommodating alternate transportation modes. Traditional also have a higher potential for capturing internal trips due to the increased employment, educational, and recreational facilities located within the development, thus reducing vehicles miles traveled.

A dense network of narrower streets with reduced curb radii is a key feature of Traditional Neighborhood Development design. This network serves to both slow and disperse vehicular traffic and provide a pedestrian friendly atmosphere. Such alternate guidelines are encouraged when the overall design ensures that non-vehicular travel is to be afforded very practical accommodation that does not adversely affect safety considerations.

Traditional Neighborhood Developments have a high proportion of interconnected streets, sidewalks and paths. Street and rights of way are shared between vehicles (moving and parked), bicycles, pedestrians, and Transit.* The dense network of Traditional Neighborhood Development streets functions in an interdependent manner, providing continuous routes that enhance non-vehicular traffic. Most Traditional Neighborhood Development streets are designed to minimize the impact of through traffic by the design of the street and the location of the land uses. Streets are designed to only be as wide as needed to accommodate the usual vehicular mix for that street while providing adequate access for moving vans, garbage trucks, emergency vehicles and school busses.

Alleys are encouraged to provide site access, though alleys will not be accepted by VDOT for maintenance in the secondary system. The alley network also ensures minimal service vehicle access on the neighborhood street. Alley widths are to be determined by the locality. Alley entrances should be designed in accordance with Standard CG-11 and be a minimum width of 20 feet measured from face of curb to face of curb with a minimum radius of 12.5 feet. However, the selected radius shall accommodate the anticipated type of vehicle usage.

In addition, the following features are characteristic of Traditional Neighborhood Developments and may be allowed within these subdivision guidelines.

* Rev. 7/13