

SECTION B – 6 – NEOTRADITIONAL NEIGHBORHOOD DESIGN

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

A Neotraditional Neighborhood Development is a multi use, walkable community with moderate to high residential densities and a mixed-use core. Compared with conventional suburban developments, Neotraditionals have a higher potential to increase modal split by encouraging and accommodating alternate transportation modes. Neotraditionals 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 Neotraditional 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.

Neotraditional 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, and pedestrians. The dense network of Neotraditional Neighborhood Development streets functions in an interdependent manner, providing continuous routes that enhance non-vehicular traffic. Most Neotraditional Neighborhood Development streets are designed to minimize 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.

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

- A. All or most streets must be part of a dense interconnected pattern. The degree of interconnectivity should be maximized to permit multiple routes, diffuse traffic and shorten walking distances. Most Neotraditional Neighborhood Development streets are designed to minimize through traffic.
- B. One-way street pairs are often used. The design features for one-way streets are shown on table 3.