

- 1. THE TEN GUIDING PRINCIPLES OF WHAT MAKES A NEIGHBORHOOD**

# WHAT MAKES A NEIGHBORHOOD?

# 10 PRINCIPLES

Many parts makes a neighborhood. A neighborhood has stores and shops that satisfy everyday needs within an easy walk with safe and friendly streets on which people feel they “belong.” Residential streets feel public, and more like open space than traffic ways. Streets are a pleasant part of the neighborhood. A great neighborhood has many choices to move on foot, by bicycle, transit, and auto. A neighborhood has places for people to meet, talk and be neighborly with gathering places that include parks, plazas, sidewalks, and shops. And lastly, a great neighborhood has its own character, shaped by its physical setting, streets, buildings, open spaces, history, and the people who live in them.



1 A discernible center



2 Connected sidewalks with a clear pedestrian path, street trees and lighting



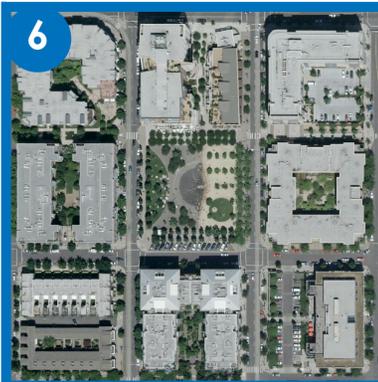
3 Buildings placed close to the street to create a sense of place



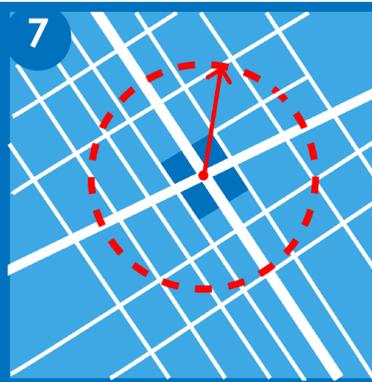
4 Parking placed behind buildings and away from street frontages



5 Complete Streets - a balance between cars, pedestrians and bicyclists



6 Compact street blocks that encourage walking



7 Most of the dwellings are within a five minute (1/4 mile) walk to the center



8 Greater density, with a variety of dwelling types and commercial activity



9 Neighborhood Identity



10 Prominent civic and public buildings

**1 DISCERNIBLE CENTER**

LOCAL CASE STUDY EXAMPLES

One Loudoun Town Center, Loudoun County

Daleville Town Center, Botetourt County,



Every neighborhood should have a discernible center, that is walkable from a quarter-mile radius. The center can accommodate programmed or spontaneous events, or simply be a place people relax or meet friends. The center is often a hardscaped plaza, green or a park space; sometimes it could even be a busy street corner. The center is supported and framed by mixed-use development with uses directly facing the center.



The first phase for both town centers for Daleville and One Loudoun established a multi-functional plaza space that accommodates festivals, farmers markets and other events in order to create a destination and attract future development.



## 2 CONNECTED STREETS, CONDUCTIVE TO PEDESTRIANS AND CYCLISTS



Streets within the neighborhood form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination. Interconnected street grid network disperses traffic & eases walking.

### KEY

1. An interconnected street grid disperses traffic and encourages walking with consistent and unencumbered sidewalks between street blocks
2. Striped bicycle lanes are continuous between street blocks
3. A high quality pedestrian network and public realm makes walking pleasurable with sidewalk bulb-outs at street intersections and enhanced crosswalks that are highly visible.

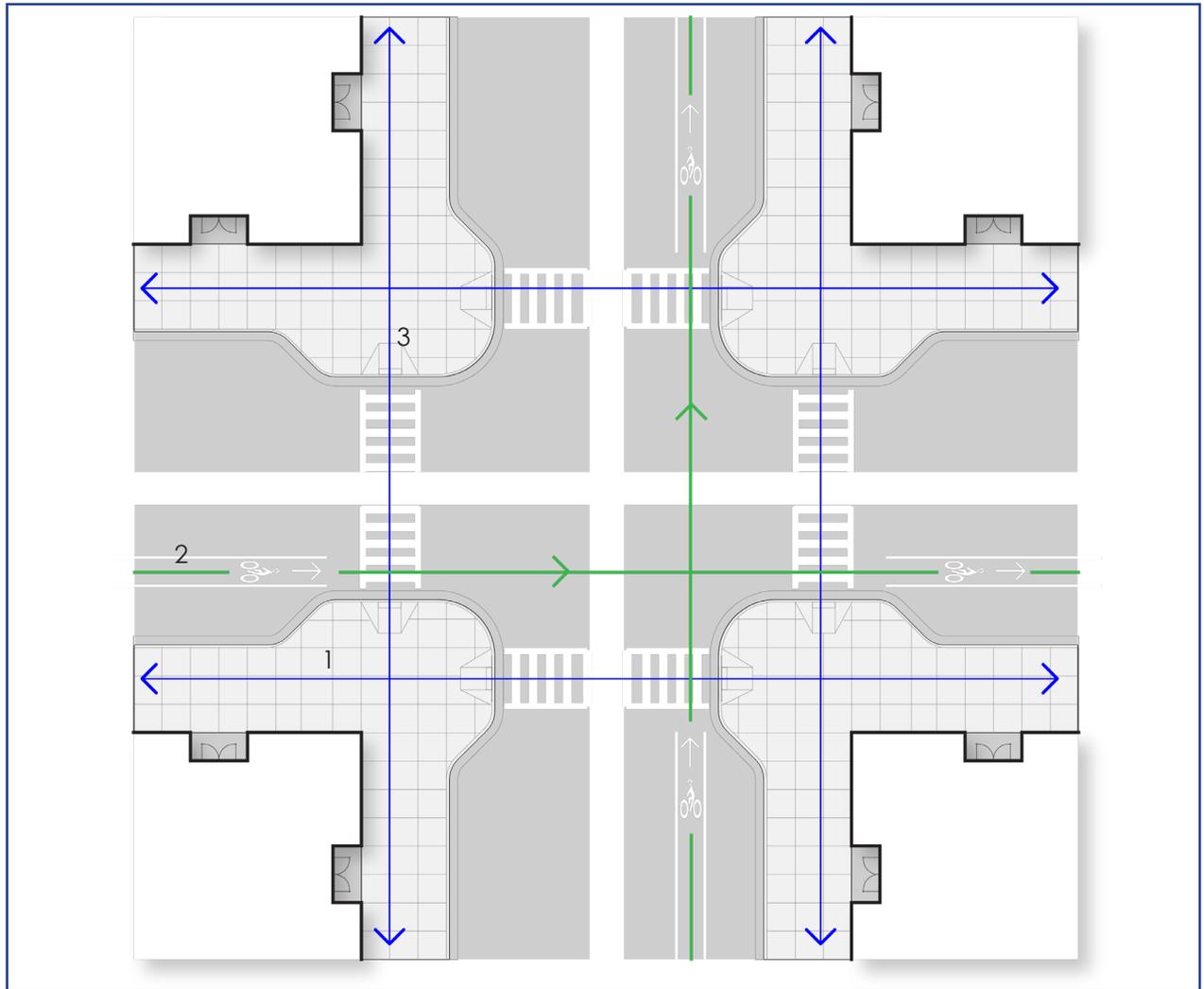


DIAGRAM: STREET GRID CONNECTIVITY

**3** BUILDINGS PLACED CLOSE TO THE STREET TO CREATE A SENSE OF PLACE

**4** PARKING PLACED BEHIND BUILDINGS AND AWAY FROM STREET FRONTAGES



Buildings in the neighborhood center are placed close to the street, creating a well-defined outdoor space.



Parking lots and garage doors rarely front the street. Parking is relegated to the rear of buildings, usually accessed by alleys.



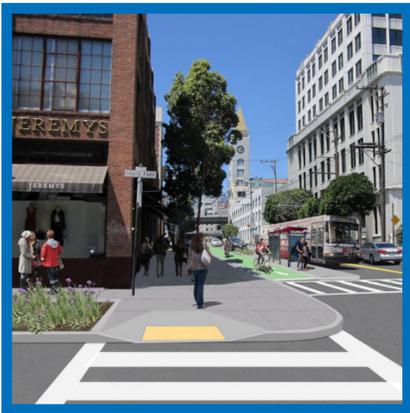
DIAGRAM: PLACEMENT OF DEVELOPMENT ON STREET BLOCK

**KEY**

- 1. Buildings located close to the street; emphasize the street corner
- 2. Parking internalized, based on structural bays for future parking structure build-out
- 3. Entries to the parking area
- 4. Ground floor units have direct access to the sidewalk
- 5. Commercial (pink)
- 6. Townhomes (orange)
- 7. On-street parking

5

COMPLETE STREETS



Complete streets have no singular design prescription. Each one is unique and responds to its community context; however, complete streets are designed to balance drivers, pedestrians, and bicyclists. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, handicap-accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

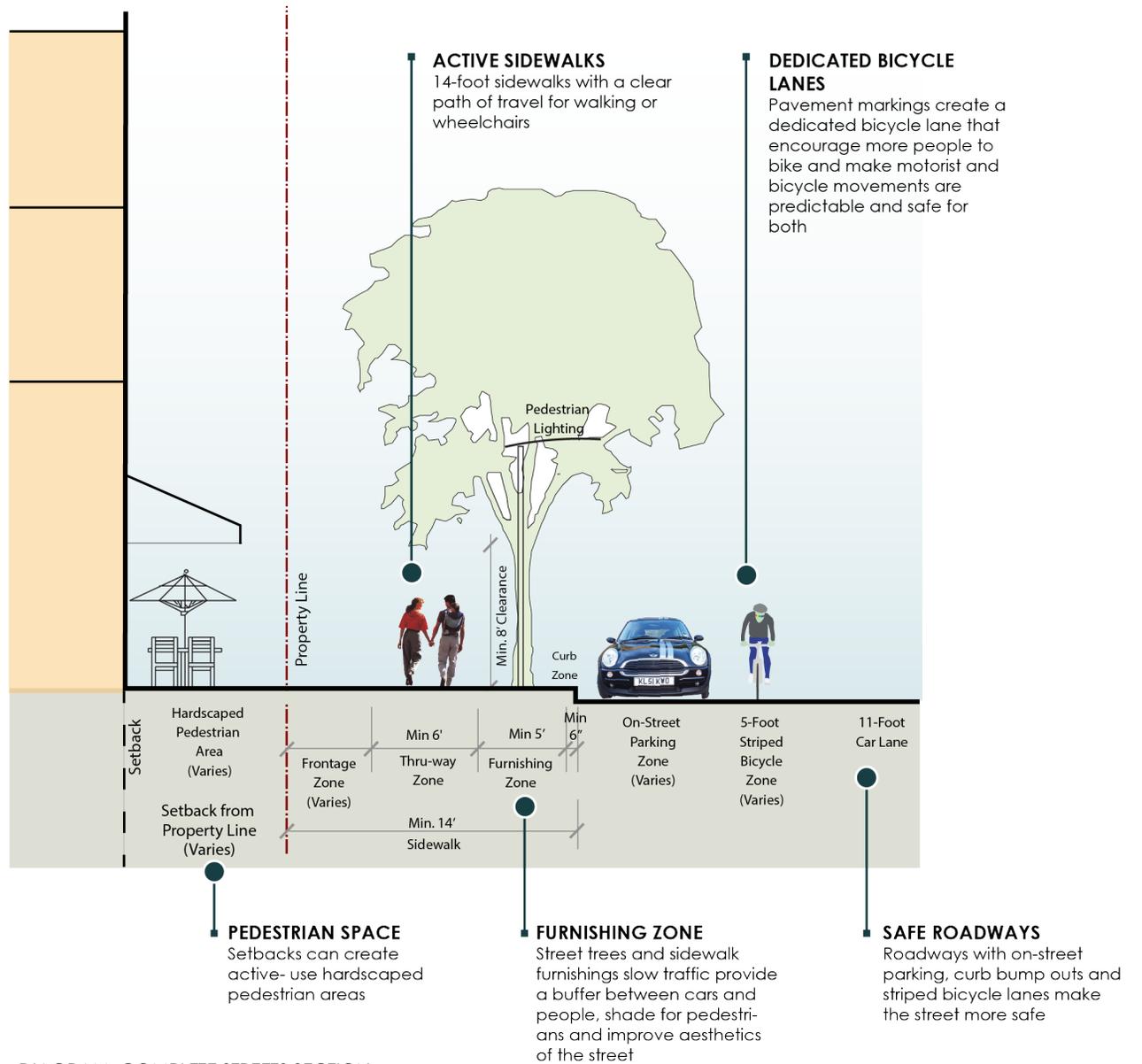


DIAGRAM: COMPLETE STREETS SECTION

6

COMPACT STREET BLOCKS THAT ENCOURAGE WALKING



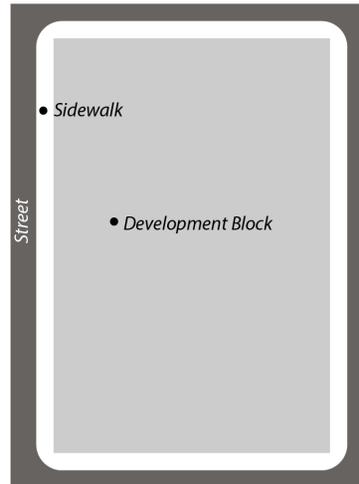
Compact street blocks that are 200 to 400 feet wide and up to 600-feet deep provide a comfortable neighborhood scale that facilitates a fine-grain development pattern and walking experience. For blocks that exceed the maximum recommended length of 600 feet, a mid-block pedestrian path is recommended to allow for passage.

Street blocks should take advantage of southern exposure when designing a plaza and emphasize mid-block pedestrian walkways to facilitate walking.

Typical Compact Street Block

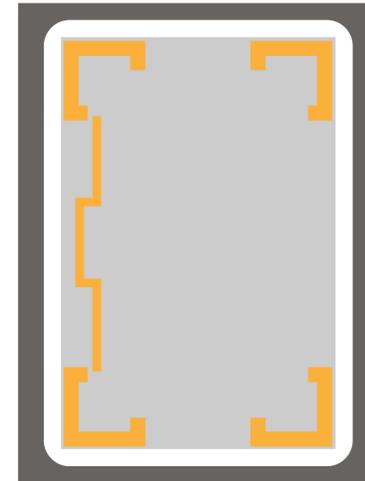
300 Feet to 600 Feet

200 Feet to 400 Feet



Emphasize the Corners

Emphasize the street block corners by architectural massing, height or material composition

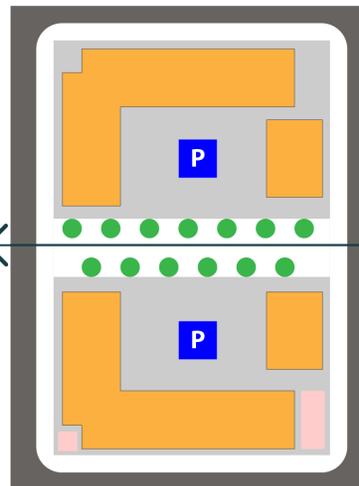


Mid-Block Pedestrian Paseos

Incorporate pedestrian paseos at the long-end of the block

Buildings placed towards the street frontage

Parking located behind the building



Design for Southern Exposure

Incorporate pedestrian plaza with landscaping and trees with active uses at the ground floor at the southern exposure of the block by building setback

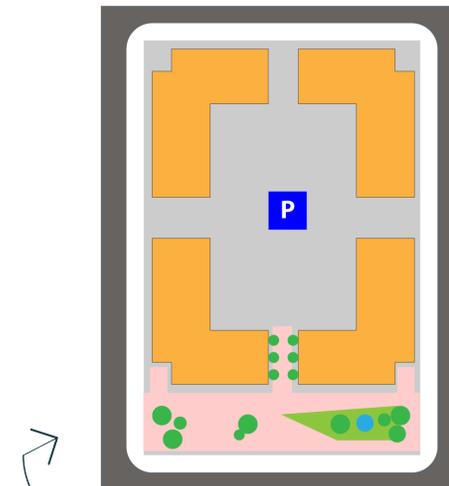
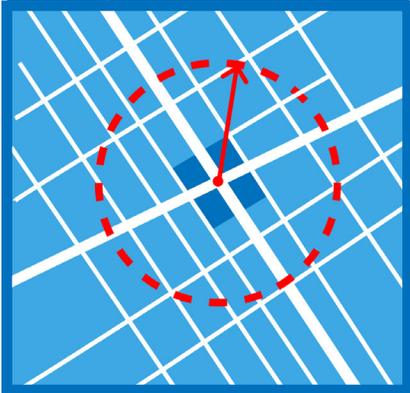


DIAGRAM: BLOCK LAYOUT SUGGESTIONS

**7 1/4 MILE WALK TO THE CENTER**



Most of the dwellings are within a five minute (1/4 mile) walk to the center. The center can be a park, plaza, event center, or street.

**8 GREATER DENSITY WITH MIXED-USE DEVELOPMENT**



Greater density, with a variety of dwelling types and commercial activity, provides synergy among uses and creates an immediate critical mass to sustain retail and commercial uses.

**9 NEIGHBORHOOD IDENTITY**



Neighborhood identity provides the brand and image of the area, and a basis for a marketing strategy to promote businesses, events and future development opportunities.

**10 PROMINENT CIVIC AND PUBLIC BUILDINGS**



Certain prominent sites at the termination of street vistas or in the neighborhood center or park, should be reserved for civic buildings (library, post office, city hall). These provide sites for community meetings, education, and religious or cultural activities.

**DIAGRAM: PHASING THE GUIDING PRINCIPLES (PAGE 23)**

The phasing diagram illustrated on Page 23 describes how the guiding principles that create a great neighborhood can be phased over time. Getting the placement of buildings right, and establishing a center of the neighborhood is critical in the earlier phases of a neighborhood. As more development is planned, addressing how parking should be treated becomes a critical component.

**I. SHORT-TERM PHASE**

**II. MID-TERM PHASE**

**III. LONG-TERM PHASE**

1. A discernible center

*Built over several phases: Phase I: Identify a Neighborhood Center, such as public square, future park, a civic building, or a Main Street*

9. Create Neighborhood Identity

*Create a sense of place through branding, district identification and wayfinding elements*

2. Connected sidewalks with a clear pedestrian path, street trees and lighting

*Each block with new development should have a continuous 14-foot sidewalk with street trees and pedestrian lighting*

3. Buildings placed close to the street to create a sense of place

*Phasing strategy for new buildings to emphasize important street corners when existing buildings are located on the site*

7. Most of the dwellings are within a five-minute (1/4 mile) walk to the center

*Prioritizing development along highly visible streets, neighborhood parks and the Stone Spring Pedestrian and Bicycle Trail*

5. Complete Streets with a balance between cars, pedestrians and bicyclists

*Each block should be connected with continuous sidewalks, striped bicycle lanes and 11-foot lanes for cars*

6. Create compact street blocks that encourage walking

*Implement shorter block sizes from larger parcels (200-400 foot wide, 300-600 foot deep) to improve walkability*

4. Parking placed behind buildings and away from street frontages

*All parking should be placed behind the building and away from street view. Plan the site to accommodate future structured parking encapsulation*

8. Greater density that includes a mix of dwelling units and commercial uses

*Ground floor commercial use with residential development*

10. Prominent civic and public buildings

*Could be the location of a library with an adjoining park, or a hardscaped plaza for neighborhood events*

*Structured parking for all future development*

DIAGRAM: PHASING THE GUIDING PRINCIPALS

