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Summary

This article illustrates a method of formal analysis of traditional settlement patterns. It proposes that future development in states such as Maryland be informed by, and where appropriate be modeled after, the State's traditional, historic settlement patterns, and to show how village and hamlet development regulations might be written, based on those patterns.

Key words

alley, cultural preservation, farmland, regional planning, rural zones, settlements, street, town plans, Traditional Neighborhood Development (TND), zoning
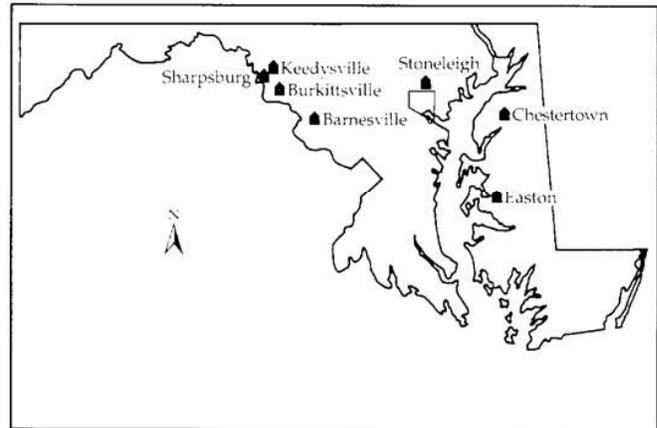

Fig. I. Location map of towns in the study.

Design characteristics of Maryland's traditional settlements

I BACKGROUND

Traditional land development patterns in Maryland tended, in the past, to produce cultural landscapes of great beauty and environmental quality in which compact settlements, farms and natural scenery coexisted in symbiotic harmony. In parts of the region, this cultural landscape remains intact and undamaged. In other areas, postwar development pressures and policies have produced a different environment, one in which the traditional cultural landscape has been replaced with suburban sprawl and strip highways. This article suggests a regionalist basis for shaping the future of our rural and ex-urban areas, one in which village and hamlet zoning, informed by a knowledge of the urban design characteristics of traditional regional settlements, will provide an alternative to large lot zoning as a more effective means of preserving rural character and providing better communities.

This article summarizes a study of the formal characteristics of a selected set of regional towns, villages, hamlets and neighborhoods (Fig. 1), undertaken in an attempt to understand the implicit rules that governed their visual organization. The communities were selected based on their visual character, their "intactness" and visual identifiability, and on the basis of a designed range of types and sizes. The methodology was as follows:

- The history of each of the communities and their overall plans were recorded, documenting each plan's growth over time.

- At a larger scale, the formal characteristics of selected "component sites" was documented within each community, permitting analysis of detailed layouts and visual characteristics of selected street corridors.

Analysis methods included archival investigation and interviews with officials and citizens. Fieldwork also included making on-site sketches and measurements. Later, low-level aerial color and black and white photographs were made of each site from a helicopter. From this vantage point, the effects of large lot subdivision development could be compared with traditional cultural landscape patterns across wide areas of the State. Finally, narrative reports were illustrated with graphic documentation showing the "urban design" characteristics of their study sites.

Aerial and ground level observation provided convincing evidence that sprawling large lot subdivision development has turned out to be a poor means of preserving rural character in Maryland and an inefficient use of land in designated growth areas. While the rationale for large lot development may have been the preservation of open space, the carpet of large lot sprawl in many areas has obliterated the character of Maryland's rural countryside, replacing traditional cultural landscapes of striking beauty with vast areas of suburban sprawl. The State's historic settlement patterns suggest a preferable way to shape future rural and urban growth. The future development in village and hamlet configurations based on these precedents should be encouraged, in a frame of reference valuing both growth and the conservation of the historic cultural landscape, economic development
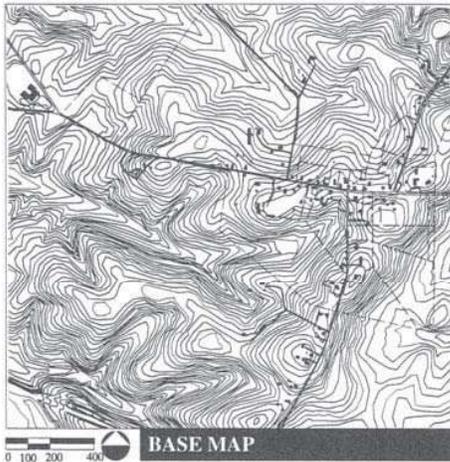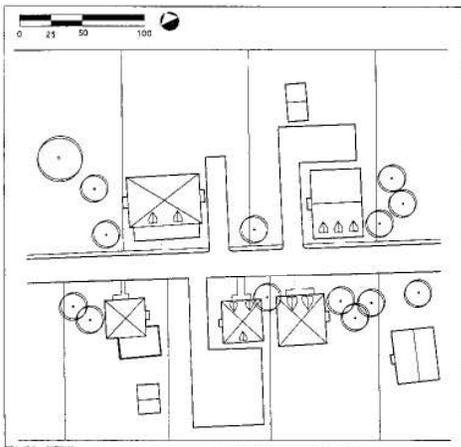
Fig. 2. Barnesville base map.

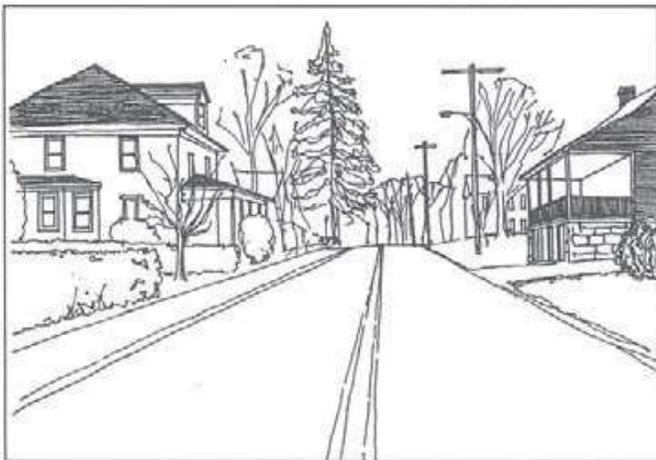**Fig. 3.** Barnesville component site plan.

Fig. 4. Barnesville Road looking east: Corridor character.

and the conservation of agricultural land, and informed change and the preservation of our scenic and environmental legacy.

2 URBAN DISIGN CHARACTERISTICS OF HISTORIC COMMUNITIES

Traditional towns achieve their attributes in different ways, but all possess the following characteristics:

• The selected historic, paradigmatic rural settlements are compact and identifiable, and their boundaries are visually discernible.

• Their plans can be described as linear, crossroads or gridded, with variations designed to accommodate terrain or circumstance to achieve spatial hierarchy, or to enhance a localized "sense of place."

• They are visually coherent. Their character is established through consistent, subtle rules of formal organization and architectural language (conventions of composition, style, materials, use of component parts such as porches, ornament and detail).

• They possess a strong degree of spatial hierarchy. (For example, town centers are often marked with public spaces; local neighborhoods often have their own, less formal public open spaces.)

• Their street corridors are visually bounded, "layered" and intimate in feeling. The public realm is thus improved. At the same time a sense of privacy for individual houses is enhanced.

• Their street blocks can be understood as comprising their component neighborhoods, suggesting the role of the street as a "social channel" of neighborly interaction.

• They accommodate a mix of uses, even at the hamlet scale.

• They typically include a range of housing types.

• Parking is accommodated in a mix of on-street and off-street strategies. Large-scale parking lots are rare, and anomalous.

• Most important, the towns, their neighborhoods and their settings convey a strong "sense of place."

Some of the typical visual components of our traditional settlements are narrow roadways, street trees, sidewalks, "layered" front yard plantings, "layered" architectural designs, sometimes utilizing front porches, and relatively closely spaced structures on lots narrower than those conventional in current subdivision layouts. Traffic is controlled and managed through a variety of devices, including street width and discontinuous grid patterns. No *cul-de-sacs* are employed, however, except in areas developed after World War II.

Settlement types

For convenience, the study settlements are divided into four categories: hamlets, villages, towns, and a traditional suburb. Nearly all towns began as hamlets, so the first three of the categories represent "growth over time" morphology. Based on the examples, three working categories were defined as follows:
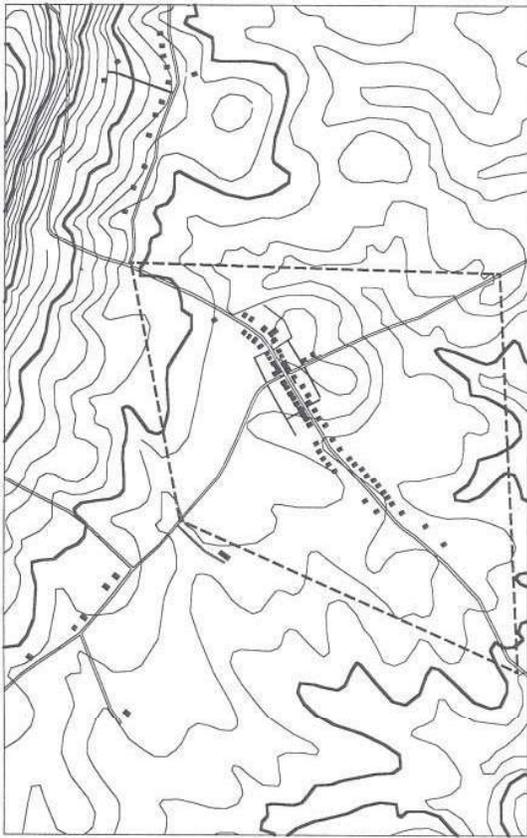
Fig. 5. Burkittsville town plan.

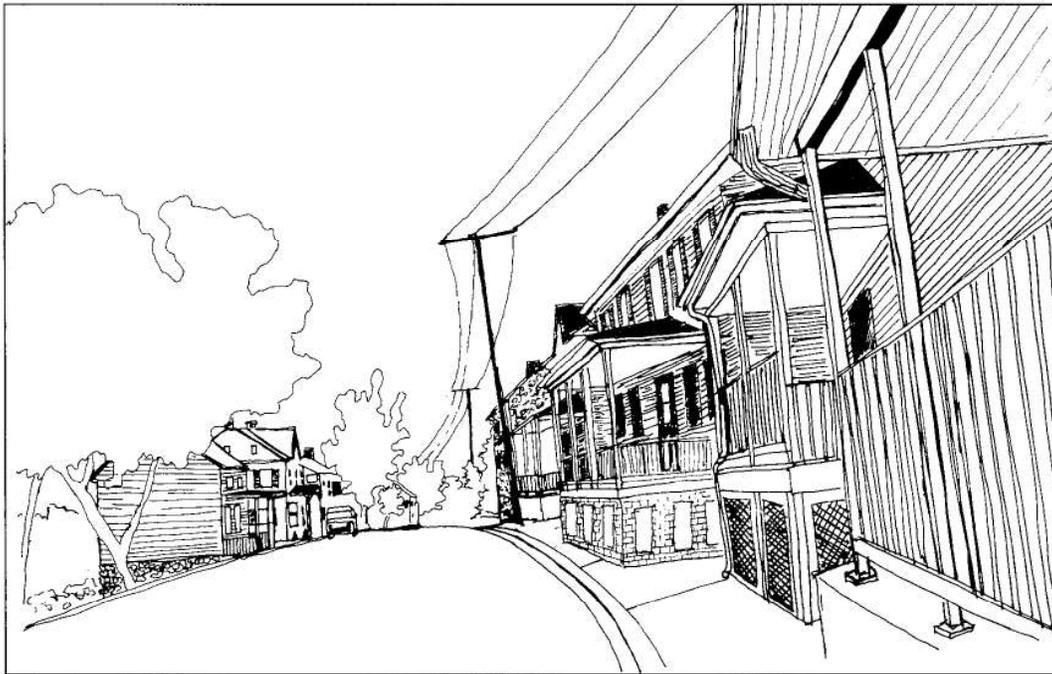**Fig. 6.** Burkittsville component site plan, Main Street.

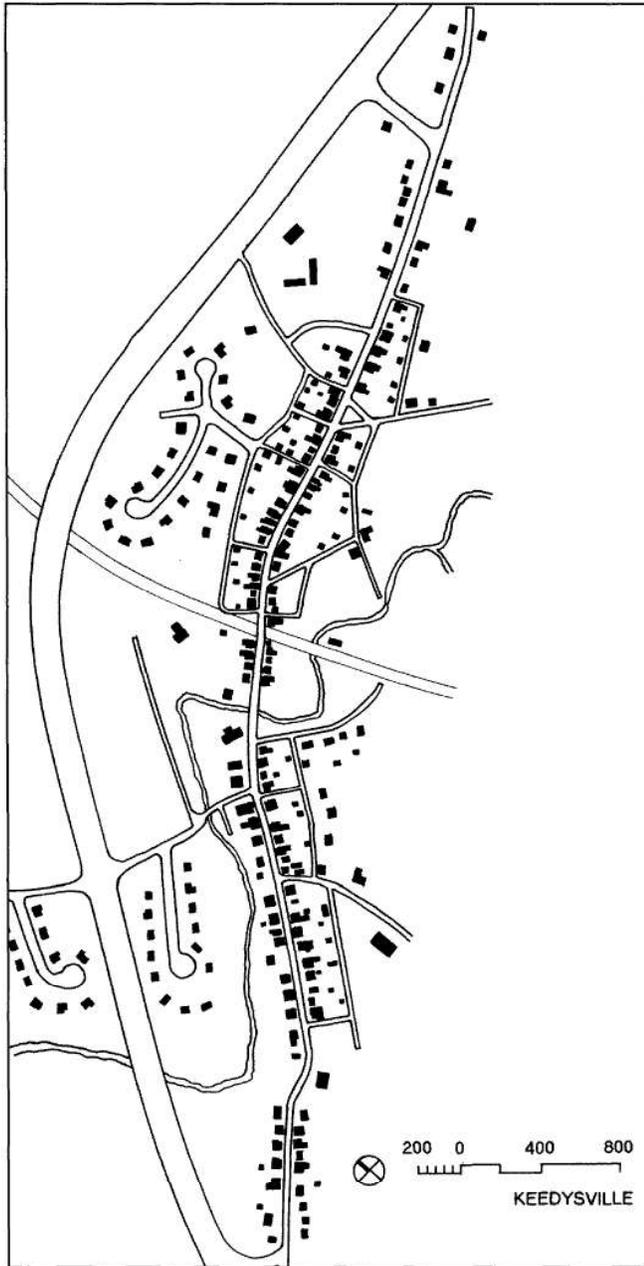**Fig. 7.** Burkittsville Main Street, looking east.

Fig. 8. Keedysville town plan.

Hamlets: compact, discernible settlements of 25 to 60 separate structures, with no, or a very small number of, commercial enterprises. (Example: Barnesville, Fig. 2.)

Villages: compact, discernible settlements of about 50 to perhaps 300 separate structures, accommodating a half dozen to several dozen commercial occupancies. (Examples: Burkittsville, Fig. 5 and Sharpsburg, Fig. 12.)

Towns: compact settlements larger than villages, containing several or a number of neighborhoods. Towns by definition have town centers (downtowns), and often play a role in governance as a jurisdictional center or subcenter. (Examples: Easton, Fig. 14 and Chestertown, Fig. 16.)

Linear plans

The village of Keedysville represents a clear example of a linear plan (Fig. 8). The road's traffic in the village's early decades created an economic growth opportunity. More recently, it threatened to overwhelm the settlement, and a highway by-pass was created.

Crossroads

Burkittsville and Barnesville are also mostly organized in linear plans, though one or more secondary roads cross both their main streets.

Pure linear plans, where there is no crossroad, do not have inherent centers where the potential locus of commercial and public activity is obvious.

When the opportunity presented itself, early roads were planned to follow ridgelines, or were located adjacent to a stream in a river valley. Good roadway drainage was thus provided to one or both sides of the road, making travel conditions in wet weather less muddy. Linear settlements built along such roads enjoy inherently good surface water drainage conditions, explaining one circumstantial advantage of their locations. (Sharpsburg is an exception. There, the main road through part of town follows a declivity in the terrain, turning the road into a surface water swale, not a recommended situation.)

Grids, distorted grids, and broken grids

A grid plan provides an "imageable" location map, and maximizes alternative circulation routes. The problem of grids is inherent: there is no implicit center or location hierarchy.

Classic Roman planned towns dealt with this lack of central focus by designating one central street the *cardo maximus* and the central crossing street the *decumanus maximus*. Their crossing provided a locational and hierarchical center, typically celebrated with a civic open space. Lesser hierarchical locations were usually provided along the streets of the grid by providing "exedral" spaces to one side of the road. Buildings located along the *cardo maximus* or *decumanus maximus* obviously enjoyed higher locational standing than those on other roads. Chestertown is planned in almost exact accordance with the classical Roman model.

Grids also possess the capacity for the accommodation of pattern distortions, such as circles, semicircles and curves, which can be employed to provide a sense of neighborhood location or spatial hierarchy.
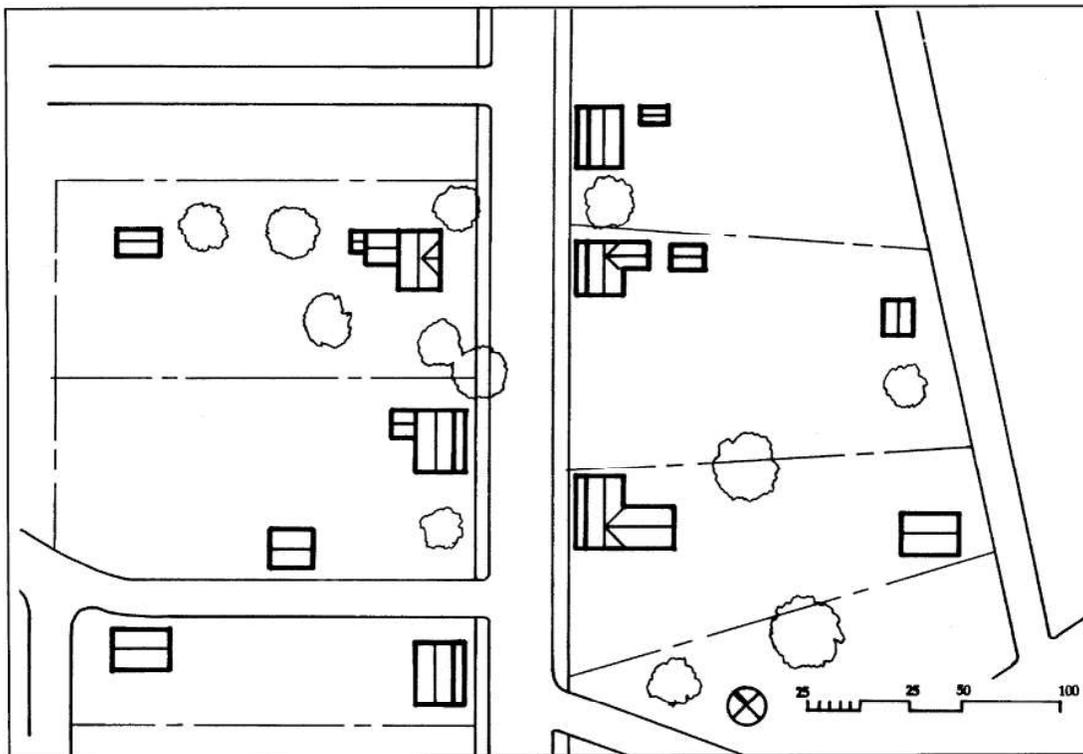
Fig. 9. Keedysville South Main Street architectural character.

Fig. 10. Keedysville North Main Street component site plan.
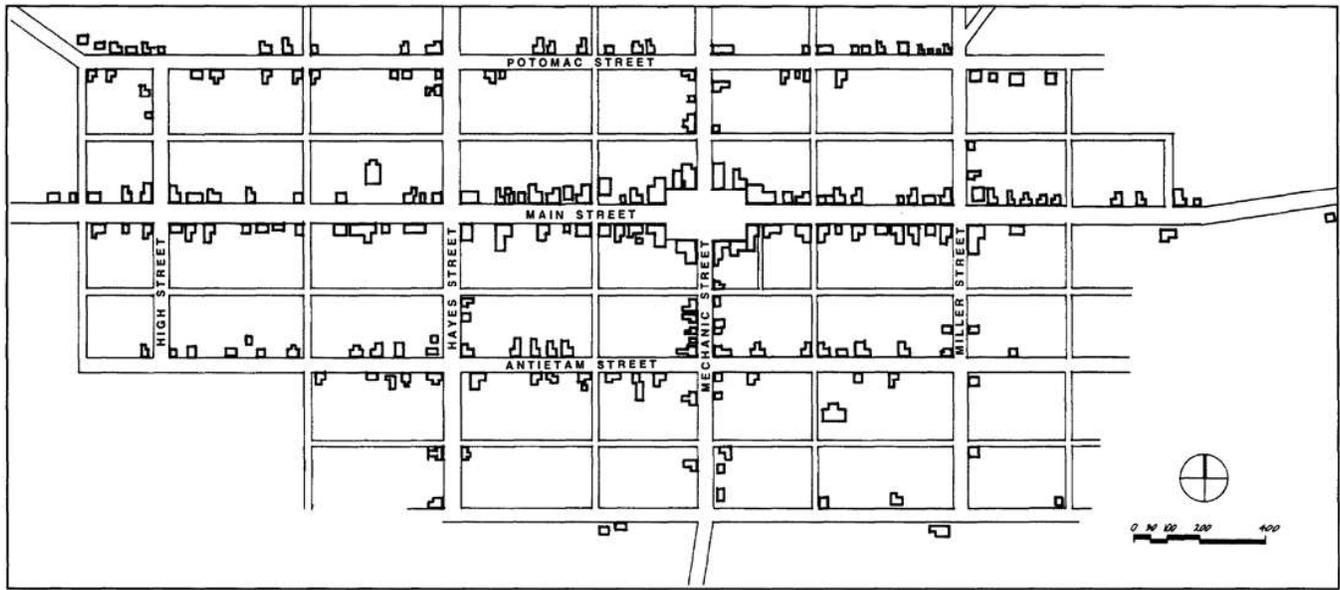
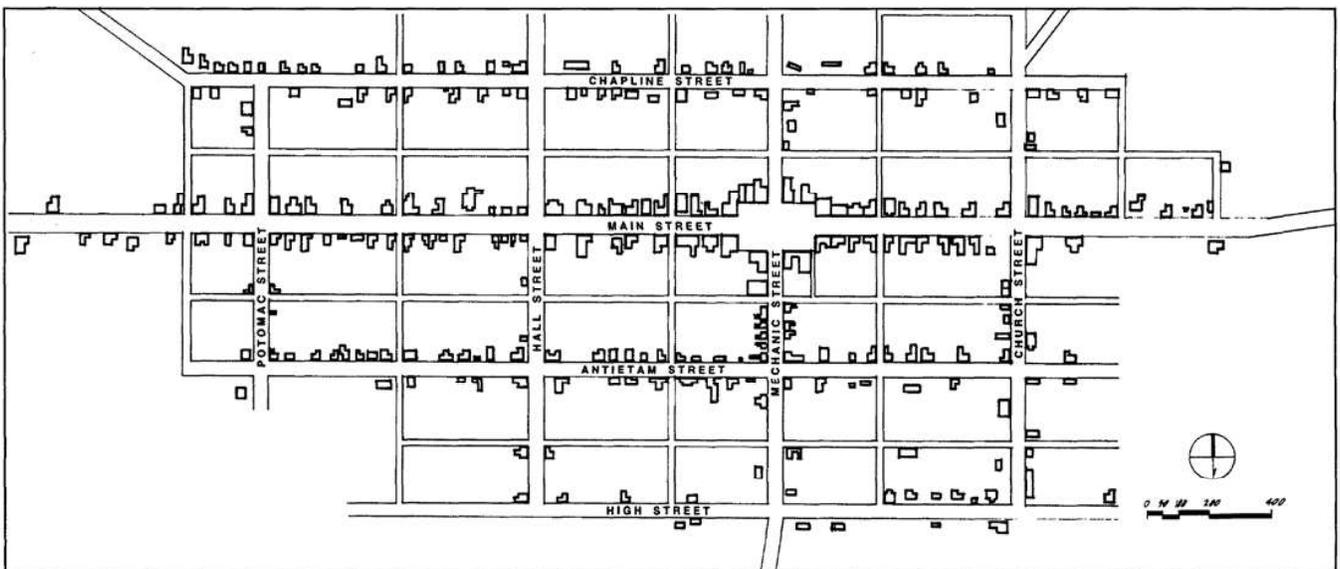**Fig. I1.** Sharpsburg town plan, 1877.

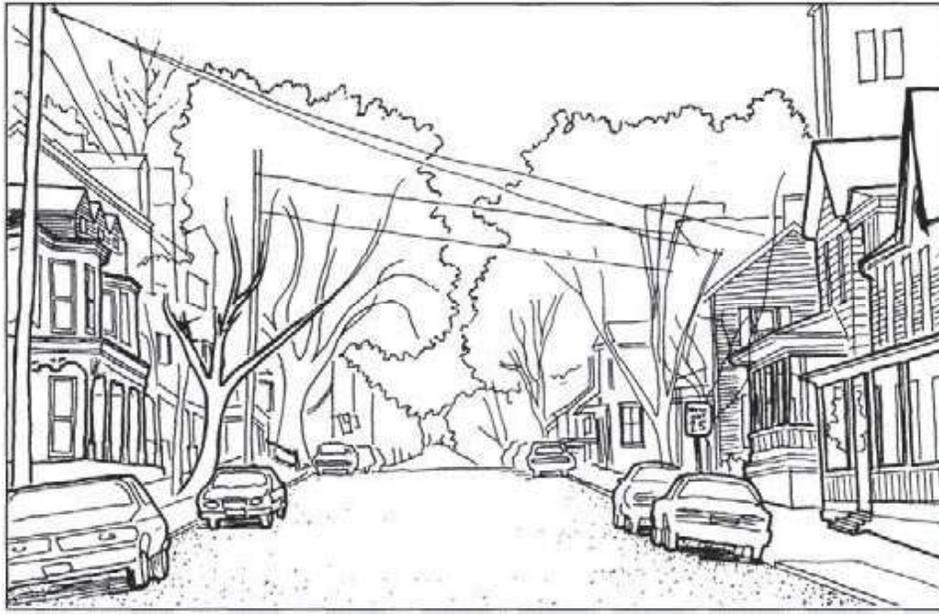**Fig. I2.** Sharpsburg town plan, 1993.

Fig. 13. Sharpsburg West Main Street looking west.

A grid plan's inherent provision of numerous alternative circulation pathways can also pose a problem in the age of private cars and trucks. Every street can become a through street, unless distortions are introduced or the grid is broken. The discontinuous grid facilitates the local traffic's internal circulation while discouraging through traffic. The resulting visual character also contributes to a sense of visual closure in neighborhoods.

Hierarchy and open space

Villages have centers; towns have downtowns. Local neighborhoods need open space for recreation and to nurture a sense of community identity. Traditional towns, through plan disposition and distortions, and through the provision of centralizing and exedral figural space, achieve a sense of spatial and locational hierarchy.

Most of these spaces are square or rectangular. In neighborhoods, open space tends to be shaped more circumstantially, and casually.

Land use

Another important characteristic of traditional settlements, in contrast to conventional suburbs, is that there is an intimate mix of housing types and a presence of appropriately scaled commercial buildings. In traditional settlements, the range of housing types and commercial activities is housed in a built environment where continuity of scale seems to be the governing factor.

In all of the traditional towns presented here, the visually contained street corridor is the essential component. It constitutes the basic ordering devise of the traditional town, and provides its defining imagery.

Parking and planting

Neighborhood streets in these towns facilitate and control traffic circulation, function as social channels, and provide for parking. In traditional towns in Maryland, parking is accommodated through a variety of strategies, including on-street and off-street parking of the types described above, and small parking lots. However, the large fields of parking common to strip shopping centers and regional malls are almost never seen. The dominating value seems to be the preservation of the street corridor as a visual entity, obviating large-scale parking lots.

Visual character and identity

The characteristics of Maryland's traditional towns include an identity stemming from compactness, boundedness, visual coherence and memorable street corridors, which look like, and are used, as neighborhood open spaces, It's worth discussing the design components of these characteristics a little further.

Edges

Except for Stoneleigh, the towns presented in this publication have a major defining characteristic in common: they are visually bounded. Even Stoneleigh has "edge" definition as a community, stemming from the collector and arterial roads that surround it, and from its perceptible coherent visual character. Each of the other towns has a perceptible edge, where the fabric of the settlement meets natural or cultivated open space.

Formal coherence

Traditional towns achieve formal coherence with a variety of strategies,

Fig. 14. Easton component site location map.

including house-lot-street relationships, building orientation and the use of consistent architectural language. All of the towns tend to be built with buildings situated on a common setback line, or in a close range of setbacks.

Architectural language

The formal coherence that typified traditional towns depends upon urban design constraints and the formal organization and orientation of buildings. But its achievement is also supported in the subtle and consistent architectural language of buildings. In traditional towns, coherence seems to have been originally achieved in an unwritten code of covenants, a sort of visual "social contract."

Visual closure

We've already talked about visual closure in the form of the "boundedness" of a settlement, and in the form of the visual definition of the street corridor. One more form of closure might be mentioned: the definition and closure afforded a neighborhood residential or commercial block through the "T" intersections of a discontinuous

grid, or through the employment of grid anomalies such as curving streets. The grid of Stoneleigh and the view down Stoneleigh Road (Fig. 21) suggest the intimacy of the visual environment produced by such devices. Visual closure is one means of achieving the compact and intimate character common to traditional towns.

The following descriptive material comprises a virtual catalogue of traditional neighborhood elements, with no single rule of composition predominating. In general, however, in comparison with today's conventions, building lots in these traditional settlements are smaller, and setbacks, cartways and street corridors are narrower.

3 SEVEN MARYLAND EXAMPLES

A Hamlet

Barnesville

Barnesville, in Montgomery County, is a linear crossroads hamlet of some fifty residences, located at the crossing of Barnesville Road (its main street) and Md. Rt. 109. Once a farming community, its population hovers around 167 persons. A uniting element is the lining of
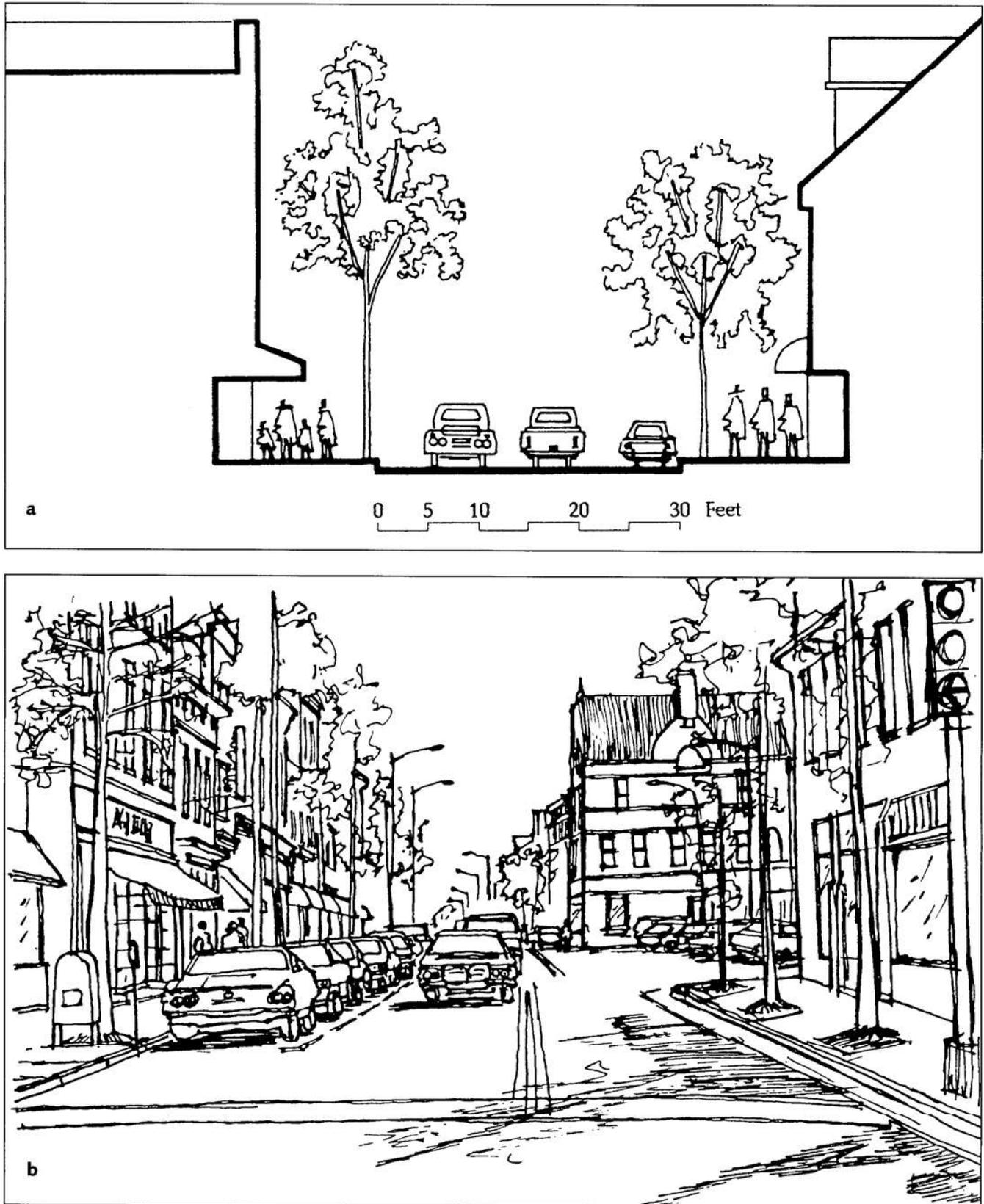
0   5   10   20   30   Feet

a

b

Fig. 15. Easton Washington Street (a) looking north, (b) architectural character.
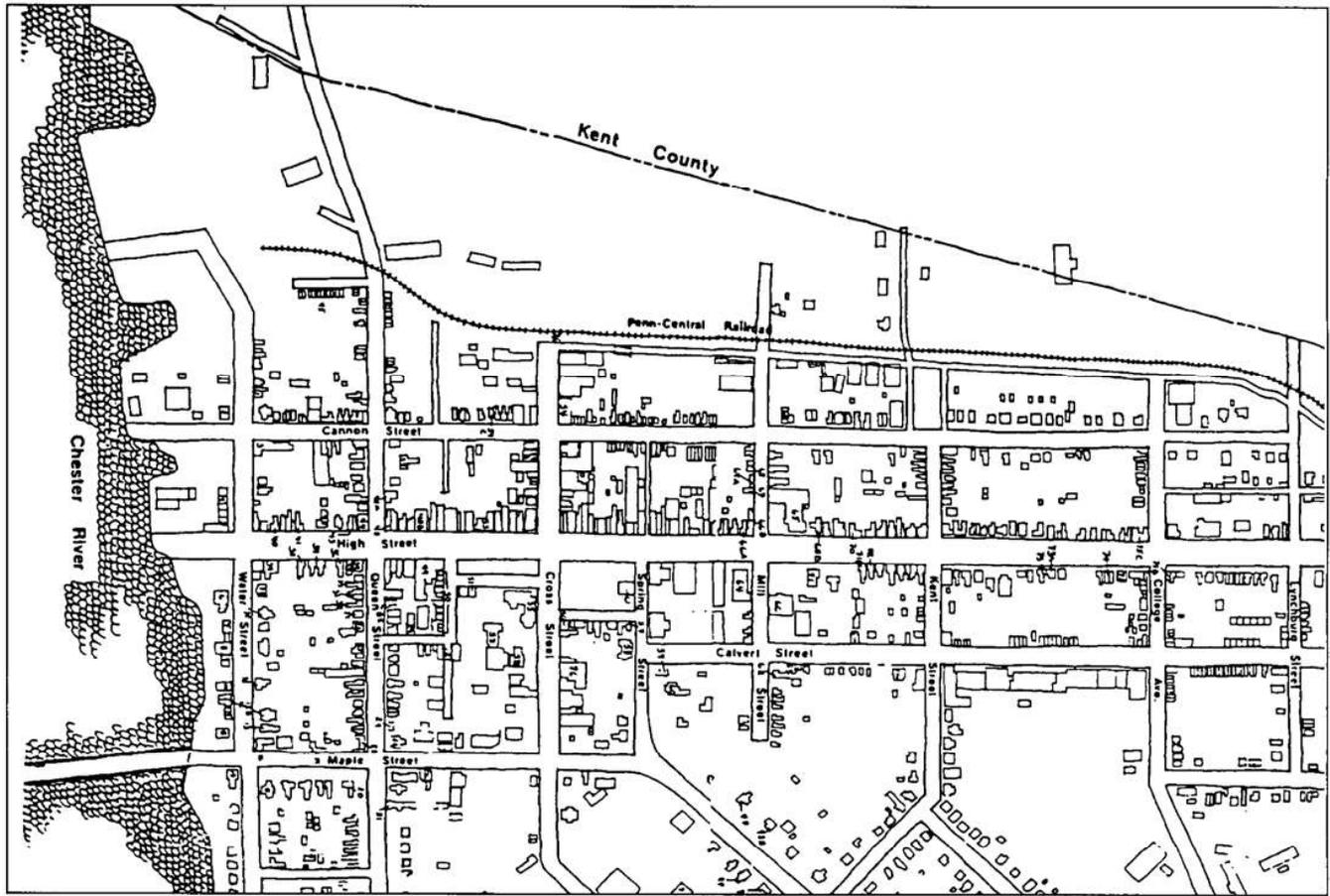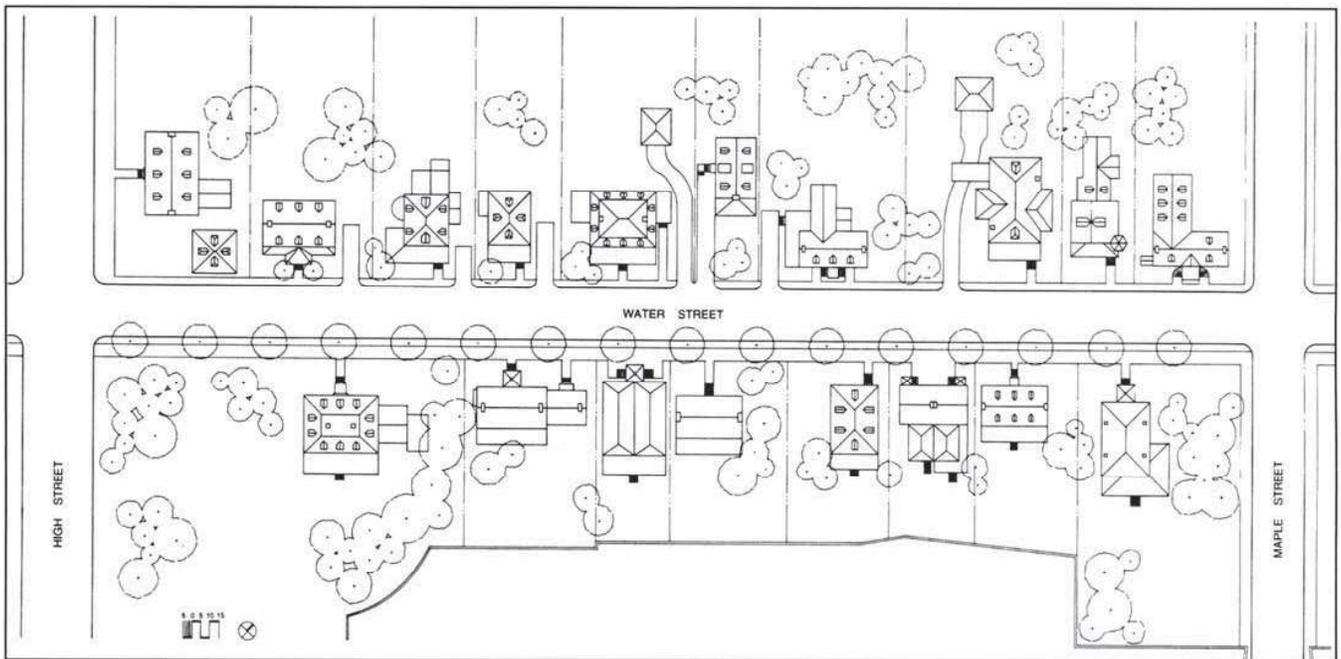
Fig. 16. Chestertown partial plan, 1993.

Fig. 17. Chestertown component site plan.

Fig. 18. Chestertown Water Street architectural character, south side.

the street corridor with front porches. Front yard depths and treatments vary. A number of houses are layered from the street with hedges and other plantings. With a varied palette of architectural languages and materials, the town's cohesion is established mostly by the narrow street corridor, the parallel orientation of roof ridges, and by the street trees, some of which are large enough to arch the roadway.

Street-corridor width varies, with a 42-ft. (12.8 m) minimum between house fronts. The occasional house is set back beyond the typical 11-ft. (3.35 m) front setback. Spacing between houses tends to be greater than setbacks from the roadway. Barnesville Road's pavement width is 22 ft. (6.7 m). There is a 40-in. (1 m) sidewalk along the north side of the main road. Street trees line the roadway at a spacing of about 10 ft. (3 m), closer-spaced than typical in contemporary practice, maintaining a feeling of definition and closure along the street corridor and contributing to the perception of the town as a coherent whole. Also contributing visual consistency in the townscape is the arrangement of most structures with their ridges paralleling the road.

Villages

Burkittsville

Burkittsville is a small early 19th century village located in Frederick County, at the intersection of Burkittsville Road (Maryland Route 17) and Main Street (called Gapland Road outside of town) in Burkittsville. Rolling countryside, with open meadows and fertile farm fields, beautifully surrounds the setting. The town center, with a tight cluster of structures, is situated at the crossroads. A mix of residential, commercial and institutional structures lines Main Street. Then, as at the time of its founding, Main Street backed up onto a rural landscape.

Keedysville

Keedysville is a narrow, linear village in Washington County located along the original main road from Boonsboro to Sharpsburg. Its character has been protected in recent years by the construction of a bypass along Maryland Route 34, directing through traffic around the town. The greatest impetus for Keedysville's growth came in 1867, with the construction of the Washington County branch of the B&O Railroad. The now abandoned rail line bisected Keedysville's Main Street: a small piece of track is still visible, marking the town center. Interestingly, the rail line and Main Street were perpendicular to each other, the latter having predated the former.

Sharpsburg

Sharpsburg is located three miles south of Keedysville. Its grid plan comprises eight streets, with a tiny centralized town square. The square, obvious in plan, is less evident from street level: the cartway width is unchanging, and the 8 foot setbacks which define the square are disguised by a partial planting of evergreens which continue the adjacent street walls. Each of the streets is the same width, 32 ft. (9.8 m).

The contemporary population is under seven hundred. Presently, the town enjoys some prominence as a tourist destination because of its location, centered on the site of one of the bloodiest battles of the Civil War, the Battle of Antietam. The town is very cohesive in character. A constant, narrow street corridor is everywhere maintained. Almost all buildings present their eaves to the street. Structures are all two or three stories in height. Most houses have porches, in various widths. Densities vary from about 2.5 to 2.8 dwelling units/acre (6.2 to 6.9 du/ha); building to building dimension, 65 ft. (19.8 m) except
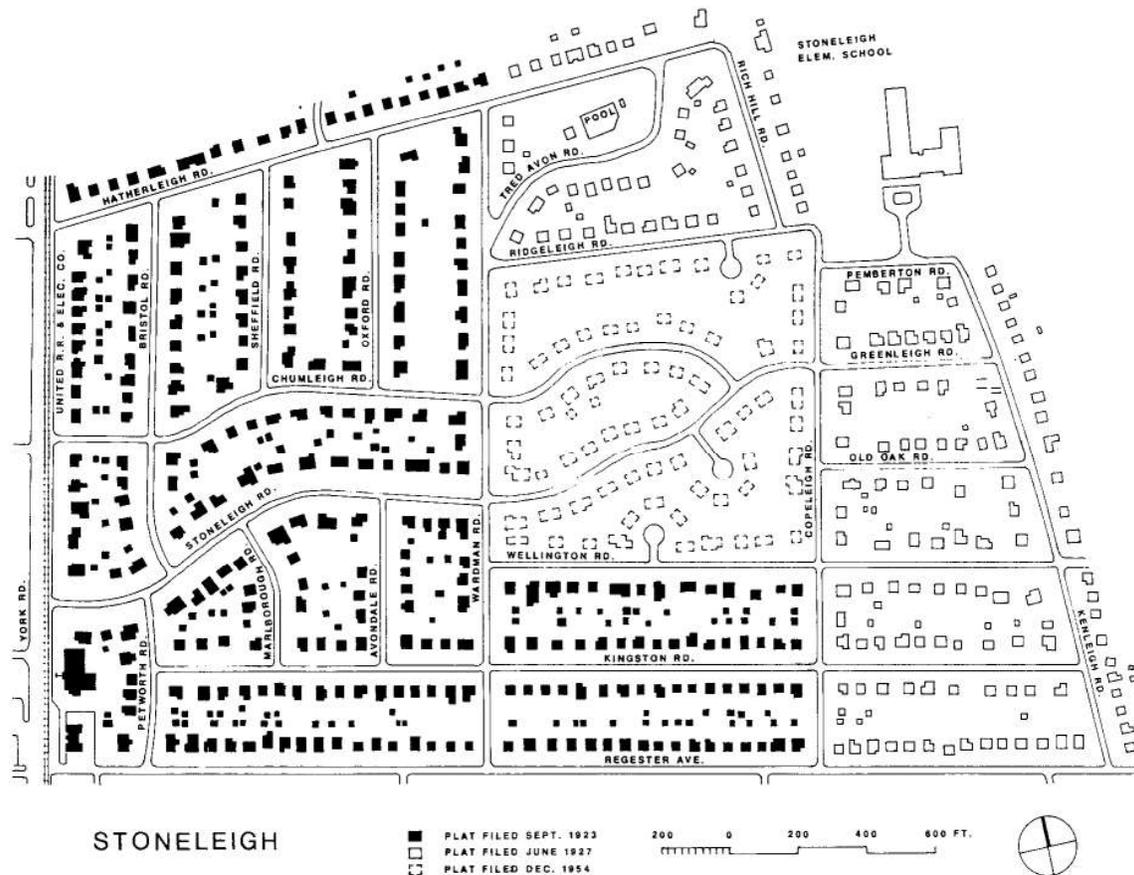
Fig. I9. Stoneleigh neighborhood plan showing growth over time.

at the town center, where it is 105 ft. (32 m); sidewalk width, 6 ft. (1.8 m); street tree planting (West Main Street), 30 ft. (9.14 m).

Towns

Easton

Easton is a Colonial Planted Town, laid out before the Revolution. Its history, however, antedates its planning. In 1684 Quakers built the Third Haven Meeting House, twenty-six years before the town was platted. About half a mile from the Meeting House, two acres were commissioned for a courthouse, and the true seed for the town was planted.

A noteworthy aspect of the original plan has been demonstrated in its adaptability to changing conditions; most of the ground floor spaces of facing structures are now occupied by commercial uses, with residential and office uses on second and third stories.

Chestertown

Chestertown, also a Colonial Planted Town, is situated on the Chester River, a little over 32 miles (52 km) north of Easton. The historic district of Chestertown is given over to commercial, office and residential use on High Street and Cross Street, with neighborhoods of relatively small houses on the other streets. An exception to this rule

is the residential block along Water Street, where mostly three-story houses face the street to the north across narrow front yards, and the river, to the south, across wide lawns and gardens. The river facades of these houses, mostly three-story porches, give the town a noble face along the river, and dramatize the approach from the south.

A metropolitan suburb

Stoneleigh

Stoneleigh is the only metropolitan suburb considered in the study. Laid out in sections between 1923 and 1954, it comprises an archetypal traditional "edge city" suburb. The first streets were planned as a grid, except for Stoneleigh Road, which followed the curving path of the existing Stoneleigh House approach drive. Stoneleigh's second phase, platted in 1927, followed the gridded pattern. The final phase, platted in 1954, and occupying the site of newly demolished Stoneleigh House, was laid out in gently curving streets and three short cul-de-sacs.

AN ALTERNATIVE FUTURE FOR MARYLAND'S ENVIRONMENT

This study examined the relevance of historic models to the shaping of new, rural development in hamlet and village configurations. Their
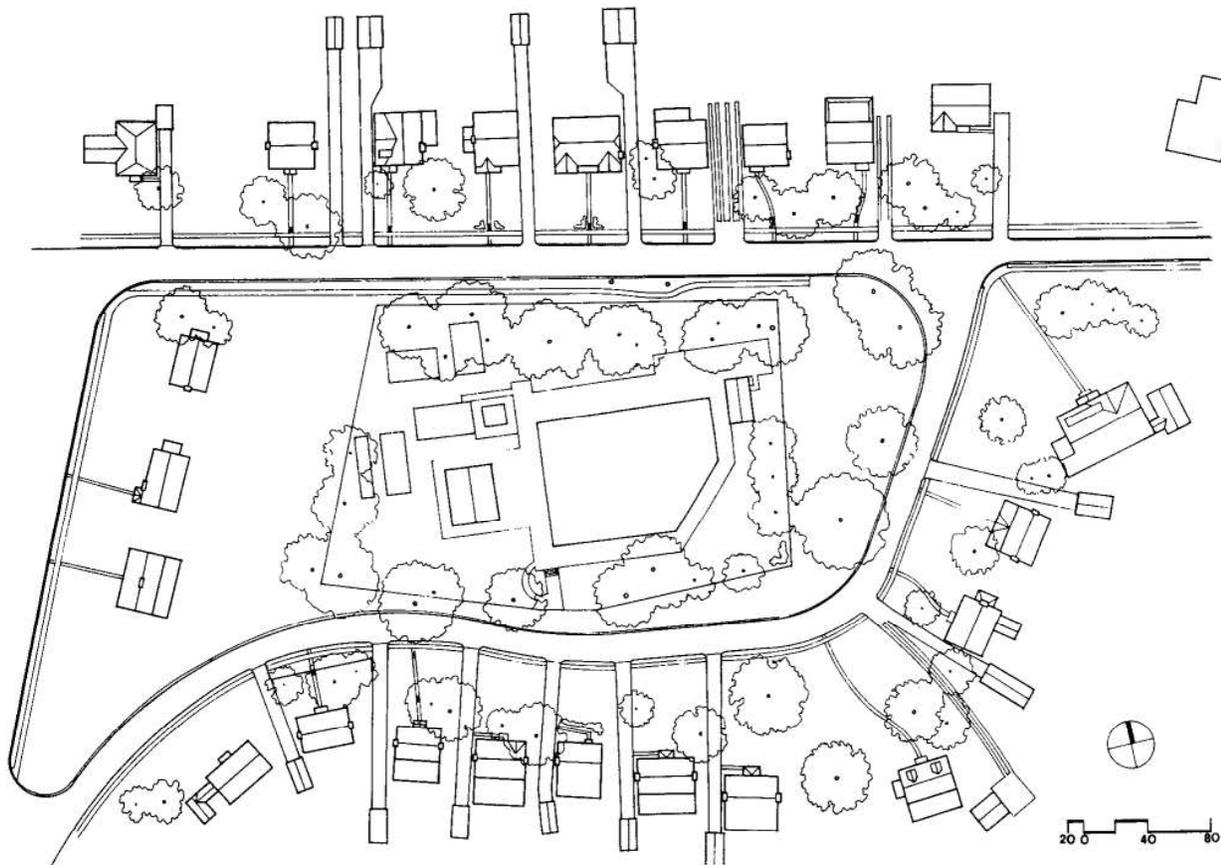
Fig. 20. Stoneleigh pool component site plan.

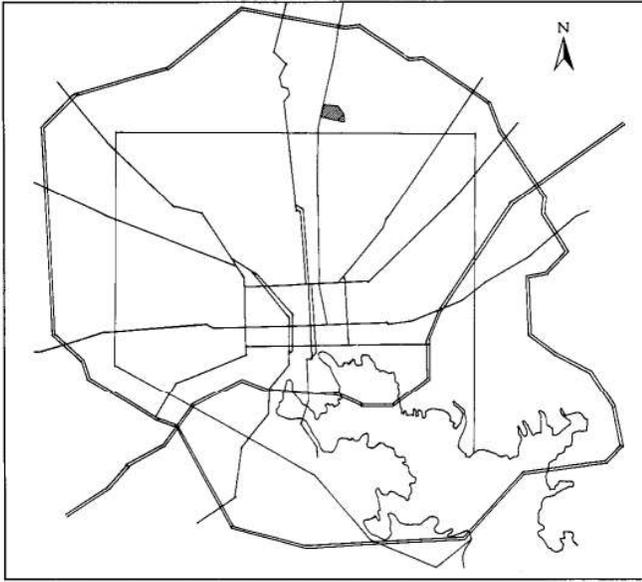**Fig. 2l**. Stoneleigh Road architectural character.

Fig. 22. Stoneleigh location relative to the City of Baltimore.

findings suggest that a carefully crafted hamlet and village development strategy, based on regional traditions and paradigms, can do much to protect existing historic cultural landscapes in Maryland. In compact hamlet and village settlements, new growth can be accommodated in a manner that will preserve the character of historic settlements and their settings.

In areas already impacted by suburbanization and spot development, a hamlet and village development strategy might be employed to give form, structure and a sense of hierarchy to what otherwise will inevitably become an environment of more or less continuous sprawl and strip highways. Judiciously placed new villages, buffered with open space would "center" otherwise amorphous communities, and provide opportunities for a localized concentration of services. Their development would expand the rage of housing accommodations in rural and suburbanizing parts of the State, and perhaps enhance the suburban population's sense of belonging to more comprehensible communities.

New growth around existing settlements, and freestanding new settlements located in important, surviving cultural landscapes, and even in suburbanizing areas, should be consistent, in their urban and architectural order, with the historic, regional context.

Summary

This study leads to the conclusion that a promising option for the long term preservation of the region's remaining rural, cultural landscapes and for the shaping of a better environment future for Maryland lies in the encouragement of new land development in hamlet and village configurations. (See Box A.)

One of several ingredients in making growth areas attractive is to use physical design elements to create functional neighborhoods—neighborhoods that work not only on a physical level, but on a social and aesthetic level as well.

Ten common visual design characteristics are identified in the case studies in this population. These characteristics are restated below as guidelines for creating quality neighborhoods:

• Neighborhoods should be compact and identifiable, and their boundaries visually discernible.

• Neighborhood plans should be comprehensible. For example, plans might be linear, crossroads or gridded, with variations to achieve spatial hierarchy, or to enhance local visual assets.

• Neighborhoods should be visually coherent. Character is established through consistent rules of organization and architecture.

• Neighborhoods should possess a strong degree of spatial hierarchy.

• Street corridors should be visually bounded, "layered," and intimate in feeling. Street trees, sidewalks, and front yard design elements can create visual layers and contribute to the intimacy of the streetscape.

• Street blocks should be understood to describe component neighborhoods, suggesting the role of streets and alleyways as a channel for neighborly interaction.

• Communities should accommodate a mix of uses, even at the hamlet scale.

• Communities should typically include a range of housing types.

• Parking should be accommodated in a mix of on-street and unobtrusive off-street strategies. Large-scale parking lots should be avoided.

• Most important, neighborhoods and their settings should convey a strong "sense of place." ■

REFERENCES AND CREDITS

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Faculty and students participating in the study and preparation of drawings are: Barnsville: Marc Burlinson, Ray Connor, Adam Hird, Brian Milnick; Burkittsville: Kyra Tallon, Daphne Quinn, Ron Shaeffer; Keedysville: Ted Strosser, Tim Denee, Mike Seibert; Sharpsburg: Sonja Shields, Rob Duckworth, Steve Teiler; Easton: Komal Bhatia, Chris Edsall, Olukayode Nejo; Chestertown: Andrew Hryniewicz, Paul Klee, John Wright; Stoneleigh: John Hill, Martin Towles. The comprehensive plan model for Traditional Neighborhood Development (Box A) was written by Bruce Bozman, Larry Duket and Mike Nortrup of the Maryland Office of Planning.

BOX A: Comprehensive plan model for Traditional Neighborhood Development

Goals Element. Any update or revision of the Comprehensive Plan should begin with the identification of goals, objectives, policies, and standards, since these statements establish the basic framework for the overall development philosophy of a jurisdiction. Following are examples of how Traditional Neighborhood Development (TND) principles might be incorporated into the Goals Element of the Plan:

1. Goals and objectives

To encourage the wide use of TND principles as one means of creating attractive living environments in our growth areas and in those rural population centers designated for growth.

To require the use of TND in growth areas and rural population centers where we recommend protecting a defined community character or seek to create a "traditional neighborhood."

To amend land development regulations to remove unwarranted obstacles to utilizing TND principle.

To foster a strong sense of community and other aspects that will make growth areas attractive to our citizens.

2. Policies

Encourage the use of narrow streets and alleys.

Encourage on-street parking to moderate vehicular speed and provide separation for pedestrian safety.

Encourage a grid street pattern.

Discourage the indiscriminate and random use of curvilinear street patterns and cul-desacs except as may be needed to avoid impacts to sensitive areas or to account for topography. Encourage the use of discontinuous street grids to control through traffic, rather than the use of numerous cul-de-sacs.

Allow narrow lots and shallow setbacks.

Promote a mixture of complementary land uses.

Encourage the creation of an environment that is "pedestrian friendly."

Encourage a wide range of housing types in an effort to promote socio-economic diversity and inclusiveness.

Permit higher densities in an effort to create a village atmosphere.

3. Standards

Since each traditional community is unique, it is not possible to recommend a uniform set of development standards that will serve as a model for every new TND development. The development standards recommended in the plan can be based on the standards used in an existing TND community. Typically, development standards in traditional neighborhoods would encourage shallow or no setbacks, narrow streets and alleyways, mixed uses, narrow lots, high densities, greater pedestrian activity, formal open spaces, and consistent architectural character. Generally, standards need to account for differences between rural and urban areas. For example, achievable densities would be largely controlled by whether public sewer and water exists; standards might also vary depending on aspects of community character.

Land Use Element. The Plan's Land Use Element, which discusses the major land use and development issues facing a jurisdiction and recommends the optimal future land use pattern, should be revised to incorporate appropriate references to TND. The traditional neighborhood development pattern (as described by the ten principles) should be recommended as a development technique in designated growth areas and in existing rural villages and towns.

The Land Use Element should consider whether there are areas where TND should be required, as opposed to merely "encouraged." This element could be used to address growth areas having unique character that could benefit from TND principles. The element should consider the issue from the perspectives of creating attractive new neighborhoods, protecting and expanding existing ones, and using TND along with other tools for unique issue—such as historic preservation and sensitive areas protection. Finally, this element should note that more flexible development standards are necessary in order to allow the narrow lots, higher densities, mixed uses and other features of TND.

Transportation Element. The Transportation Element of the Plan should be amended to incorporate standards that encourage the use of traditional neighborhood design principles. Street widths and minimum radii need to be reduced and provisions made to encourage on-street parking. The element should encourage the use of a grid street pattern and alleys. Multiple and redundant circulation and points of access are thus provided. Methods for ensuring pedestrian safety and circulation are needed, as well as means for creating character along the streetscape. The use of tree planting strips between sidewalks and travel lanes is a good method for addressing these issues.

Village street widths also represent a departure from typical suburban subdivision standards. While street widths differ greatly depending on local preferences, most sources recommend widths for local streets ranging around 20 ft. (6 m)—two travel lanes, no parking, or a oneway street with one parking lane. Even if parking is permitted on both sides, street width should not exceed 30 ft. (9.14 m) on-lot parking now required in all codes, on-street parking should be sporadic enough to permit oncoming cars to pass, even if some "weaving" is required. The objective should be to slow down and control vehicular traffic, not to increase its speed. On a street with commercial uses, however, where on-street parking is combined with larger traffic volumes, a four-lane width of 32 to 36 ft. (9.75 to 11 m)—two travel lanes, two parking lanes—may be needed.

Alleys are a key element in the local street pattern. Where lot widths are narrow, ranging from 40 to 60 ft (12.2 to 18.3 m), alleys are an alternative to multiple curb cuts for individual driveways, thereby providing more room for on-street parking on the main street. By removing the driveway from the front yard, alleys reduce the visual impact of the automobile; they can also be used to carry utility lines, to take trash collection activities off the main street, and to give children a sheltered play network removed from traffic.

Community Facilities Element. The Plan's Community Facilities Element should incorporate TND principles, which encourage additional open space through the creation of village greens, squares, and parks. The Plan should support the integration of these formal open spaces into development projects.

Community Character or Design Element. Since a number of the guiding principles of TND development involve architecture and design, a community may wish to prepare a separate Plan element that focuses on design guidelines. This element would address a number of design issues such as formal coherence, spatial hierarchy, layering, boundedness, edges, visual closure, and sense of place. This element should also establish policies and recommendations for the protection of historic character and historic structures that may be affected by new development. Traditional neighborhood design can be used to integrate historic structures into a project and to complement historic character.

Implementation Element. The Implementation Element of The Comprehensive Plan should recommend that the land development regulations (for example, the zoning ordinance and subdivision regulations) be revised to incorporate the TND guidelines recommended in the Plan. The Implementation Element should identify and recommend the removal of any unwarranted regulatory obstacles to the development of traditional neighborhoods. The Plan should promote the adoption of more flexible design standards and offer incentives to encourage the development of new traditional communities. This element should also follow through with the concept of mandatory TDN if the Land Use Element recommends this approach. It is possible that within a single jurisdiction there are areas where it should be encouraged and areas where it should be required.