

DETAILS FOR PLANNED NEIGHBORHOODS

SELECTION OF LAND

The location of a subdivision should be selected from the standpoint of its suitability for a definite and evident market. It should be in convenient relation to traffic arteries, transportation, recreation, shopping center and schools. For low-cost developments, stores and recreation areas must be within walking distance. Level, well-drained land is best for low-cost developments and maximum number of saleable lots per acre. Select locations having public utilities and street maintenance.

SUBDIVISION PLAN

Secure the advice of a competent land planner. Preserve natural features of site for purchaser appeal and low construction cost. Rough or wooded land set aside for park purposes will more than pay for its cost. Secure adequate traffic circulation within the tract by proper location of streets. Long blocks and right-angle intersections save costs, are safer, and result in better-shaped lots. Segregate uses.

STREET IMPROVEMENT

Major streets Right-of-way, 60 feet or more; paved roadway, 34 feet or more; sidewalks, 5 to 6 feet wide; curbs and gutters; central grass panels, 20 feet wide.

Minor streets Where there is frontage on both sides of street with lots 75 feet or less in width, make right-of-way 50 feet; paved roadway, 24 to 26 feet wide; sidewalks, 4 feet; roll curb and paved gutter or turf gutter; street trees, 50 feet apart. Where there is frontage on one side of street only, or lots are over 75 feet wide, make right-of-way 40 to 50 feet; paved roadway, 16 to 18 feet wide; sidewalks where needed, 4 feet. Avoid pole lines or place them along rear lot lines.

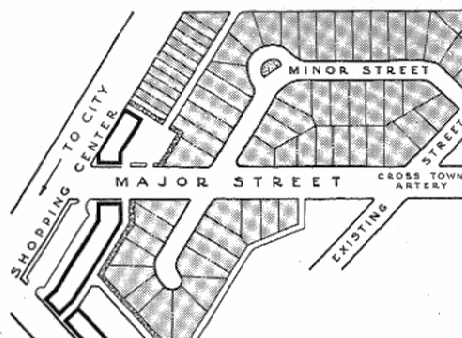
Culs-de-sac Right-of-way, 40 feet; turnaround, 80 feet; length, 300 to 400 feet; paved roadway, 24 to 26 feet wide; sidewalks, which can be next to curb, 4 feet.

BUILDING LOTS

Avoid narrow and sharp pointed lots or lots of excessive depth. Plan lot areas to accommodate proposed type of houses. Total width of both side yards on each lot should be not less than 15 feet with no side yard less than 5 feet. Plan for driveways.

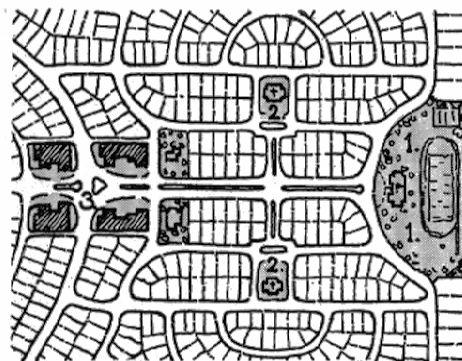
PROTECTION OF NEIGHBORHOOD

Plan lots to face into the tract rather than on uncontrolled land. Screen objectionable views and traffic. Limit entrances and discourage main through traffic. Record suitable protective covenants in which owners of surrounding land have joined.



PLAN FOR EXTENSION
OF MAJOR STREETS

In the development of a large subdivision the relationship of the tract to the master city plan of a community, if such exists, should be ascertained. It is obvious that proposed major streets, transportation, recreation, and public utilities should be considered in planning a new segment of the city. Avoid private access to main highways.

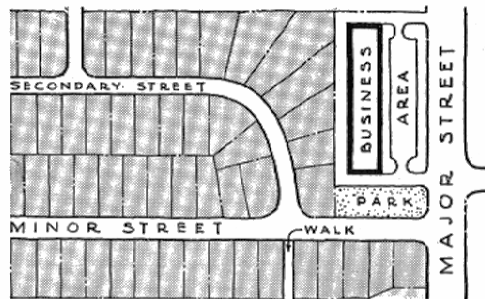


1. School, playground; 2. Churches; 3. Business center

PROVIDE SCHOOL
AND CHURCH SITES

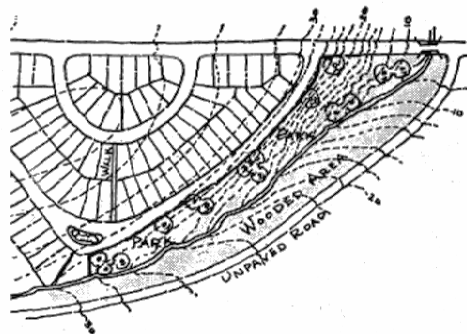
If a subdivision is large enough to warrant the consideration of all community requirements, locations should be provided for schools and churches. These sites should be centrally located for the convenience of all property owners and citizens in the vicinity. Adequate space should be provided for the parking of automobiles, without interfering with residential property near the school and church.

The neighborhood



PLAN COMMERCIAL SITES WHERE NEEDED

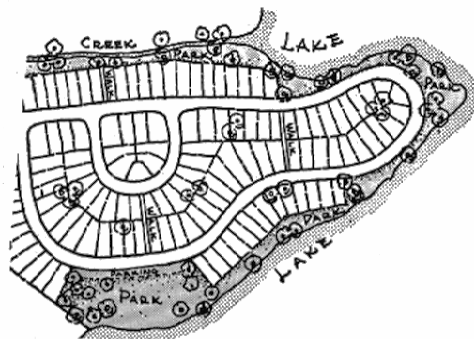
Local shopping centers are definite assets to a community. They should be located within convenient and safe walking distance for the residents and designed to afford adequate off-street delivery and parking facilities. Commercial structures should be concentrated at suitable centers adjoining a major thoroughfare and be accessible by way of local connecting residential streets. They should be designed together as a group and not as a series of unrelated separate stores. Access to service and parking areas should not be made from residential streets. A screen wall or planting should be provided between residential and business properties.



PARKS ARE A NEIGHBORHOOD ASSET

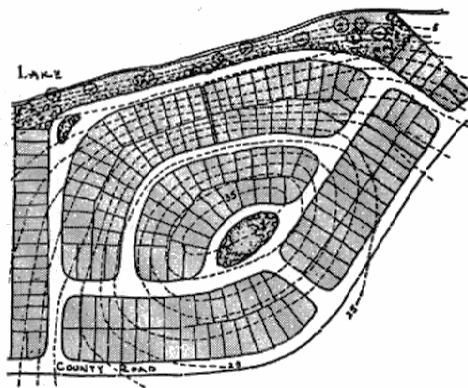
Rough wooded areas that are difficult to develop into economical dwelling sites are often well adapted for recreational use. Enhanced adjoining property values may exceed the cost of developing and dedicating such public open spaces. A well-located park also may offset the sales resistance of remotely situated lots and render the entire tract more marketable. Fence park adjoining private property.

Individual sites



PRESERVE NATURAL FEATURES FOR IMPROVED APPEARANCE

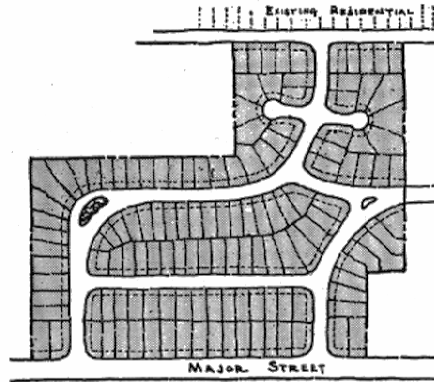
Natural features of the site should be preserved in the subdivision design. In many cases valuable trees have been cut down and knolls have been removed in order to fill in lower ground. This is often an unnecessary expense and results in the ruination of what might be a more valuable residential property. Each lot within a new subdivision should constitute a good house site, planned as to size, shape, and orientation to take full advantage of desirable views, slope of land, sunlight, prevailing winds, shade trees, and adjoining public spaces.



STREETS SHOULD FIT CONTOURS OF IRREGULAR LAND

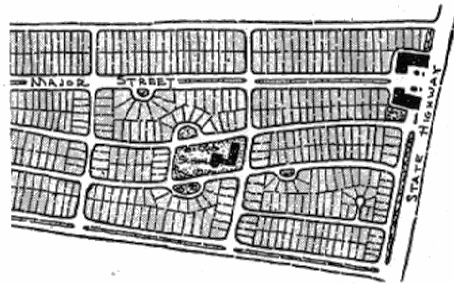
Streets should be laid out to conform to natural conditions. A topographical map is the best basis for subdivision design and economical construction. Each lot should provide a good house site with a minimum of grading. Houses placed below the level of the street will have a better appearance when the difference in elevation is taken up near the street and the grade rises definitely at the house.

Streets



TRAFFIC SHOULD
FLOW TOWARD
THOROUGHFARES

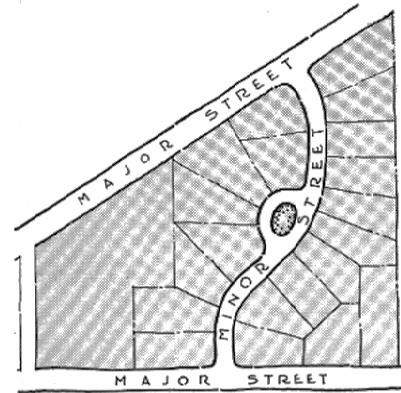
When traffic does not flow toward main thoroughfares, it causes an unnecessary use of local streets in order to reach the main traffic ways. This excessive use of residential streets causes an added expense of pavement construction and maintenance. Local streets that carry unnecessary traffic form definite hazards to pedestrians and children.



SHORT BLOCKS ARE
NOT ECONOMICAL

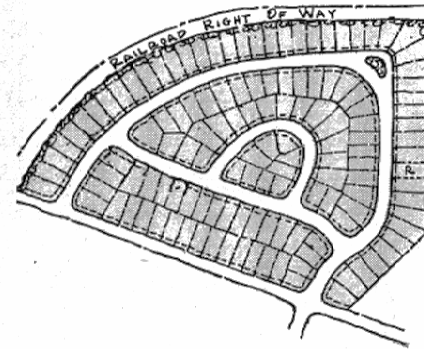
Short blocks increase initial construction costs because of the large number of cross streets, and also increase traffic hazards and travel time through such districts. The platting of suburban residential blocks up to 1,300 feet in length by two lot-depths wide, bounded by streets that are adjusted to topographic and traffic requirements is most economical. The use of crosswalks through long blocks is sometimes desirable for convenient access to remotely situated building lots.

Streets



MINOR STREETS SHOULD
ENTER MAJOR STREETS
AT RIGHT ANGLES

Streets should intersect each other as nearly at right angles as is practicable, and the number of streets converging upon a single point should be kept at a minimum. All minor streets approaching a major thoroughfare at acute angles should be turned so that for a distance of about 100 feet they will be at right angles to the major street.



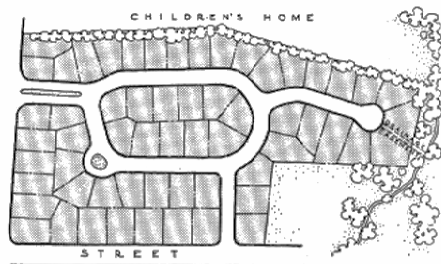
AVOID PLANNING OF
DEAD-END STREETS

The practice of allowing streets to dead-end against railroad rights-of-way, open country, or some other permanent or temporary barrier should be avoided. The remote possibility, in many cases, of dead-end streets connecting with future streets in an adjoining tract has resulted in blighted property in that particular locality. When conditions make it impractical to avoid a dead-end street, a cul-de-sac terminated by a turn-around of adequate diameter should be used.

Protection

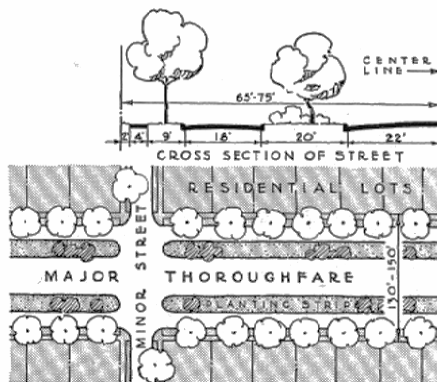
DISCOURAGE HEAVY THROUGH TRAFFIC

Minor streets should be so arranged as to make fast through travel impossible. Rapidly moving traffic on local residential streets results in an undue number of accidents and also unnecessarily increases the cost of pavement construction and maintenance. Where lots have unlimited and direct access to a heavy traffic street there is a constant threat that the protective covenants and zoning ordinance may be broken down by pressure to convert detached dwelling lots into income properties.



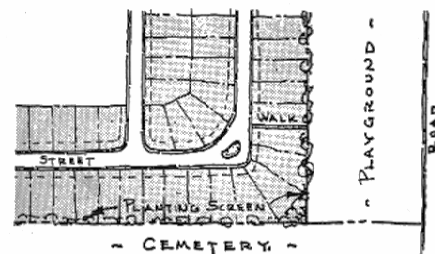
PROTECT RESIDENTIAL LOTS AGAINST MAJOR STREET TRAFFIC

When residential lots are located on a major thoroughfare, it is suggested that the through traffic be separated from local service by a planting strip about 20 feet wide. An 18-foot local service roadway should be located inside of this planting strip protecting the residences against the noise and dust of traffic, and lessening the street dangers to children. Increase in the desirability of the lots will offset cost of added street width and planting trees and shrubs will add to its attractiveness.



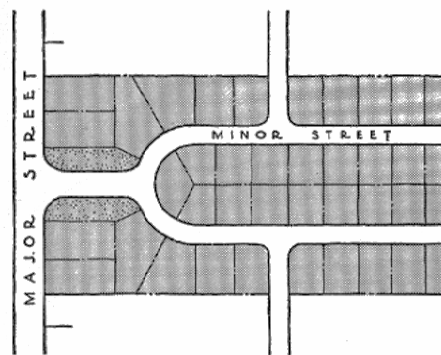
Protection

PROTECT LOTS AGAINST ADJACENT NON-CONFORMING USES



Residential lots should be arranged so that they will not be seriously affected by a nonconforming use of adjoining property. Objectionable properties can be blocked off by screen planting, or the lots backed against the nonconforming land. Lots adjoining nonconforming uses should be made larger than others in the tract to permit screen planting to be maintained by the lot owner rather than by the owner of the nonconforming property.

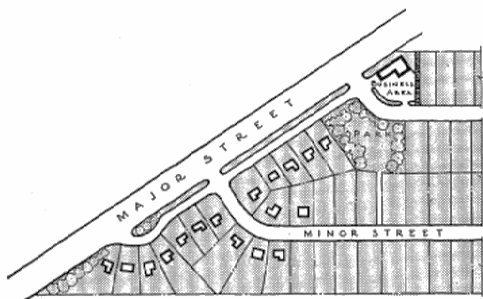
AVOID PLACING STREETS ON TRACT BOUNDARIES



Points of access to a tract should be well defined and convenient but limited. Streets located on tract boundaries invite difficulties in negotiating the cooperation of adjoining land owners in bearing their share of street improvement cost; encourage unwarranted competition; expose lots in the tract to possible inharmonious building development on the opposite side of the street; and increase the length and cost of street improvements necessary to subdivide the tract.

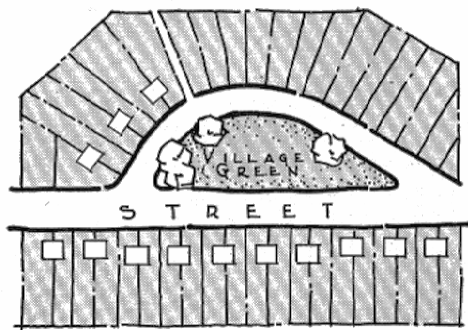
Building lots

AVOID SHARP-ANGLED LOTS



Lots that have sharp-pointed corners are wasteful of land because the resulting wedge-shaped areas have little or no utility. Such lots also constitute poor building sites. Sharp-angled lots can be avoided by planning streets to intersect at right angles and by making side lot lines perpendicular or radial to street lines. When minor streets join a thoroughfare at sharp angles, visibility is greatly impaired for both motorists and pedestrians. Drivers are also tempted to turn in and out of such streets without greatly reducing their speed.

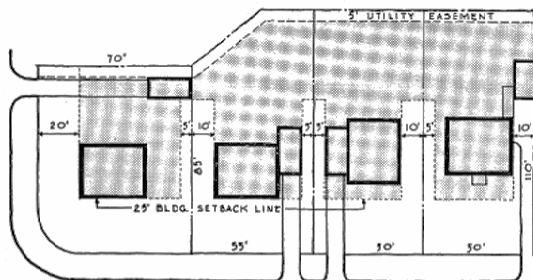
MAKE LOT LINES PERPENDICULAR TO THE STREET



In order that a house may be placed in its normal parallel position with the street without violating side yard requirements or making it necessary to adapt house plan to an irregularly shaped lot, it is important that the lot be well shaped. Maximum use of the lot will be better assured if lot lines, or the long axis of the lot, are perpendicular or radial to street lines.

Building lots

LOCATION OF HOUSES SHOULD BE CONTROLLED



Good neighborhoods and the economic soundness of projects depend largely on the manner in which the land is divided into building lots. Lot width is governed by local regulations, the character and topography of the site, the type of dwellings contemplated, and the cost of street improvements and utilities. Side yards must be of sufficient width to provide light, air, driveways, screen planting, and to avoid crowding. Corner lots must have extra width to compensate for the required building setback from the side street. Usable building area should be similar on all lots. The house should be designed to make use of the rear yard as outdoor living space.

ON THE FOLLOWING PAGES are shown subdivision layouts as submitted to the Federal Housing Administration, together with suggested revised plans. Revised layouts were not intended to be complete or final plans but only to simplify the explanation of how the application of land planning principles would result in a more interesting community, provide a more marketable product, and be a better mortgage risk.

The revisions were made on the basis of greater economy in street and road construction, reduced cost of utilities, and lot sizes that would increase their sales value. Original layouts were often wasteful of land and resulted in lots of undesirable shape, size, and location. Too many streets, streets that do not consider the topography and uncontrolled adjoining property are a common fault of much subdivision planning. In most cases the original layouts failed to provide for a comprehensive neighborhood and neglected to take advantage of desirable natural features of the site.