

RMLUI

THE PATHOLOGY OF SUBURBS  
(or accommodating suburbs)

March 5, 2010

## PATHOLOGY:

1. The scientific study of the nature of disease and its causes, processes, development, and consequences.
2. The anatomic or functional manifestations of a disease: the pathology of cancer.
3. A departure or deviation from a normal condition:  
"Neighborhoods plagued by a self-perpetuating pathology of joblessness, welfare dependency, crime"



## **Challenge:**

*How do we create/re-create a city  
without knowing what the future holds?*

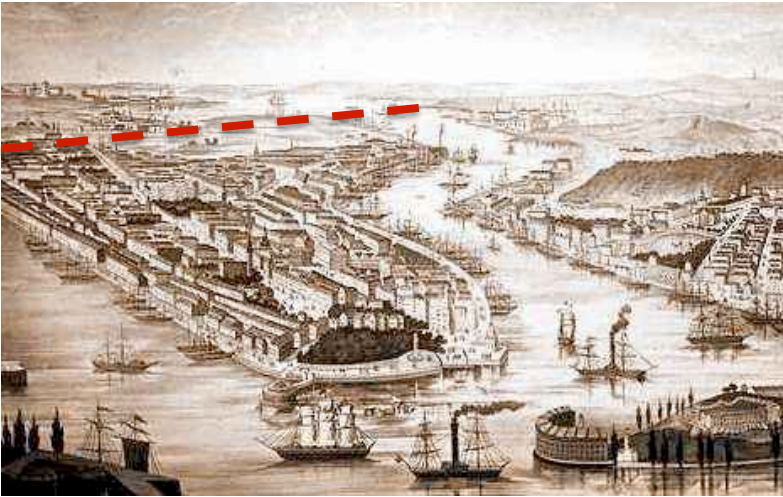
- 1) EVERYONE HAS DIFFERENT OPINIONS ABOUT  
WHAT SHOULD HAPPEN
- 2) IT IS IMPOSSIBLE TO PREDICT WHAT THE  
MARKET WILL DO

## Master Plan/Street Plan: A Standard City Planning Enabling Act 1928

- It shall be the function and duty of the commission to **make and adopt a master plan for the physical development of the municipality**
- Such plan, shall show the commission's recommendations for the development of the location, character, and extent of **streets, boulevards, parkways, playgrounds, squares, parks, and other public ways, grounds and open spaces**



## Looking to the Past for Answers to the Future: **Manhattan**



*Manhattan c. 1800*



*Manhattan Today*



The size, shape, orientation, legal  
process of the subdivision



**How we divide up our land is more  
important than what we do with it.**



Zoning, use changes, bulk limitations

*(because this allows USES to change over time)*

RMLUI

EUCLID

**U.S. Supreme Court**

VILLAGE OF EUCLID, OHIO v. AMBLER REALTY CO., 272 U.S. 365 (1926)  
272 U.S. 365

VILLAGE OF EUCLID, OHIO, et al.  
v.  
AMBLER REALTY CO.  
No. 31.

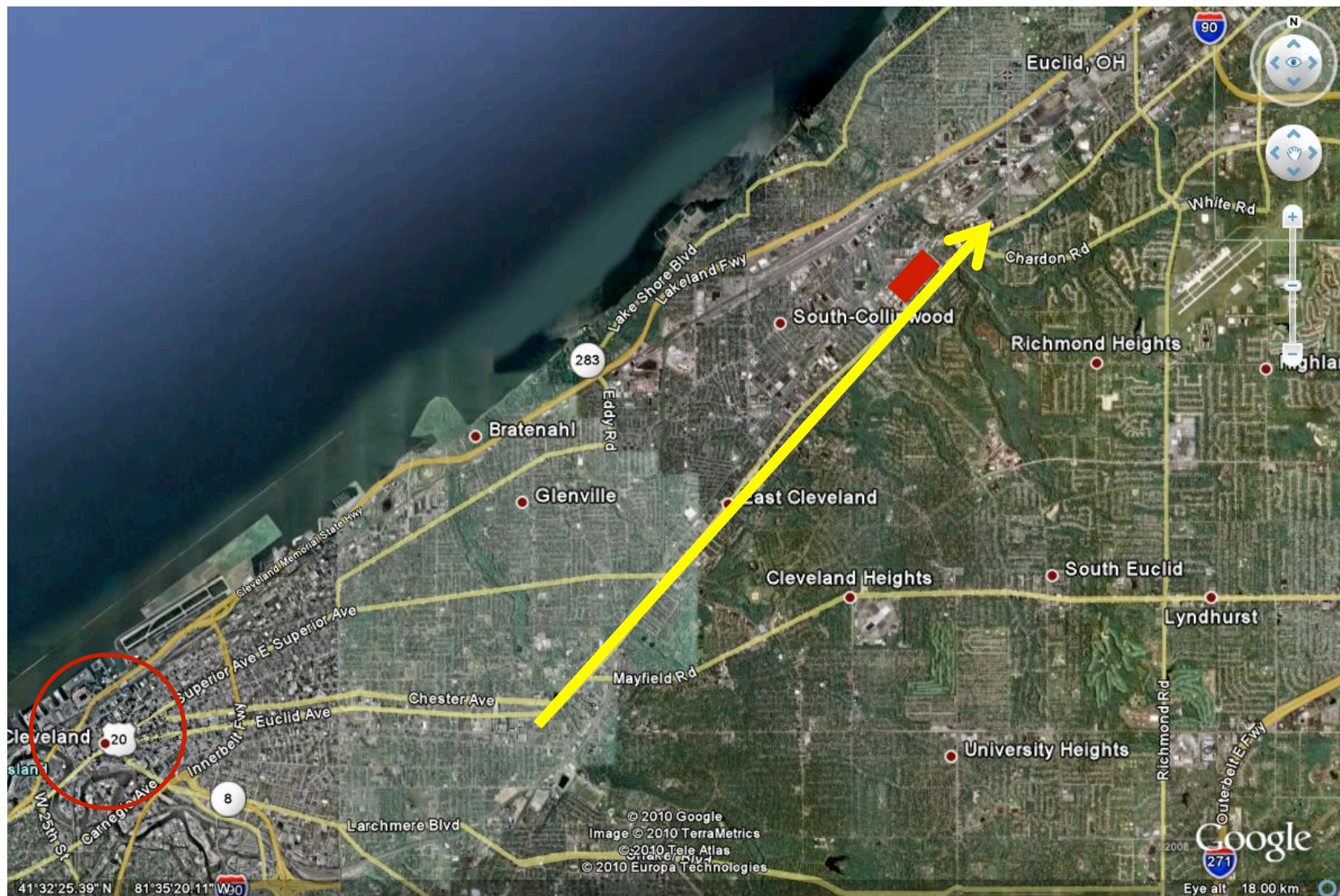
Reargued Oct. 12, 1926.  
Decided Nov. 22, 1926.

[272 U.S. 365, 367] Mr. James Metzenbaum, of Cleveland, Ohio, for appellants.

[272 U.S. 365, 371] Messrs. Newton D. Baker and Robert M. Morgan, both of Cleveland, Ohio, for appellee.

[272 U.S. 365, 379]





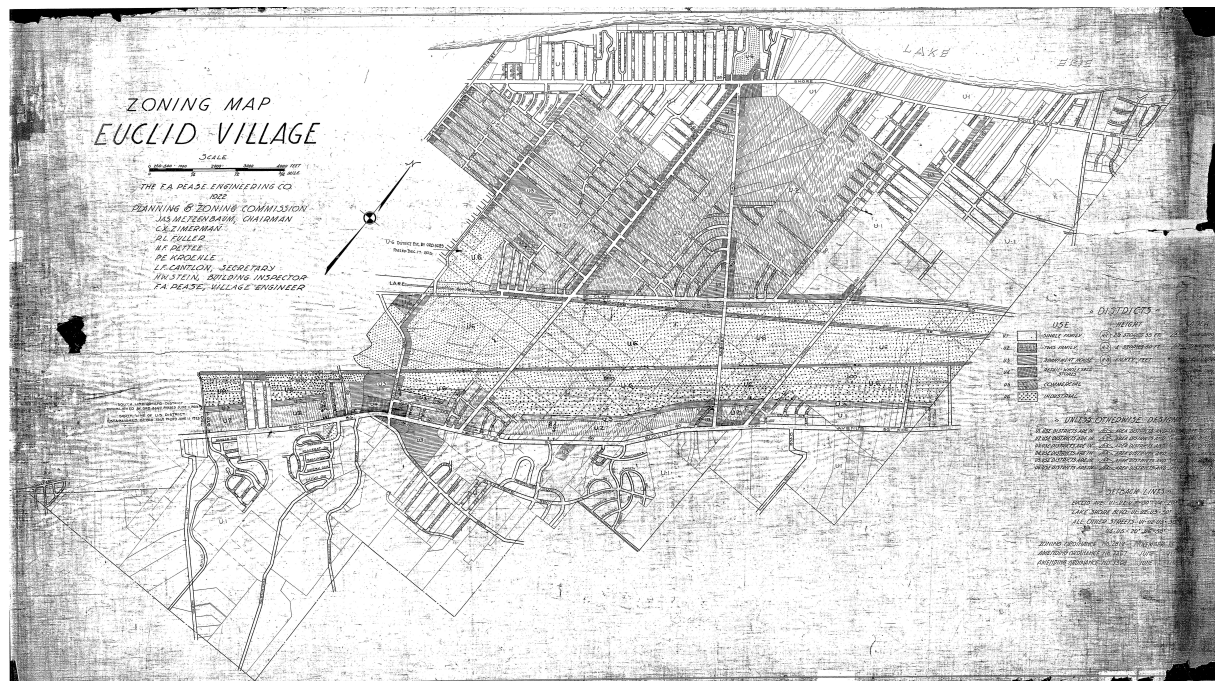




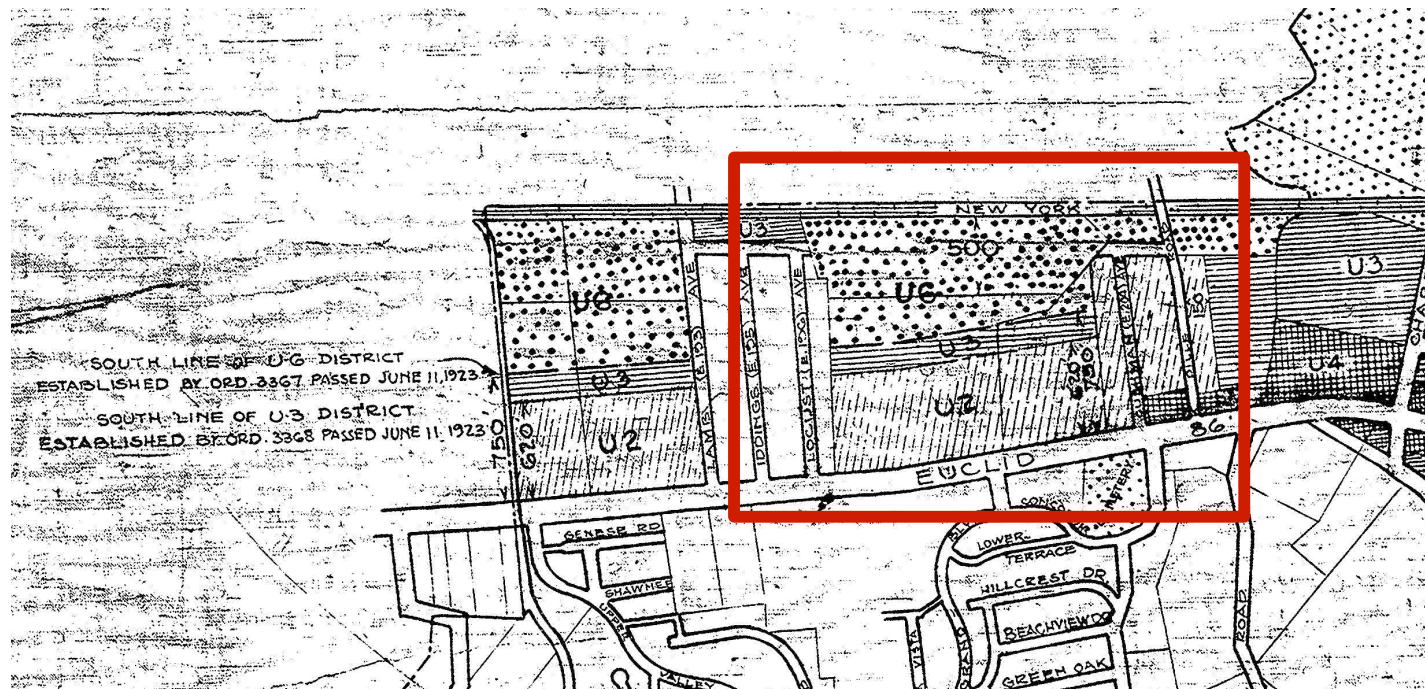


We find no difficulty in sustaining restrictions of the kind thus far reviewed. The **serious question in the case** arises over the provisions of the ordinance **excluding from residential districts** apartment houses, business houses, retail stores and shops, and other like establishments. This question involves the validity of what is really the crux of the more recent zoning legislation, namely, **the creation and maintenance of residential districts**, from which business and trade of every sort, including hotels and apartment houses, are excluded. Upon that question this court has not thus far spoken. The decisions of the state courts are numerous and conflicting; but those which broadly sustain the power greatly outnumber those which deny it altogether or narrowly limit it, and it is very apparent that there is a constantly increasing tendency in the direction of the broader view. We shall not attempt to review these decisions at length, but content ourselves with citing a few as illustrative of all.

The entire area of the village is divided by the ordinance into six classes of use districts, denominated U-1 to U-6, inclusive...: **U-1 is restricted to single family dwellings, public parks, water towers and reservoirs, suburban and interurban electric railway passenger stations and rights of way, and farming, non-commercial greenhouse nurseries, and truck gardening**; U-2 is extended to include two-family dwellings; U-3 is further extended to include apartment houses, hotels, churches, schools, public libraries, museums, private clubs, community center buildings, hospitals, sanitariums, public playgrounds, and recreation buildings, and a city hall and courthouse;



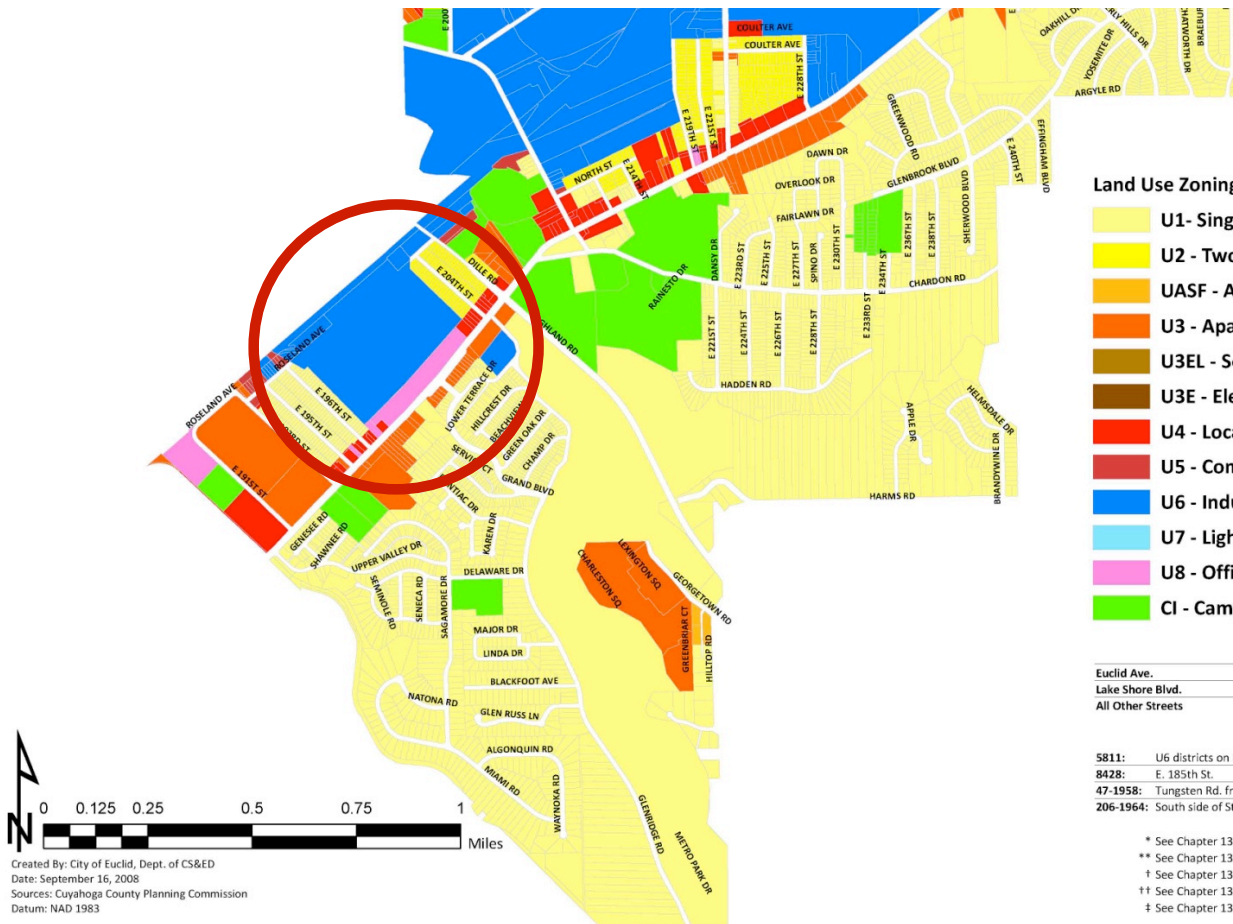
Appellee's tract of land comes under U-2, U-3 and U-6. **The first strip of 620 feet immediately north of Euclid avenue falls in class U-2, the next 130 feet to the north, in U-3, and the remainder in U-6. The uses of the first 620 feet, therefore, do not include apartment houses, hotels, churches, schools, or other public and semipublic buildings, or other uses enumerated in respect of U-3 to U-6, inclusive.** The uses of the next 130 feet include...











#### Land Use Zoning Districts

- U1- Single Family House Districts
- U2 - Two Family House Districts
- UASF - Attached Single Family House Districts
- U3 - Apartment House Districts
- U3EL - Senior Citizen Use Districts
- U3E - Elevator Apartment House Districts
- U4 - Local Retail or Wholesale Store Districts
- U5 - Commercial Districts
- U6 - Industrial and Manufacturing Districts
- U7 - Light Industrial Park Districts
- U8 - Office Building Districts
- CI - Campus-Institutional Use Districts

	Setback Lines										
	U1	U2	UASF	U3	U3EL	U4	U5	U6	U7	U8	C-I
Euclid Ave.	50'	50'	*	50'	**	20'	20'	50'	†	††	‡
Lake Shore Blvd.	50'	50'	*	50'	**	20'	20'	50'	†	††	‡
All Other Streets	30'	30'	*	30'	**	20'	20'	50'	†	††	‡

#### Amending Ordinances

5811:	U6 districts on E. 200th St. between Chardon Road and St. Clair Ave.	25'
8428:	E. 185th St.	14'
47-1958:	Tungsten Rd. from Chardon Rd. to E. 222nd St.	30'
206-1964:	South side of St. Clair from E. 200th St. to E. 222nd St.	30'

\* See Chapter 1358.07 (g)(4)

\*\* See Chapter 1385.05

† See Chapter 1362.05 (c)

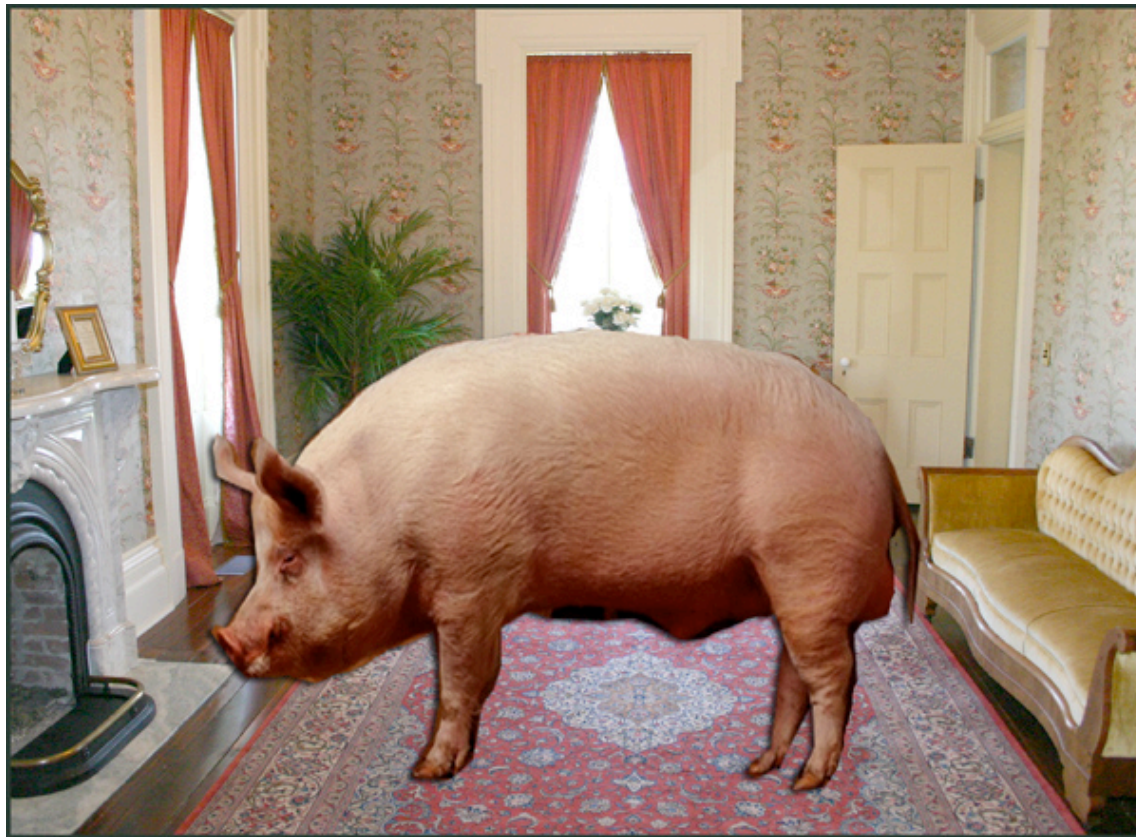
†† See Chapter 1363.08

‡ See Chapter 1364.05

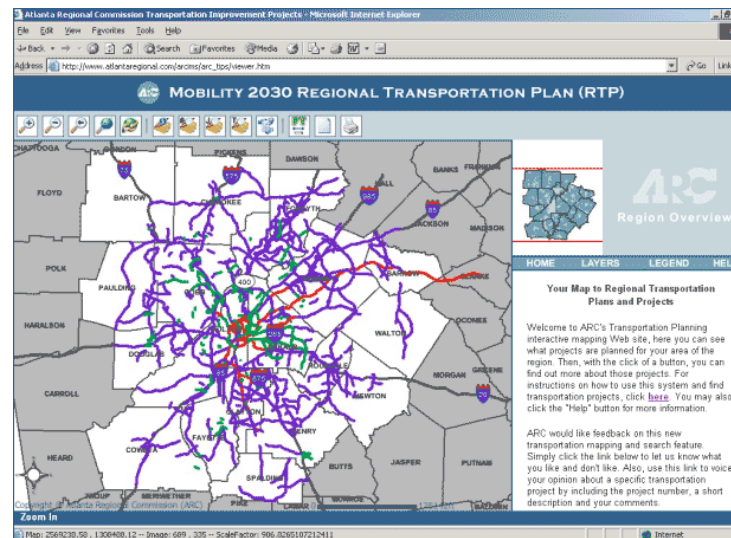
The ordinance now under review, and all similar laws and regulations, **must find their justification in some aspect of the police power, asserted for the public welfare.** The line which in this field separates the legitimate from the illegitimate assumption of power is not capable of precise delimitation. It varies with circumstances and conditions. A regulatory zoning ordinance, which would be clearly valid as applied to the great cities, might be clearly invalid as applied to rural communities. In solving doubts, the maxim 'sic utere tuo ut alienum non laedas,' which lies at the foundation of so much of the common law of nuisances, ordinarily will furnish a fairly helpful clew. And the law of nuisances, likewise, may be consulted, not for the purpose of controlling, but for the helpful aid of its analogies in the process of ascertaining [272 U.S. 365, 388] the scope of, the power. Thus the question whether the power exists to forbid the erection of a building of a particular kind or for a particular use, like the question whether a particular thing is a nuisance, **is to be determined, not by an abstract consideration of the building or of the thing considered apart, but by considering it in connection with the circumstances and the locality.**

**So use your own as not to injure another's property.**

A nuisance may be **merely a right thing in the wrong place**, like a pig in the parlor instead of the barnyard. If the validity of the legislative classification for zoning purposes be fairly debatable, the legislative judgment must be allowed to control.

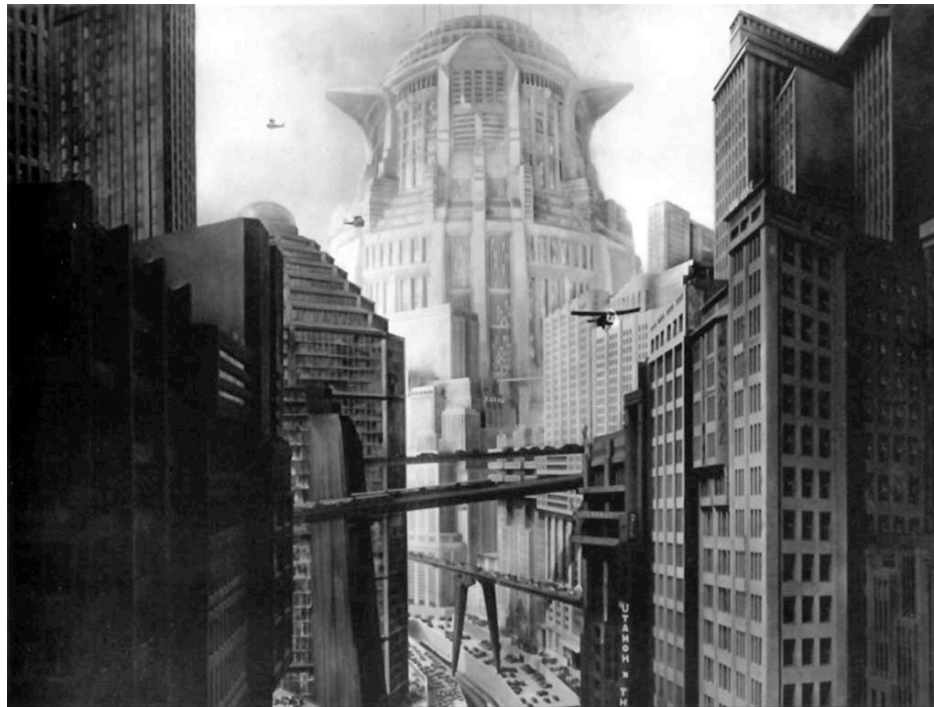


If it be a proper exercise of the police power to relegate industrial establishments to localities separated from residential sections, it is not easy to find a sufficient reason for denying the power because the effect of its exercise is to divert an industrial flow from the course which it would follow, to the injury of the residential public, if left alone, to another course where such injury will be obviated. **It is not meant by this, however, to exclude the possibility of cases where the general public interest would so far outweigh the interest of the municipality that the municipality would not be allowed to stand in the way.**





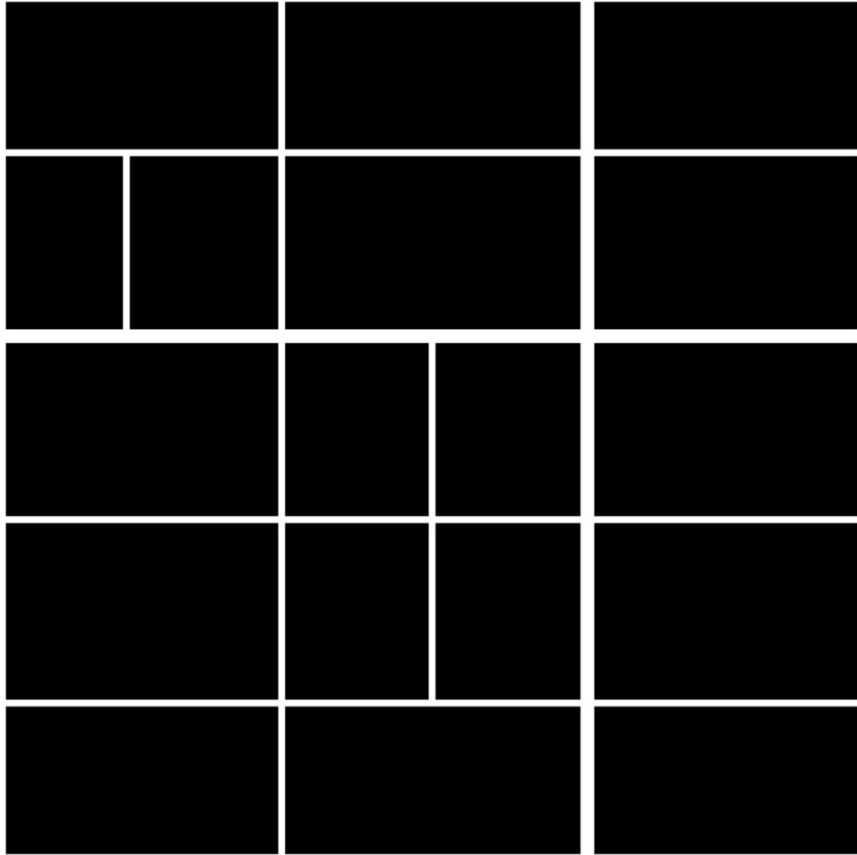
And in this there is no inconsistency, for, **while the meaning of constitutional guaranties never varies, the scope of their application must expand or contract to meet the new and different conditions which are constantly coming within the field of their operation. In a changing world it is impossible that it should be otherwise.**



It is said that the village of Euclid is a mere suburb of the city of Cleveland; that the industrial development of that city has now reached and in some degree extended into the village, and in the obvious course of things will soon absorb the entire area for industrial enterprises; that the effect of the ordinance is to divert this natural development elsewhere, with the consequent loss of increased values to the owners of the lands within the village borders. But the village, **though physically a suburb of Cleveland, is politically a separate municipality, with powers of its own and authority to govern itself as it sees fit**, within the limits of the organic law of its creation and the state and federal Constitutions. Its governing authorities, presumably representing a majority of its inhabitants and voicing their will, have determined, not that industrial development shall cease at its boundaries, but that the course of such development shall proceed within definitely fixed lines

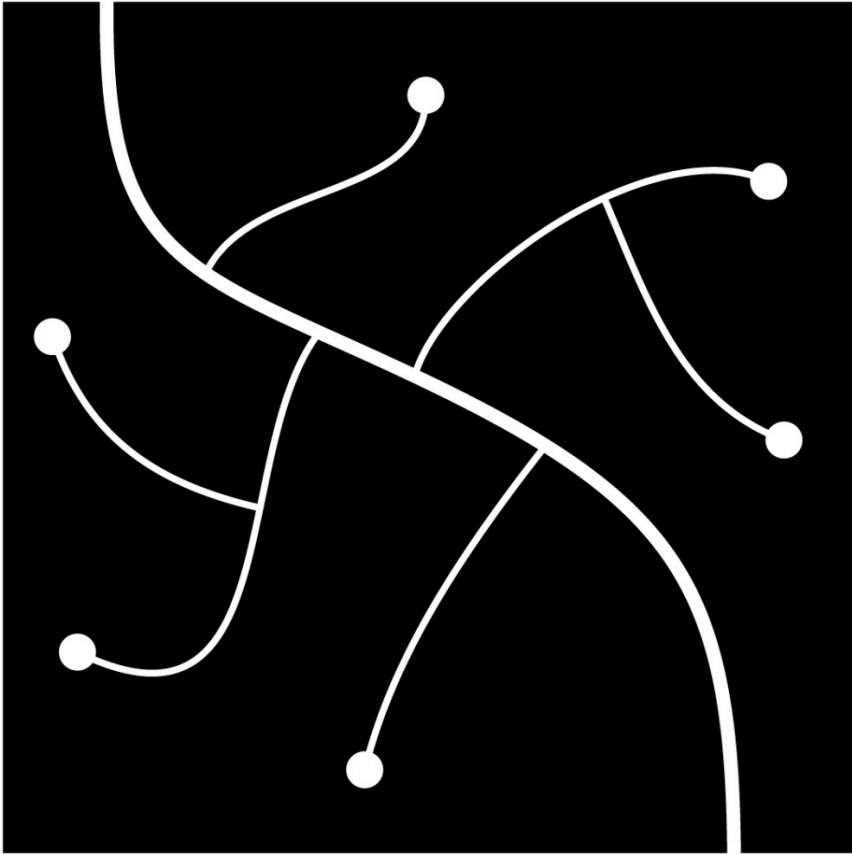
**It is not meant by this, however, to exclude the possibility of cases where the general public interest would so far outweigh the interest of the municipality that the municipality would not be allowed to stand in the way.**





=





=



RMLUI  
ENABLING ACT

75  
DEPARTMENT OF COMMERCE  
HERBERT HOOVER, SECRETARY

## A STANDARD CITY PLANNING ENABLING ACT

BY

THE ADVISORY COMMITTEE ON CITY PLANNING AND ZONING

APPOINTED BY SECRETARY HOOVER

CHARLES B. HALL . . . . . Secretary-Treasurer, City Planning Division, American Society of Civil Engineers.  
Municipal Engineer.  
EDWARD M. BASSETT . . . . . Counsel, Zoning Committee of New York.  
Lawyer.  
ALFRED BETTMAN . . . . . American City Planning Institute and National Conference on City Planning.  
Lawyer.  
IRVING B. HITT . . . . . Ex-President, National Association of Real Estate Boards.  
Broker.  
JOHN IHLDER . . . . . Manager, Civic Development Department of the Housing Consultant.  
Chamber of Commerce of the United States.  
MORRIS KNOWLES . . . . . From the Chamber of Commerce of the United States; Chairman, City Planning Division, American Society of Civil Engineers.  
Consulting Engineer.  
J. HORACE McFARLAND . . . . . Ex-President, The American Civic Association.  
Master Printer and Civic Investigator.  
FREDERICK LAW OLMSTED . . . . . Ex-President, The American Society of Landscape Architects; Ex-President, American City Planning Institute.  
Landscape Architect.  
LAWRENCE VAILLER . . . . . Secretary and Director, The National Housing Association.  
Housing Expert.

JAMES SPEAR TAYLOR, Secretary

JOHN M. GRIES

Chief, Division of Building and Housing, Bureau of Standards  
Department of Commerce



PRICE 15 CENTS

Sold only by the Superintendent of Documents, U. S. Government Printing Office  
Washington, D. C.

UNITED STATES  
GOVERNMENT PRINTING OFFICE  
WASHINGTON  
1928



Section 1 Grant of Power— For the purpose of promoting **health**,<sup>1</sup> safety, morals, or the **general welfare**<sup>3</sup> of the community, the legislative body of cities and incorporated villages is hereby empowered to regulate and restrict the height, number of stories and size of buildings<sup>8</sup> and other structures the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population,<sup>12</sup> and the location and use of buildings, structures, and land for trade, industry, residence, or other purposes.

<sup>1</sup>“health”: It is to be noted that the word used is “ health,” not “public health,” for the latter narrows the application. There are some things that relate to the health only of the people living in a given dwelling, such, for instance, as the size of yards, and have only a remote relation to public health. If the term “public health ” were used, the act might be set aside in a given case where it would be possible to show that the particular provision in which legal action was being taken did not concern itself with the public health but only with health,

<sup>3</sup>“public welfare”; The main pillars on which the police power rests are these four, viz, health, safety, morals, and general welfare. It is wise, therefore, to limit the purposes of this enactment to these four. There may be danger in adding others, as “prosperity,” “comfort,” “convenience,” “order,” “growth of the city,” etc., and nothing is to be gained thereby.

## **Constitutional Guarantees**



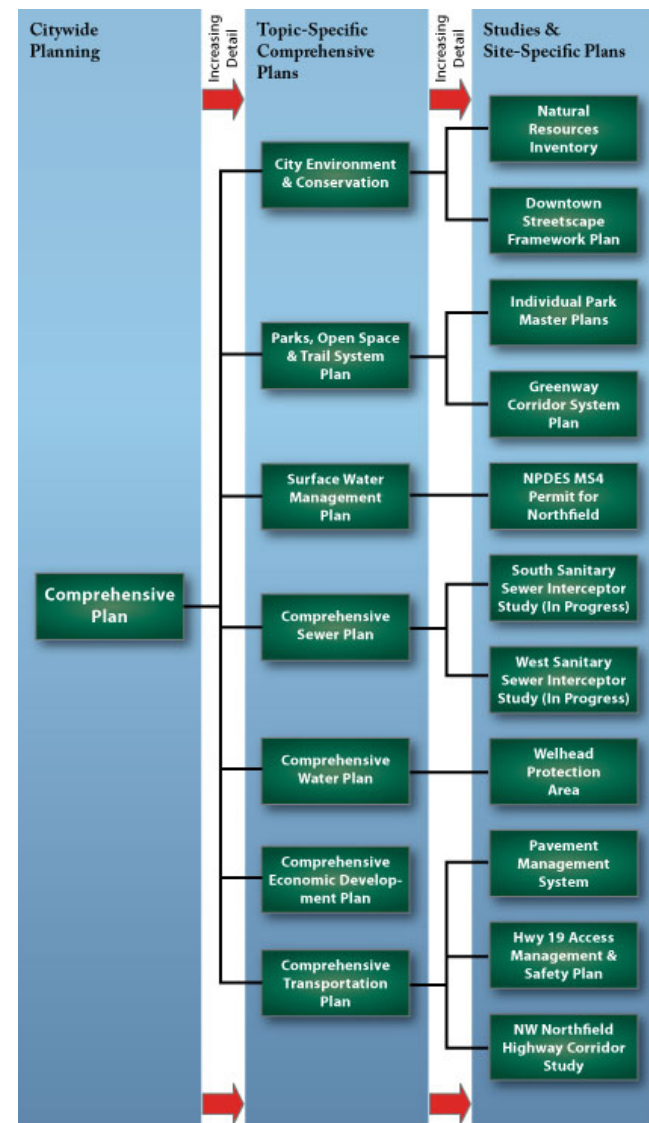
Section 6 General Powers and Duties<sup>31</sup> – It shall be the function and duty of the commission to make and adopt a **master plan**<sup>32</sup> for the **physical development**<sup>33</sup> of the municipality, including any areas outside of its boundaries<sup>34</sup> which, in the commission's judgment bear relation to the planning of such a municipality.

<sup>32</sup> “a master plan”: By this expression is meant a comprehensive scheme of development of the general fundamentals of a municipal plan. An express definition has not been thought desirable or necessary. What is implied in it is best expressed by the provisions of this section which illustrate the subject matter that a master plan should consider.

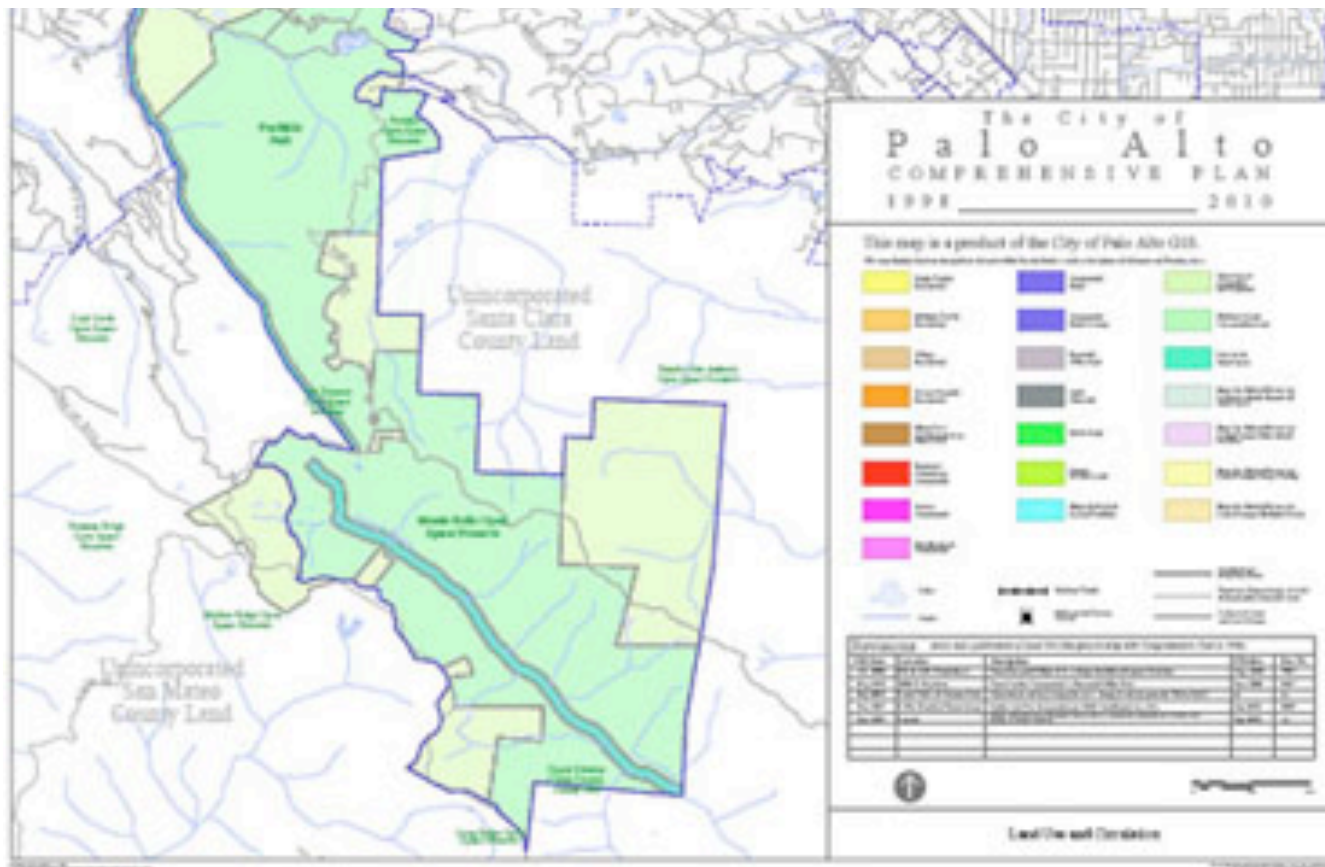
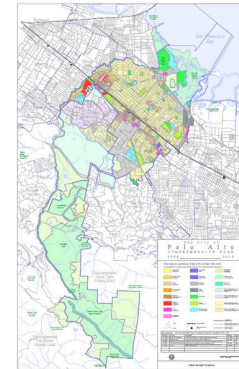
<sup>33</sup> “physical development”: The word “physical ” is used so as to make it plain that the planning commission should limit its activities to those problems of city life which are to be worked out through influencing the physical development of the territory.

Section 3 Purposes in View – Such regulations shall be made in accordance with a **comprehensive plan**<sup>22</sup> and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.

<sup>22</sup>“with a comprehensive plan”: This will prevent haphazard or piecemeal zoning. No zoning should be done without such a comprehensive study.



AN ACT To provide for city and regional planning; the creation, organization, and powers of planning commissions; the regulation of subdivision of land and the acquisition of right to keep planned streets free from buildings; and providing penalties for violation of this act.



Such plan, with the accompanying maps, plats, charts, and descriptive matter shall show the commission's recommendations for the development of said territory, including, among other things," the general location, character, and extent" of streets, viaducts, subways, ridges, waterways, water fronts, boulevards, parkways, playgrounds, squares, parks, aviation fields, and other public ways, grounds and open spaces, the general location of public buildings and other public property, and the general location and extent of public utilities and terminals, whether publicly or privately owned or operated," for water, light, sanitation, transportation, communication, power, and other purposes; also the removal, relocation, widening, narrowing, vacating, abandonment, change of use or extension of any of the foregoing ways, grounds, open spaces, buildings, property, utilities, or terminals; as well as a zoning plan<sup>35</sup> for the control of the height, area, bulk, location, and use of buildings and premises.

<sup>35</sup> "zoning plan": Where no zoning plan has been made and no zoning commission exists, the preparation of a zoning plan should be undertaken by the city planning commission, as zoning is simply one phase of city planning.

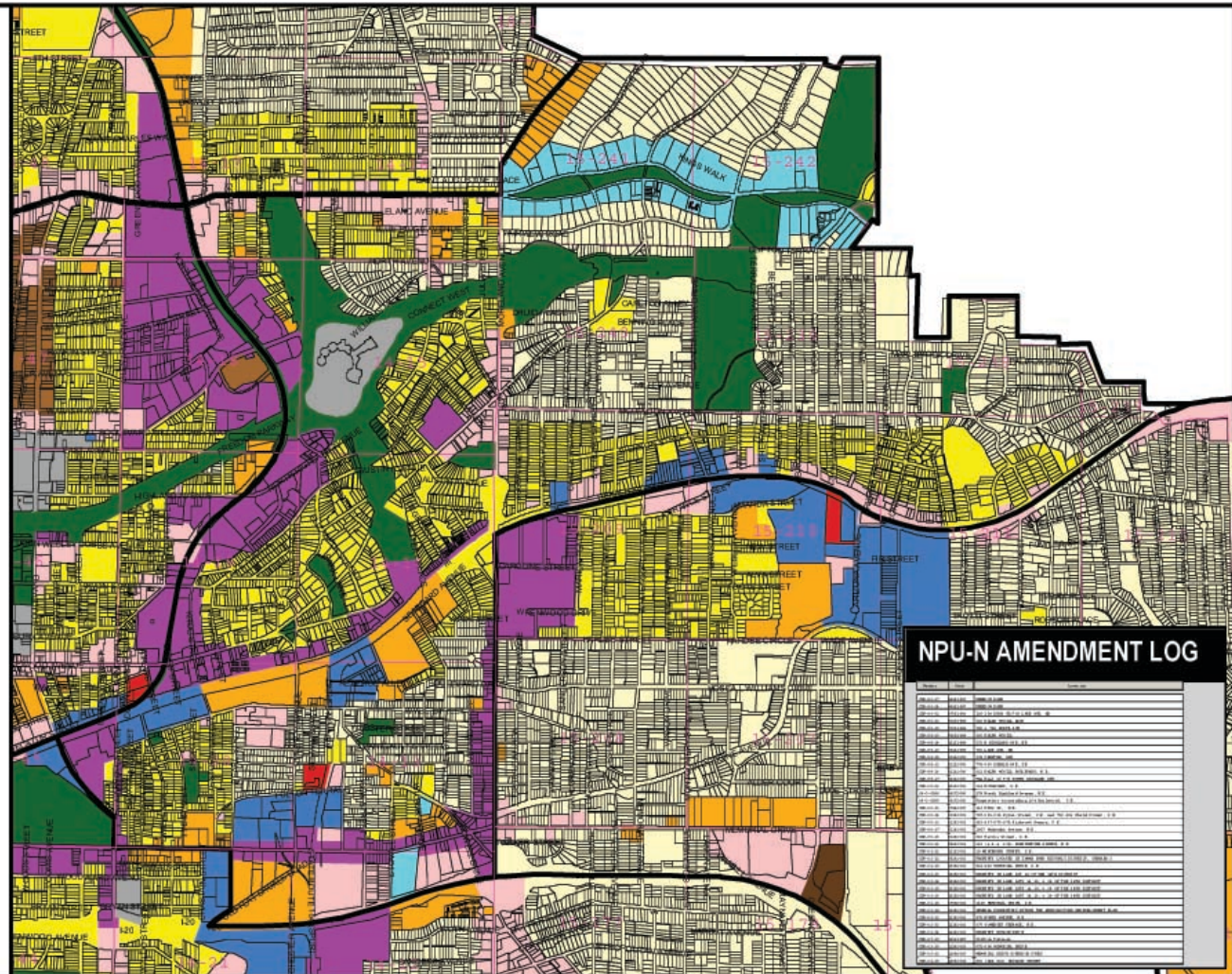


**CITY OF ATLANTA  
15 YEAR FUTURE LAND USE MAP  
2004-2019 COMPREHENSIVE DEVELOPMENT PLAN**




 Future Land Use Classifications  
 Single Family Residential  
 Low Density Residential  
 Medium Density Residential  
 High Density Residential  
 Very High Density Residential  
 Low Density Commercial  
 High Density Commercial  
 Office/Institution  
 Office/Institution/Residential  
 Open Space  
 Industrial  
 Mixed Use

UP-TO-DATE AS OF:  
OCTOBER 8, 2004



## NPU-N AMENDMENT LOG

Year	Issue	Issue Date
1970-1971	1970-1971	1970-1971
1971-1972	1971-1972	1971-1972
1972-1973	1972-1973	1972-1973
1973-1974	1973-1974	1973-1974
1974-1975	1974-1975	1974-1975
1975-1976	1975-1976	1975-1976
1976-1977	1976-1977	1976-1977
1977-1978	1977-1978	1977-1978
1978-1979	1978-1979	1978-1979
1979-1980	1979-1980	1979-1980
1980-1981	1980-1981	1980-1981
1981-1982	1981-1982	1981-1982
1982-1983	1982-1983	1982-1983
1983-1984	1983-1984	1983-1984
1984-1985	1984-1985	1984-1985
1985-1986	1985-1986	1985-1986
1986-1987	1986-1987	1986-1987
1987-1988	1987-1988	1987-1988
1988-1989	1988-1989	1988-1989
1989-1990	1989-1990	1989-1990
1990-1991	1990-1991	1990-1991
1991-1992	1991-1992	1991-1992
1992-1993	1992-1993	1992-1993
1993-1994	1993-1994	1993-1994
1994-1995	1994-1995	1994-1995
1995-1996	1995-1996	1995-1996
1996-1997	1996-1997	1996-1997
1997-1998	1997-1998	1997-1998
1998-1999	1998-1999	1998-1999
1999-2000	1999-2000	1999-2000
2000-2001	2000-2001	2000-2001
2001-2002	2001-2002	2001-2002
2002-2003	2002-2003	2002-2003
2003-2004	2003-2004	2003-2004
2004-2005	2004-2005	2004-2005
2005-2006	2005-2006	2005-2006
2006-2007	2006-2007	2006-2007
2007-2008	2007-2008	2007-2008
2008-2009	2008-2009	2008-2009
2009-2010	2009-2010	2009-2010
2010-2011	2010-2011	2010-2011
2011-2012	2011-2012	2011-2012
2012-2013	2012-2013	2012-2013
2013-2014	2013-2014	2013-2014
2014-2015	2014-2015	2014-2015
2015-2016	2015-2016	2015-2016
2016-2017	2016-2017	2016-2017
2017-2018	2017-2018	2017-2018
2018-2019	2018-2019	2018-2019
2019-2020	2019-2020	2019-2020
2020-2021	2020-2021	2020-2021
2021-2022	2021-2022	2021-2022
2022-2023	2022-2023	2022-2023
2023-2024	2023-2024	2023-2024
2024-2025	2024-2025	2024-2025
2025-2026	2025-2026	2025-2026
2026-2027	2026-2027	2026-2027
2027-2028	2027-2028	2027-2028
2028-2029	2028-2029	2028-2029
2029-2030	2029-2030	2029-2030
2030-2031	2030-2031	2030-2031
2031-2032	2031-2032	2031-2032
2032-2033	2032-2033	2032-2033
2033-2034	2033-2034	2033-2034
2034-2035	2034-2035	2034-2035
2035-2036	2035-2036	2035-2036
2036-2037	2036-2037	2036-2037
2037-2038	2037-2038	2037-2038
2038-2039	2038-2039	2038-2039
2039-2040	2039-2040	2039-2040
2040-2041	2040-2041	2040-2041
2041-2042	2041-2042	2041-2042
2042-2043	2042-2043	2042-2043
2043-2044	2043-2044	2043-2044
2044-2045	2044-2045	2044-2045
2045-2046	2045-2046	2045-2046
2046-2047	2046-2047	2046-2047
2047-2048	2047-2048	2047-2048
2048-2049	2048-2049	2048-2049
2049-2050	2049-2050	2049-2050
2050-2051	2050-2051	2050-2051
2051-2052	2051-2052	2051-2052
2052-2053	2052-2053	2052-2053
2053-2054	2053-2054	2053-2054
2054-2055	2054	

RMLUI  
THE ORDINANCE

#### Section 20. Building Set-Back Lines.

In addition to section 19 the following streets are hereby declared to provide for the

ultimate street widths as shown opposite same. The purpose of this section being in giving present notice of the city's intention to so widen such streets at some future date.

Any improvements made which form an encroachment on such building lines shall be removed at the owner's expense:

Cascade Avenue from Gordon Street to Beecher Street: 35 feet each side of center line.

Courtland Street from Edgewood Avenue to Forrest Avenue: 40 feet each side of center line.

Courtland Street from Forrest Avenue to Linden Avenue: 35 feet west side of center line.

Courtland Street from Forrest Avenue to Linden Avenue: 45 feet east side of center line.





## (2) *STREETS*:

A way for vehicular traffic, whether designated as a street, highway, throughway, road, avenue, boulevard, lane, place or however otherwise designated:

a. *Major streets* and highways are those which are used primarily for fast or heavy traffic.

b. *Collector streets* are those which carry traffic from local or neighborhood streets to the major system of major streets and highways, including the principal entrance streets of a residential development and streets for circulation within such a development.

c. *Local streets* are those which are used primarily for access to the abutting properties.

d. *Marginal access streets* are local streets which are parallel to and adjacent to major streets and highways, and which provide access to abutting properties and protection from through traffic.

e. *Service drives* are used primarily for vehicular service access to the back or the side of properties otherwise abutting on a street.



Special Collections Department, Pullen Library, Georgia State University



## Section 15-4001 Streets.

(a) **Conformation with major thoroughfare plan.** The arrangement, character, extent, width, grade and location of all streets shall conform to the major thoroughfare plan for the city and shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets.

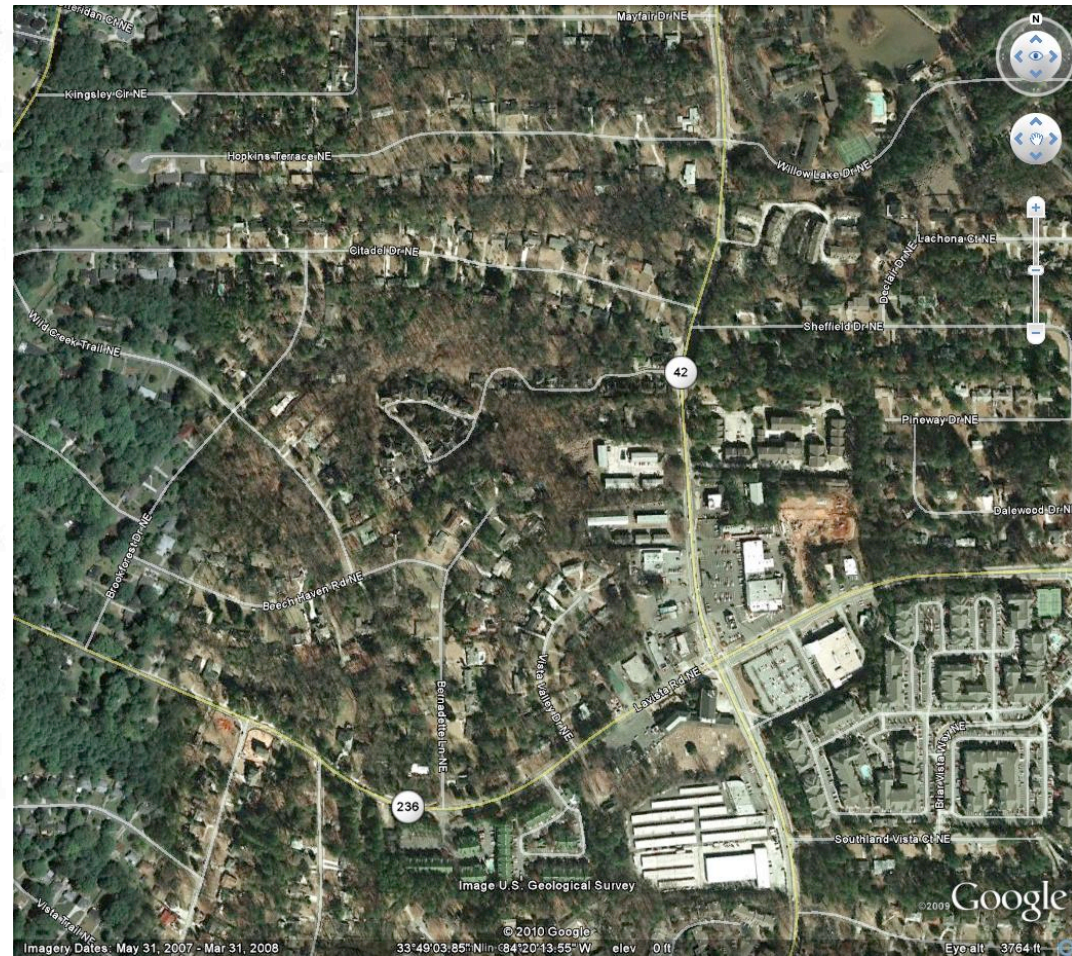
(b) **Standard where major thoroughfare plan inapplicable.** Where such is not shown in the major thoroughfare plan for the city, the arrangement of streets in a subdivision shall either:

(1) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or

(2) Conform to the comprehensive development plan adopted by the council.

(c) **Local streets.** Local streets shall be so laid out that their use by through traffic will be discouraged.

(d) **Access streets, other protection.** subdivision abuts or contains an existing or proposed major street, the bureau of planning may require marginal access streets, double frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lot with rear service drives, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.



(c) **Local streets.** Local streets shall be so laid out that their use by through traffic will be discouraged.



shall be as nearly at right angles as practicable.

(i) **Street right-of-way widths.** Street right-of-way widths shall be as shown in the major thoroughfare plan for the city, and where not shown therein shall be not less than as follows:

Street type	Right-of-way (in feet)
Major .....	90 to 114 ft.
Collector-commercial, industrial, multiple family .....	60 to 70 ft.
Local-residential. ....	50 minimum

(j) **Half-streets.** Dedication of half-streets will not be permitted. Where a dedicated or platted half-street exists adjacent to a tract being subdivided the other half will be dedicated unless declared unnecessary by the council.

(k) **Dead-end streets.** The length of permanent dead-end streets shall be governed by topography, size of tract, the surrounding area, accessibility to other streets and other physical factors. There shall be provided a turnaround, at the closed end, with a minimum radius for residential property of 60 feet and for commercial and industrial property of not less than 75 feet to the centerline.

(l) **Alleys.** Alleys shall not be permitted.



**Section 15-4003 Blocks.**

(a) Length, width and shapes of blocks. The lengths, widths and shapes of blocks shall be determined with due regard to:

(1) Provision of adequate building sites suitable to the special needs of the type of use contemplated.

(2) Zoning requirements as to lot sizes and dimensions.

(3) Needs for convenient access, circulation, control and safety of street traffic.

(4) Limitations and opportunities of topography.

(b) Easements. Easements, not less than 10 feet wide, may be required where deemed essential to provide pedestrian circulation or access to schools, playgrounds, shopping centers, transportation, and other community facilities.

(c) Trees. When feasible, all trees of major growth in the subdivision will be preserved. All trees shall be at a minimum distance from the center line of a street as indicated below:

Type of street	Minimum distance from street center line in feet
Major . . . . .	55 - 80
Collector . . . . .	40 - 45
Local . . . . .	35

(Code 1965, Sec. 30-46)

Cross Reference: Trees and shrubbery generally. Section 10-6001 et seq.




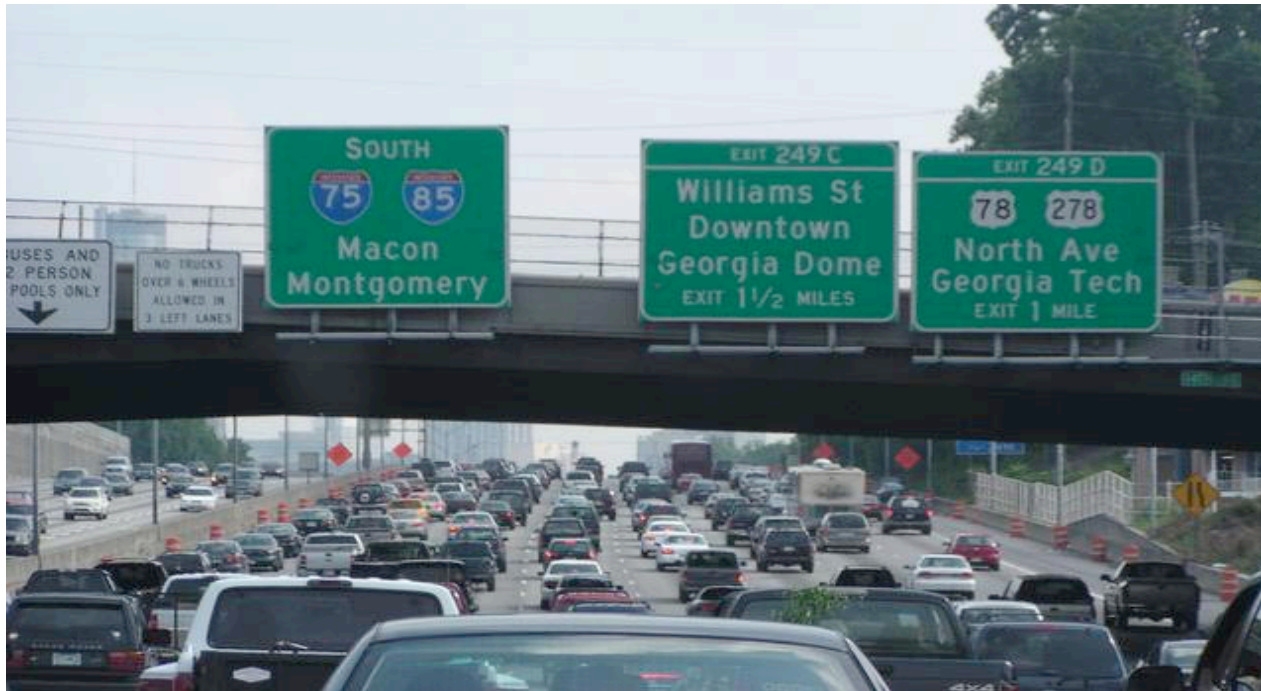
Classification	Example	Description	Design Speed
<i>Arterial</i>		Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.	30-60 mph
<i>Collector</i>		Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.	30 mph or higher
<i>Local</i>		Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through-movement.	20-30 mph

Figure 7-3: Urban Roadway Definitions Under the Functional Classification System  
(Adapted from AASHTO, 2001)

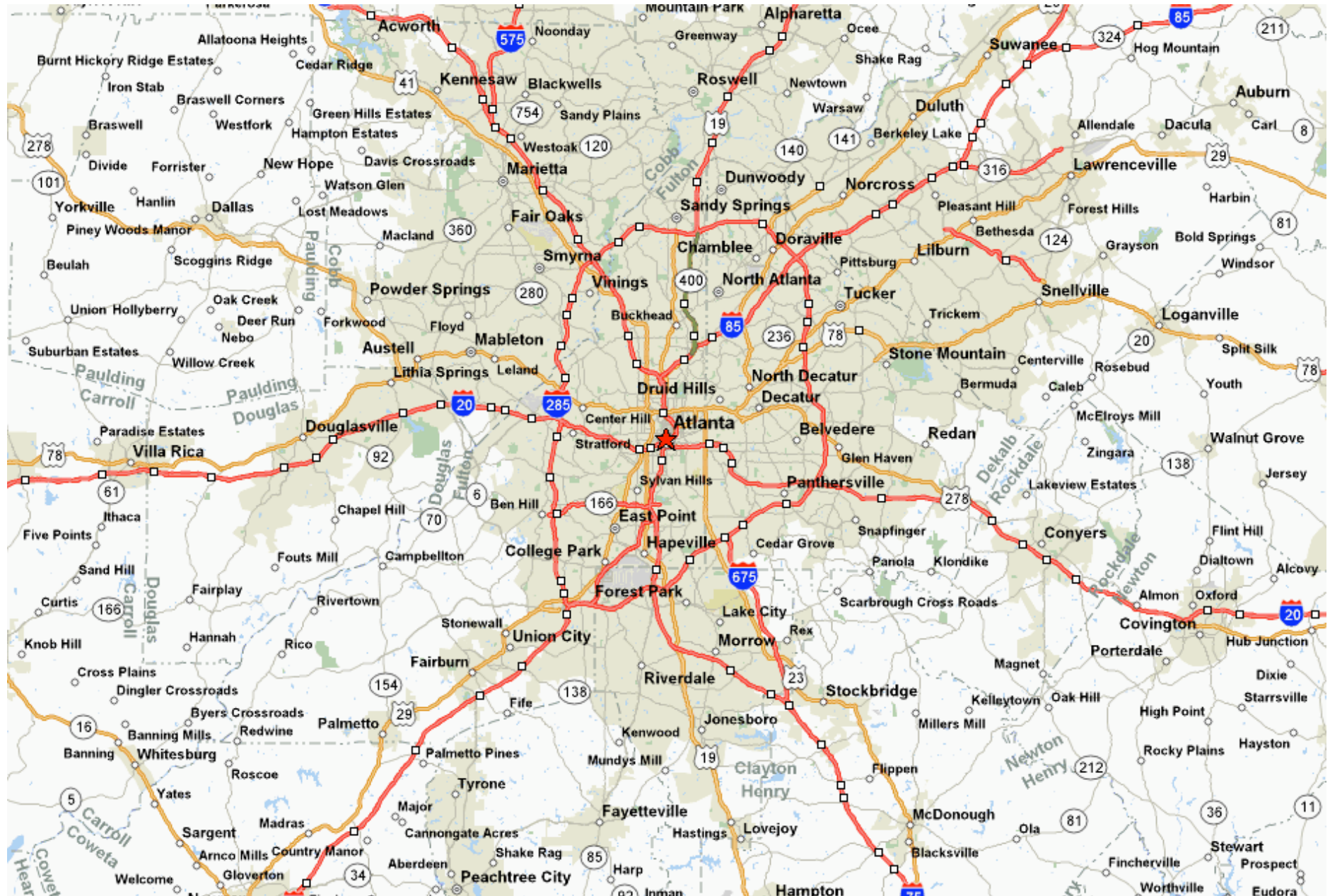
RMLUI  
SUBDIVISION  
AND  
URBAN FORM



RMLUI  
SUBDIVISION AND URBAN FORM  
March 5, 2010  
Douglas C. Allen, ASLA



Douglas C. Allen, ASLA





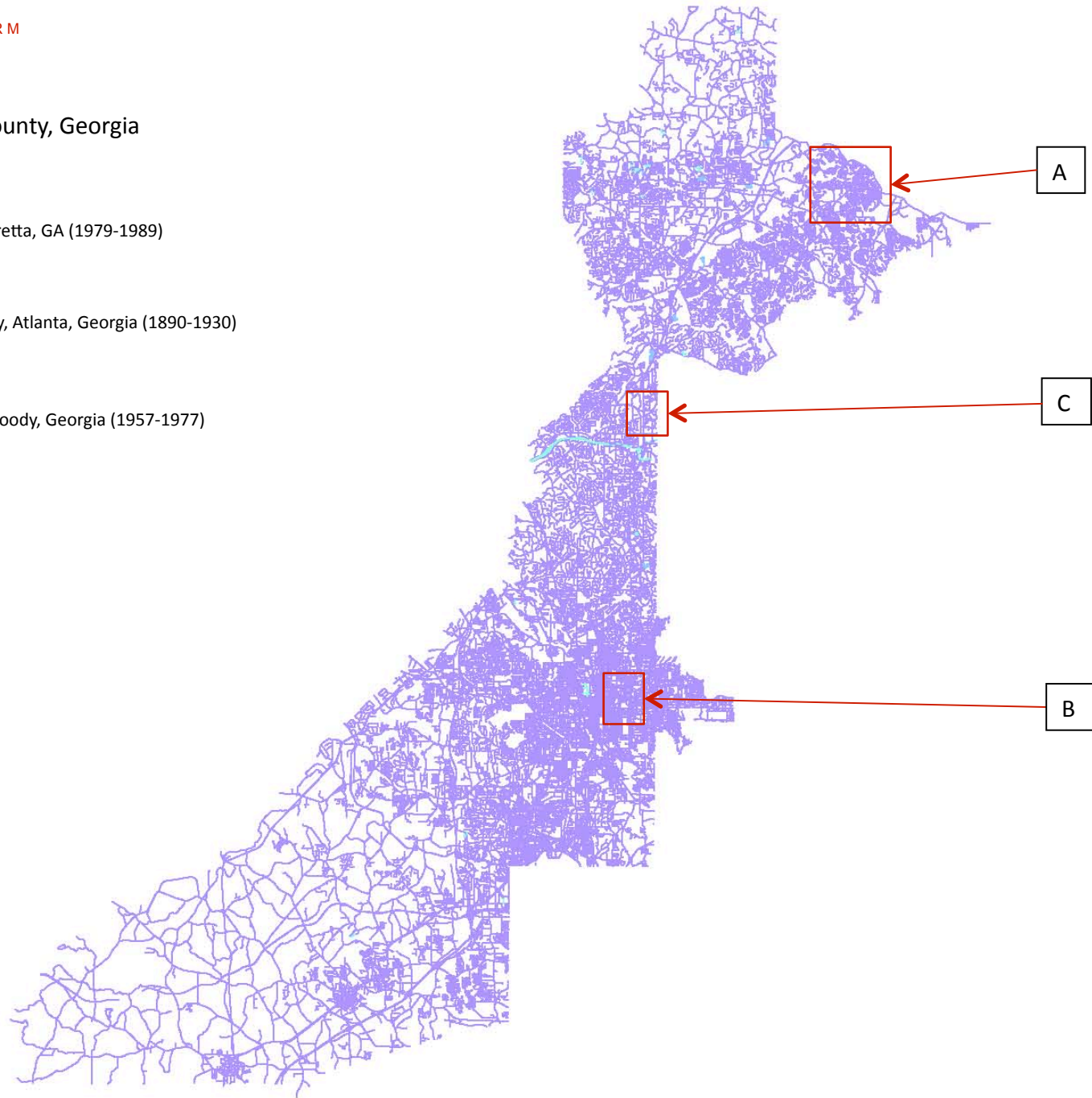
## All roads and streets. Fulton County, Georgia

- A

 Windward Community, Alpharetta, GA (1979-1989)
- B

 Virginia-Highland Community, Atlanta, Georgia (1890-1930)
- C

 Dunwoody Community, Dunwoody, Georgia (1957-1977)





A: Virginia Highland Neighborhood, Atlanta, GA  
Average Block size: 5.45 acres



B: Windward, Alpharetta, GA  
Average Block size: 74.39 acres



## Question

1. Do current zoning ordinances and subdivision regulations contribute to this condition.

## Question

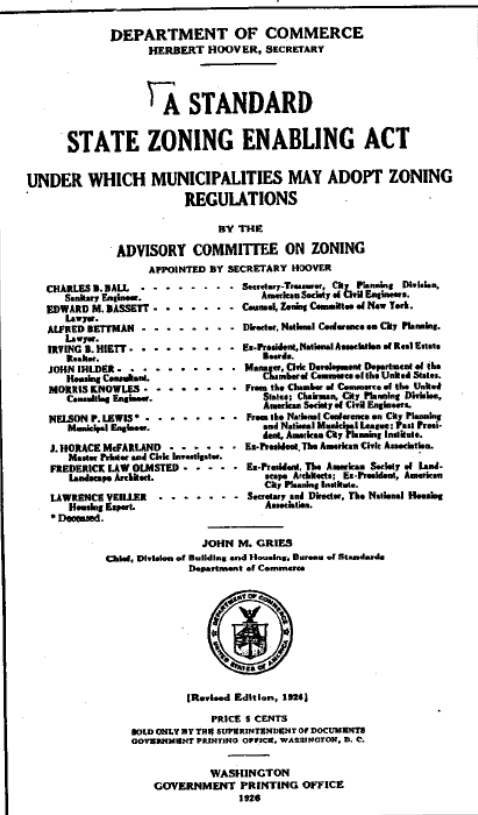
1. Do current zoning ordinances and subdivision regulations contribute to this condition.
  1. Subdivision regulations regulate the configuration of
    - Blocks
    - Streets
    - Public Space

## Question

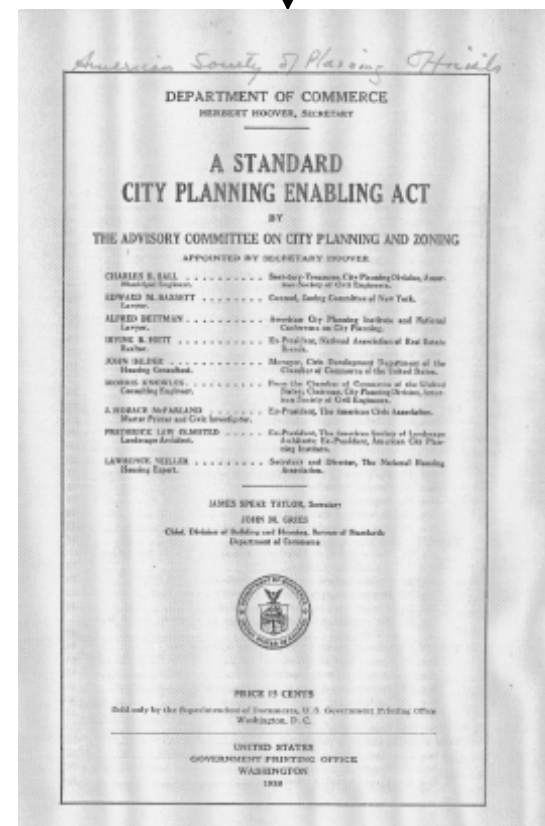
1. Do current zoning ordinances and subdivision regulations contribute to this condition.
  1. Subdivision regulations control the configuration of
    - Blocks
    - Streets
    - Public Space
  2. Zoning ordinances regulate the use of private property.

HOOVER COMMISSION  
1923  
Congressional Approvals  
1924-1928

A STANDARD ZONING ENABLING ACT  
1924



A STANDARD CITY PLANNING ENABLING ACT  
1928





## Configuration of Streets

26

### DEPARTMENT OF COMMERCE

equidistant from the respective corporate limits of such municipalities.<sup>65</sup>

SEC. 13. SCOPE OF CONTROL OF SUBDIVISIONS.—Whenever a planning commission shall have adopted a major street plan<sup>66</sup> of the territory within its subdivision jurisdiction or part thereof, and shall have filed a certified copy of such plan in the office of the county recorder of the county in which such territory or part is located, then no plat of a subdivision of land within such territory or part shall be filed or recorded<sup>67</sup> until it shall have been approved by such planning commission and such approval entered in writing on the plat by the chairman or secretary of the commission.

SEC. 14. SUBDIVISION REGULATIONS.—Before exercising the powers<sup>68</sup> referred to in section 13, the planning commission shall adopt regulations<sup>69</sup> governing the subdivision of land within its

<sup>65</sup> "municipalities": In using the text of this section care should be taken to keep in mind the definition of "municipality" and "municipal" which may have been adopted for section 1 of the act. For instance, if, under the definition set forth in section 1, there is no nonmunicipal territory in the State, then, of course, changes will need to be made in section 12 to correspond with this situation. In each State care should be exercised that the phraseology of section 12, taken in connection with that adopted for section 1, will carry out the legislative intention regarding the scope of subdivision control by each planning commission.

<sup>66</sup> "major street plan": The planning commission is empowered to exercise its control of subdivisions only after it shall have developed at least a major street plan of the territory to be controlled. Until that phase of its plan has been reached, platting should continue under the existing form of control or lack of control, for the imposition of requirements which might turn out to have little or no relation to the ultimate principles of control would be unfair to the subdivider's plan. This limitation, of course, does not involve the necessity of the commission having completed all the other features of the comprehensive plan, but merely that a main thoroughfare plan shall have been adopted.

<sup>67</sup> "filed or recorded": In each State using this act it would be well to mention here the office at which the plat is required to be recorded. The word "filed" or the word "recorded," or both, should be used, according to the individual practice of the different States.

<sup>68</sup> "Before exercising the powers": Before acquiring jurisdiction over plats the planning commission is required to adopt general regulations governing

### A STANDARD CITY PLANNING ENABLING ACT

27

jurisdiction. Such regulations may provide for the proper arrangement of streets<sup>70</sup> in relation to other existing or planned streets and to the master plan, for adequate and convenient open spaces for traffic, utilities, access of fire-fighting apparatus, recreation, light and air, and for the avoidance of congestion of population, including minimum width and area of lots.<sup>71</sup>

Such regulations may include provisions as to the extent to which streets and other ways shall be graded and improved and to which water and sewer and other utility mains, piping, or other facilities shall be installed as a condition precedent to the approval of the plat.<sup>72</sup> The regulations or practice of the commission may provide

<sup>70</sup> "arrangement of streets": To insure that streets or rights of way, whether dedicated as public streets or not, shall fit into each other and the ultimate street plan of the city and coordinate with that plan is one of the primary purposes of giving control of land subdivision to planning commissions. The regulations which the commission is empowered to adopt with regard to platting should be primarily concerned with this end. The commission should, however, not be limited to this purpose of street coordination and should be empowered to take into account the supply of adequate open spaces for traffic, for utilities, for access of fire-fighting apparatus, for recreation, for light and air, for healthful population density, and for other public benefits.

<sup>71</sup> "width and area of lots": One of the fundamental purposes of platting regulations, in addition to insuring a proper street plan, is also to insure that property shall not be subdivided into narrow lots which will bring in their train a host of evils, notably congestion of population, as well as an unsatisfactory type of housing development. Most platting regulations in force in the different States, therefore, include provisions as to the width, area, and arrangement of building lots, generally setting a minimum width below which lots can not be plotted.

Planning commissions should have the power to cooperate and agree with the subdivider upon restrictions as to height, area, and even use of buildings, so long as these do not authorize violation of the zoning ordinance. In other words, the planning commission and the subdivider may cooperate to bring about development of the territory of the subdivision in accordance with high standards of health and convenience. The commission is peculiarly well fitted for this, because it is, in most places, the maker of the original zone plan and passes upon all changes in that plan and, consequently, is well qualified to mutually adjust the standards

## How to define a block

**Fulton County, Georgia:** Block - A parcel of land or lots entirely surrounded by public or private streets, other than alleys.

**City and County of Denver, Colorado:** Block – An area of land within a subdivision containing lots, tracts, and parcels which is usually bounded by streets and /or the boundaries of the subdivision.

**Aurora, Colorado:** *Block* means a parcel of land within a platted subdivision bounded on all sides by streets or avenues, other physical boundaries such as a body of water, or the exterior boundary of a platted subdivision.

**Tempe, Arizona:** Block means a piece or parcel of land or group of lots entirely surrounded by public rights-of-way, streams, railroads or parks, or a combination thereof.

**San Antonio, Texas:** Block face. The properties abutting one (1) side of a street and lying between the two (2) nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and/or railroad right-of-way, un-subdivided land, water course or city boundary.

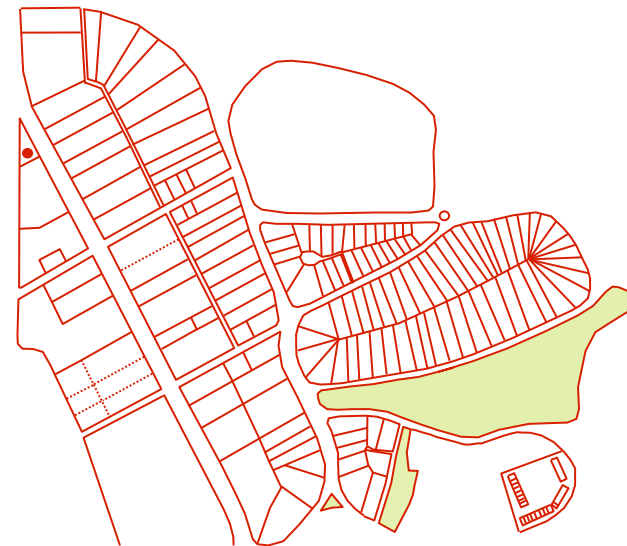
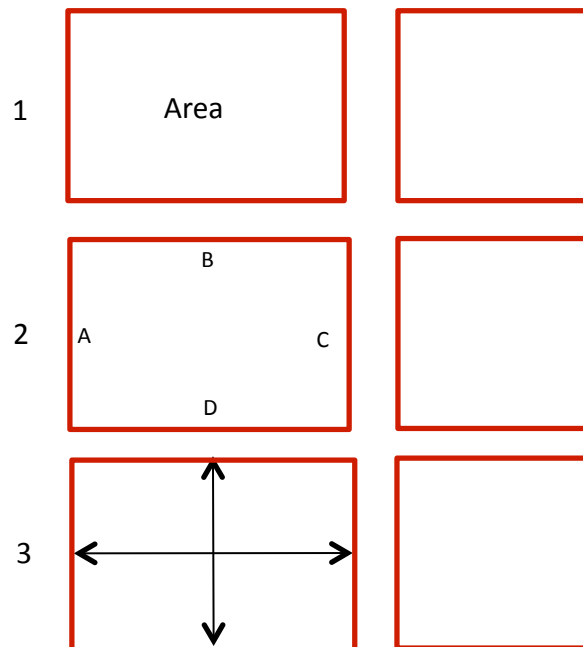
**Borough of Somerset, Pennsylvania:** Block – a tract of land or a lot or group of lots, bounded by streets, public parks or parkways, railroad rights-of-way, watercourse or body of water, subdivided land, or a boundary line or lines of the Borough.

In general: A block is defined by perimeter streets on all sides, closing on an interior figure. Regulations generally concern the length of a segment of the block. For comparison purposes, block size can be measured in the area contained within its perimeter in acres.

How to measure a block: A block is the smallest area that is surrounded by streets.

How to measure:

1. Area: Square feet, meters, hectares, or acres.
2. Perimeter: Total length of the perimeter in feet, miles, meters, or kilometers.  $(A + B + C + D)$
3. Length : Seldom used, but important: the dimension of the short side (depth) often determines the long and term usability of the block  
depth



Irregular blocks resist measure by length and depth

Observation: Since 1928, Block sizes have increased by a factor of 3.2 from the average block size prior to 1928.

	Pre 1928 Block Size					Post 1928 Block Size		
		avg.	max				avg	max
		acres	acres				acres	acres
1	Atlanta,	3.70	8.26		1	Atlanta,	22.87	44.49
2	Boston, MA	3.09	4.13		2	Boston, MA	9.45	14.46
3	Baltimore, Md	3.29	5.78		3	Baltimore, Md	14.93	22.72
4	Charleston, S.C.	4.12	6.07		4	Charleston, S.C.	16.89	25.25
5	Chicago, Illinois	3.51	4.96		5	Chicago, Illinois	14.74	19.10
6	Los Angeles, CA	4.41	7.89		6	Los Angeles, CA	8.01	16.08
7	New York, N.Y. (Manhattan)	2.60	3.67		7	New York, N.Y. (Manhattan)	7.72	13.31
8	Omaha, Nebraska	4.34	8.26		8	Omaha, Nebraska	8.27	13.42
9	Portland, Oregon	1.92	3.72		9	Portland, Oregon	2.69	4.24
10	Philadelphia, Pennsylvania	3.07	6.33		10	Philadelphia, Pennsylvania	5.03	5.88
	Average	<b>3.41</b>	<b>5.91</b>				<b>11.06</b>	<b>17.90</b>
	Median	3.40	5.93				8.86	15.27
	Std. Dev	0.79	1.80				6.14	11.42



Observation 2: the standard deviation of average block size in the following selected cities has increased from .79 to 6.14 from pre-1928 subdivision to post -1928 subdivision.

	Pre 1928 Block Size					Post 1928 Block Size		
		avg.	max				avg	max
		acres	acres				acres	acres
1	Atlanta, GA	3.70	8.26		1	Atlanta, GA	22.87	44.49
2	Boston, MA	3.09	4.13		2	Boston, MA	9.45	14.46
3	Baltimore, Md	3.29	5.78		3	Baltimore, Md	14.93	22.72
4	Charleston, S.C.	4.12	6.07		4	Charleston, S.C.	16.89	25.25
5	Chicago, Illinois	3.51	4.96		5	Chicago, Illinois	14.74	19.10
6	Los Angeles, CA	4.41	7.89		6	Los Angeles, CA	8.01	16.08
7	New York, N.Y. (Manhattan)	2.60	3.67		7	New York, N.Y. (Manhattan)	7.72	13.31
8	Omaha, Nebraska	4.34	8.26		8	Omaha, Nebraska	8.27	13.42
9	Portland, Oregon	1.92	3.72		9	Portland, Oregon	2.69	4.24
10	Philadelphia, Pennsylvania	3.07	6.33		10	Philadelphia, Pennsylvania	5.03	5.88
	Average	3.41	5.91				11.06	17.90
	Median	3.40	5.93				8.86	15.27
	Std. Dev	<b>0.79</b>	1.80				<b>6.14</b>	11.42

RMLUI  
SUBDIVISION AND  
URBAN FORM

March 5, 2010  
Douglas C. Allen, ASLA

**Alpharetta** is a city in north Fulton County, Georgia, United States. It is one of the most affluent communities in the state of Georgia. Median Household income in 2008 was \$184,207,

According to a 2008 estimate, Alpharetta's population is 49,903.

One of the more distant, large suburbs in metro Atlanta, Alpharetta now features several mid-rise buildings, which are home to many high-tech companies including Hewlett-Packard, UPS Supply Chain Solutions, Radiant Systems, Lucent, Nortel, IBM, Sun Microsystems, AT&T, Siemens, McKesson Corporation, Verizon, Verizon Wireless, Alltel, E-Trade, General Electric, and LexisNexis, and Forbes online rated it as the number 1 "reloville" in the United States<sup>[3]</sup>.



RMLUI  
SUBDIVISION AND  
URBAN FORM

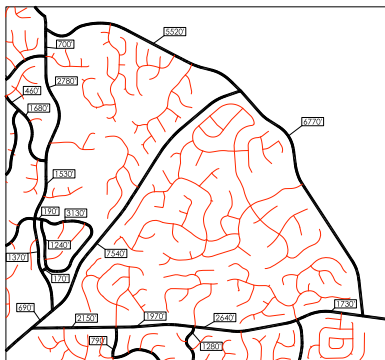
March 5, 2010  
Douglas C. Allen, ASLA

The Windward master plan includes a variety of residential neighborhoods, a commercial business center, plus important community elements including an elementary school and excellent recreational facilities.

Windward is made up of distinct neighborhoods offering an attractive mix of home styles and price ranges. The residential communities take full advantage of the spectacular 195 acre private Lake Windward. Adjacent to the lake is the private membership Windward Lake Club with 20 tennis courts, an Olympic sized pool, marina, tennis center and a new aqua leisure facility complete with exciting water slide and zero entry pool. Residents also enjoy the Windward sports park with areas for picnics, basketball, football, softball and soccer. Centered within Windward is the renowned Golf Club of Georgia, the private 36-hole golf course.

Windward Community Web Site

[http://www.windwardcommunity.org/outside\\_home.asp](http://www.windwardcommunity.org/outside_home.asp)





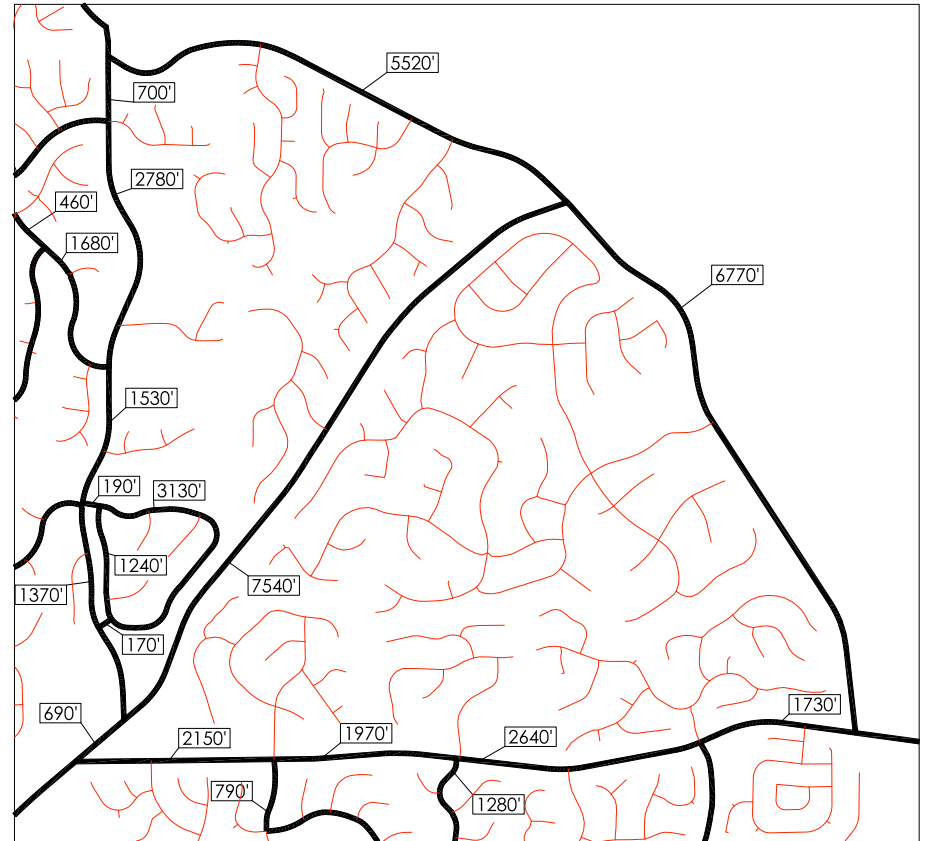
Average Block size: 74.39 acres



Average Block size: 5.45 acres

Comparative Block Sizes:

Fairlie-Poplar:	00.92 acres
Midtown:	7.59 acres
Ansley Park:	9.08 acres
Fulton County Allowable:	74.39 acres

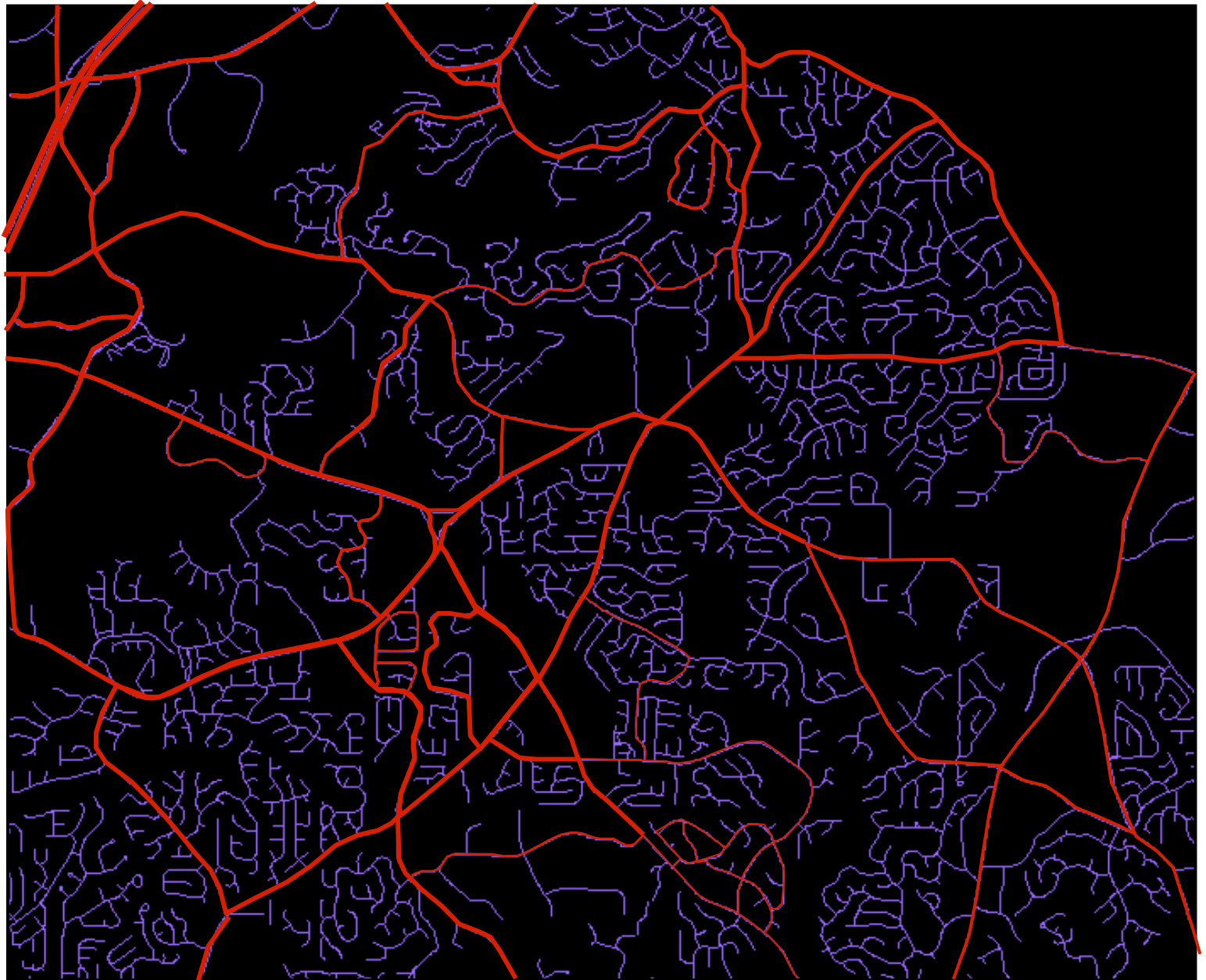


An extreme example, the planned suburb of Windward has a single block, as defined by Fulton County Subdivision Regulations of 531.11 acres



RMLUI  
SUBDIVISION AND  
URBAN FORM  
March 5, 2010  
Douglas C. Allen, ASLA

Map of North Fulton County,  
GA. Red Lines are blocks as  
defined by Fulton County  
Subdivision Regulations



RMLUI  
SUBDIVISION AND  
URBAN FORM  
March 5, 2010  
Douglas C. Allen, ASLA

Alpharetta, GA  
Map of Blocks

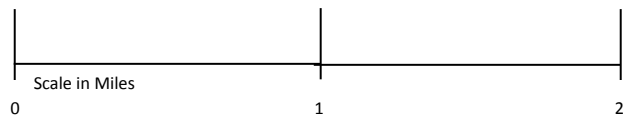
A block is here defined by a  
street that closes on itself,  
forming connections with  
other streets in a network.



RMLUI  
SUBDIVISION AND  
URBAN FORM  
March 5, 2010  
Douglas C. Allen, ASLA

Alpharetta, GA  
Map of Blocks

A block is here defined by a  
street that closes on itself,  
forming connections with  
other streets in a network.





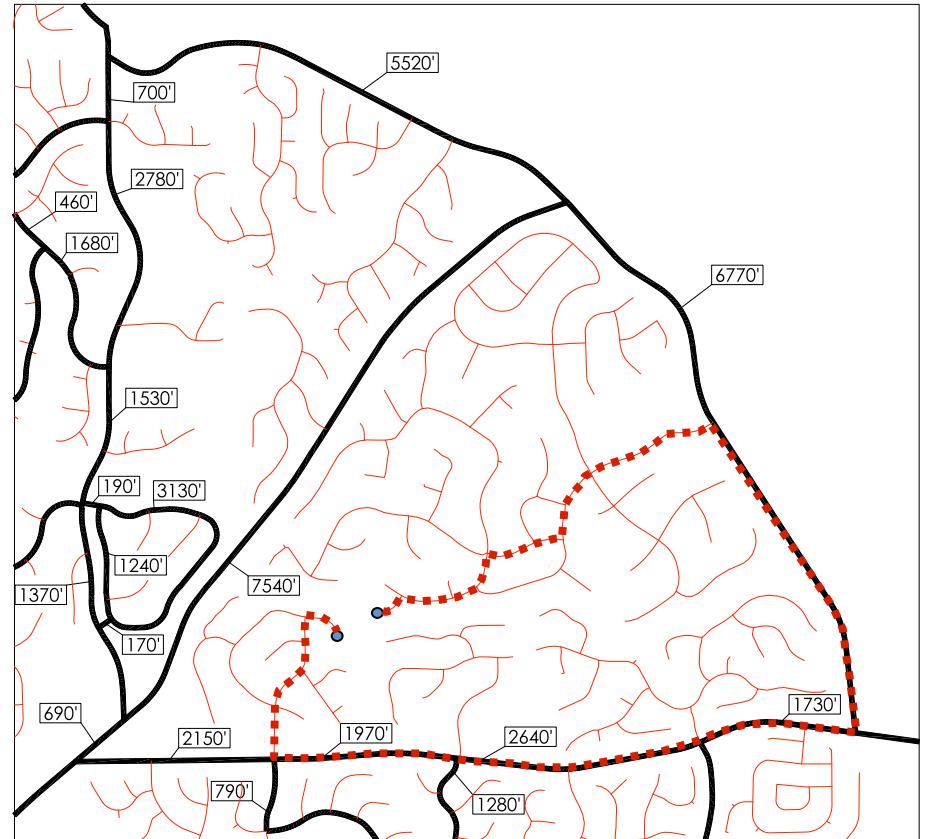
Average Block size: 74.39 acres



Average Block size: 5.45 acres

Comparative Block Sizes in Atlanta:

Fairlie-Poplar:	00.92 acres
Midtown:	7.59 acres
Ansley Park:	9.08 acres
Fulton County Allowable:	74.39 acres



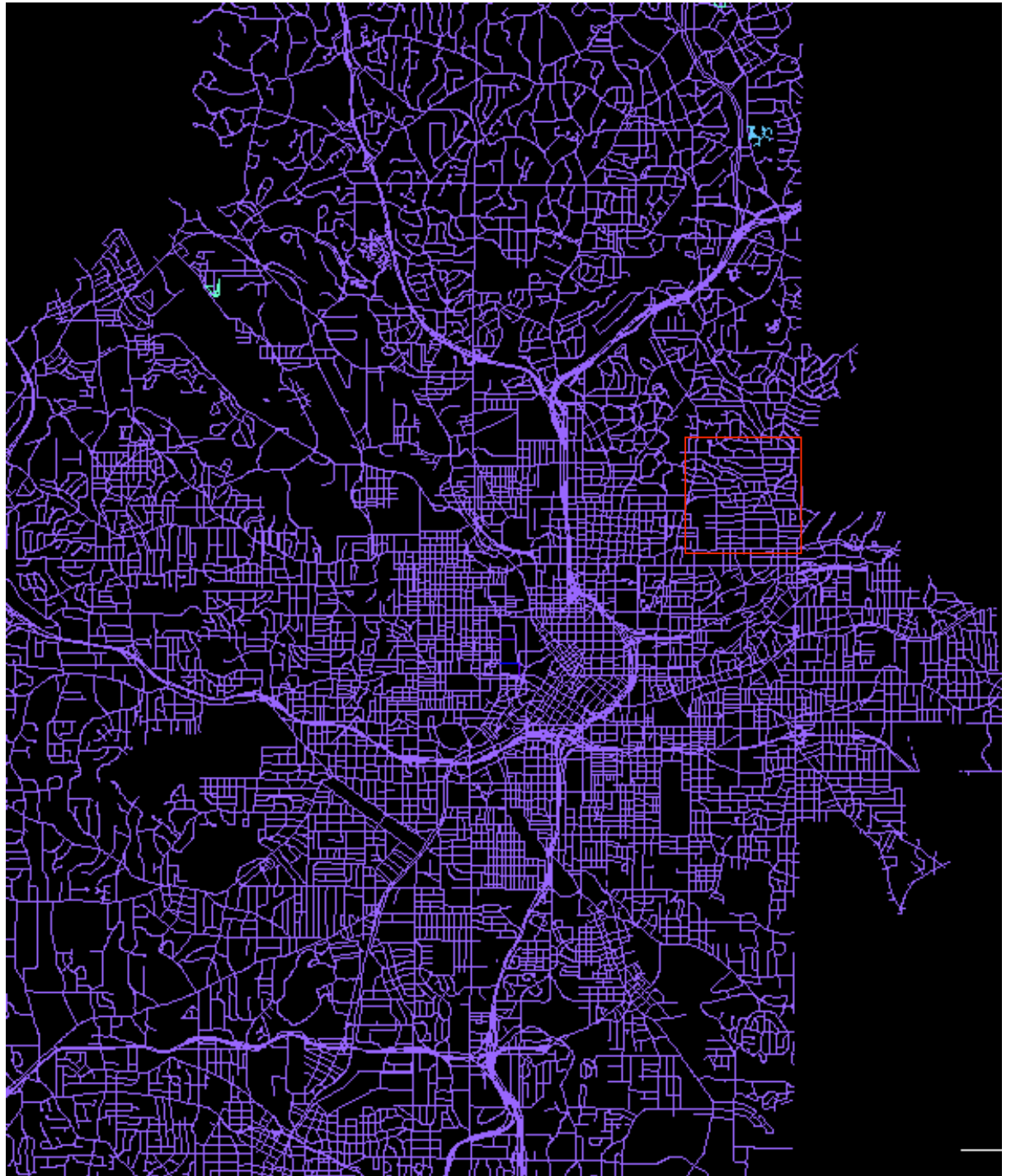
An extreme example, the planned suburb of Windward has a single block, as defined by Fulton County Subdivision Regulations of 531.11 acres. To get to my neighbor's house I must drive 2.36 miles

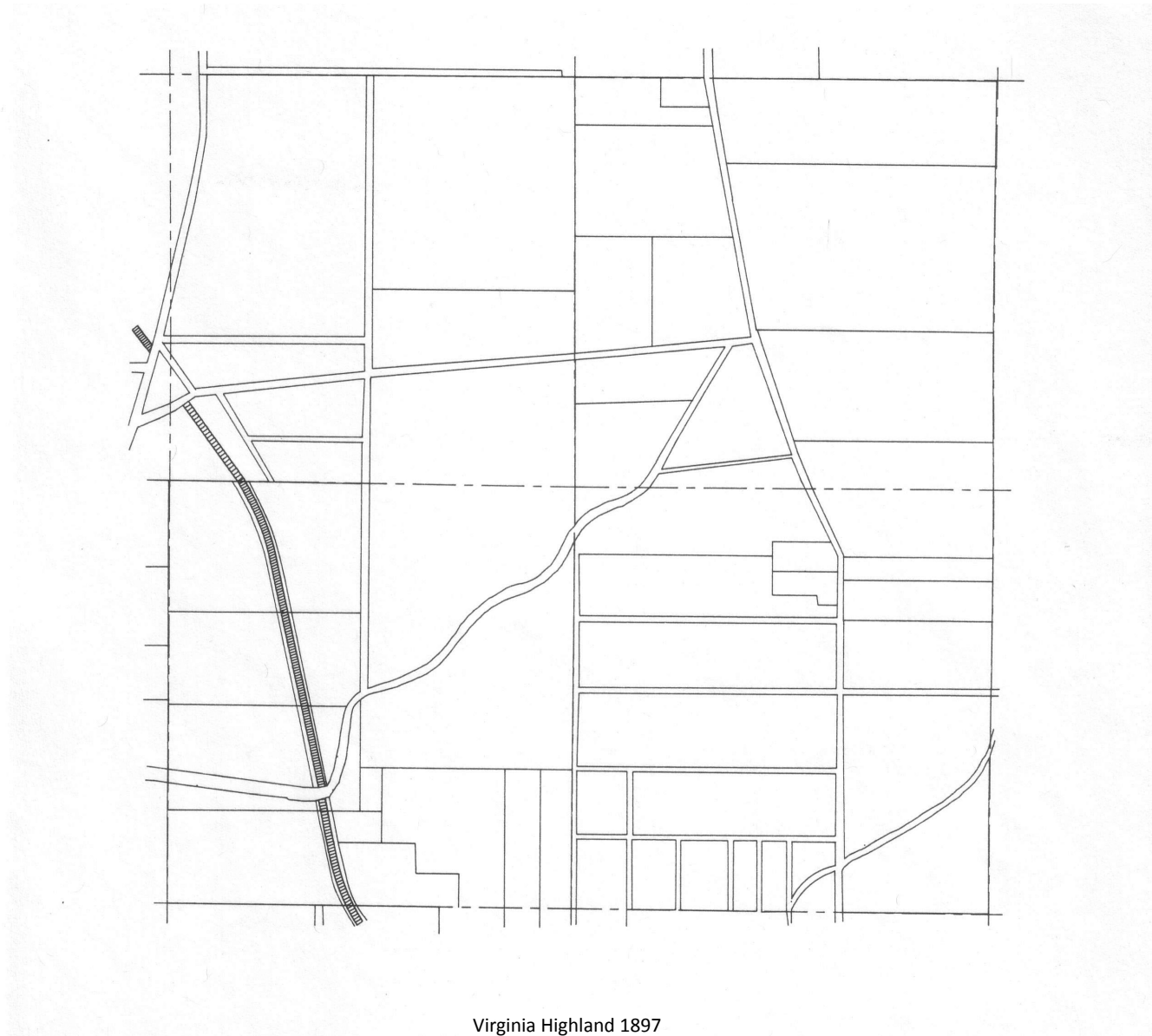


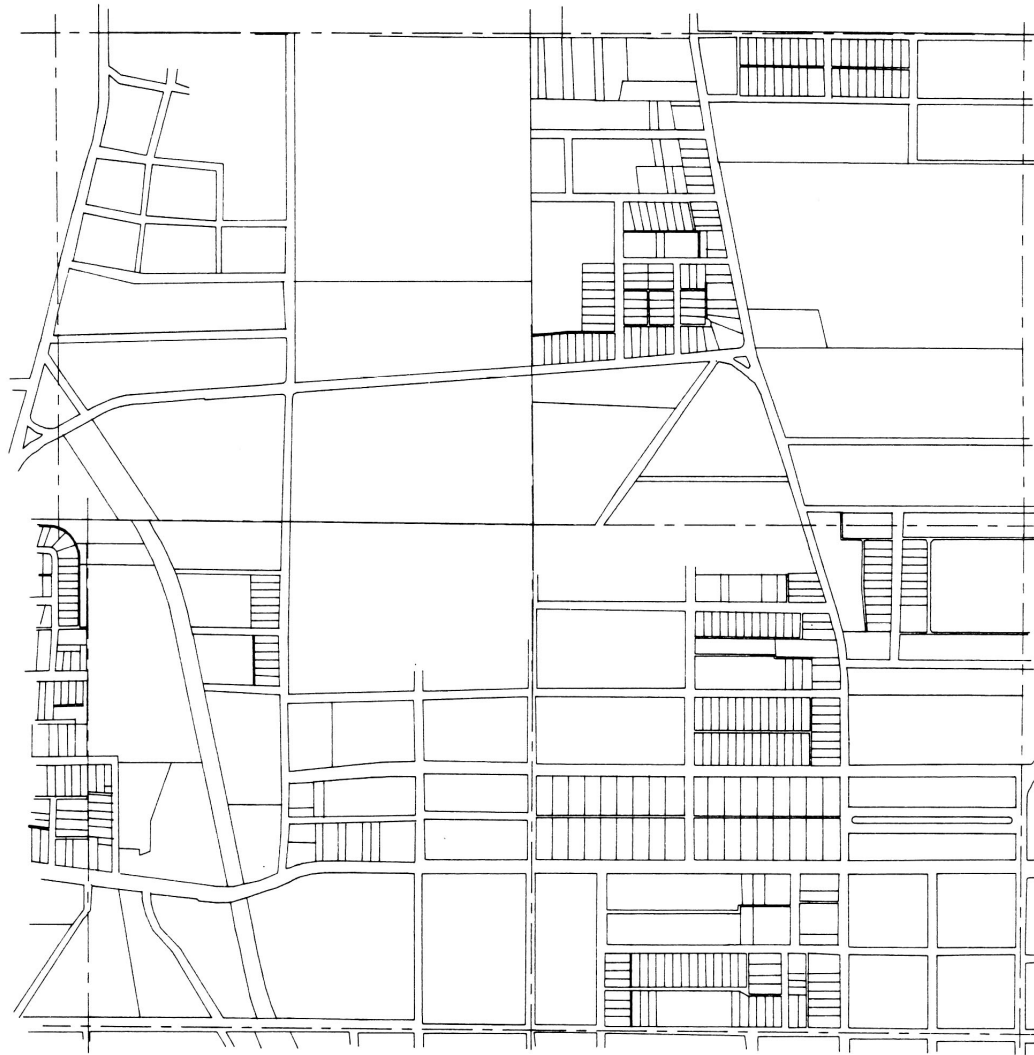
## Case Study: Comparison to Pre-1928 Subdivision of Virginia-Highland Neighborhood, Atlanta, GA.

Case Study:  
Virginia – Highland

Subdivision prior to zoning

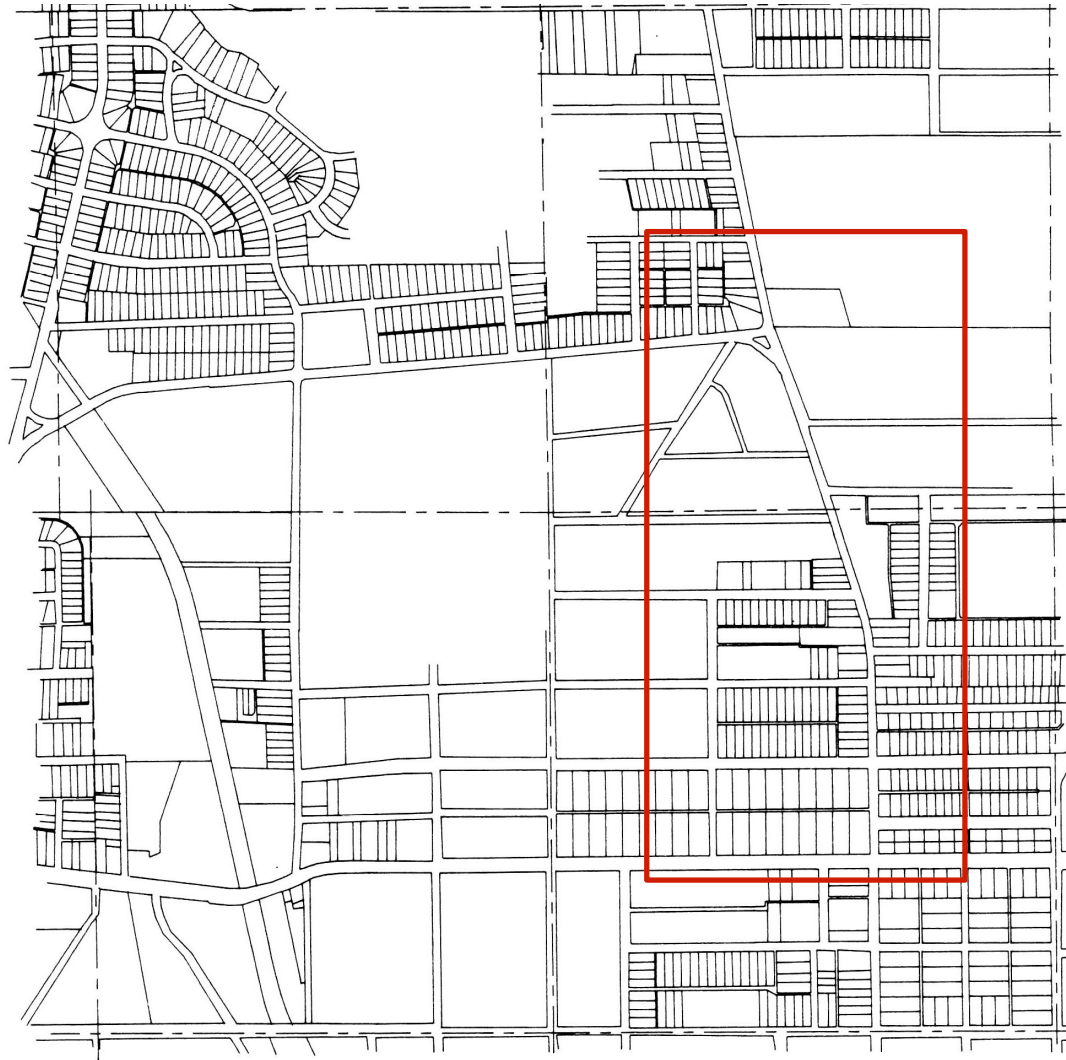






Virginia Highland 1911





Virginia Highland 1917

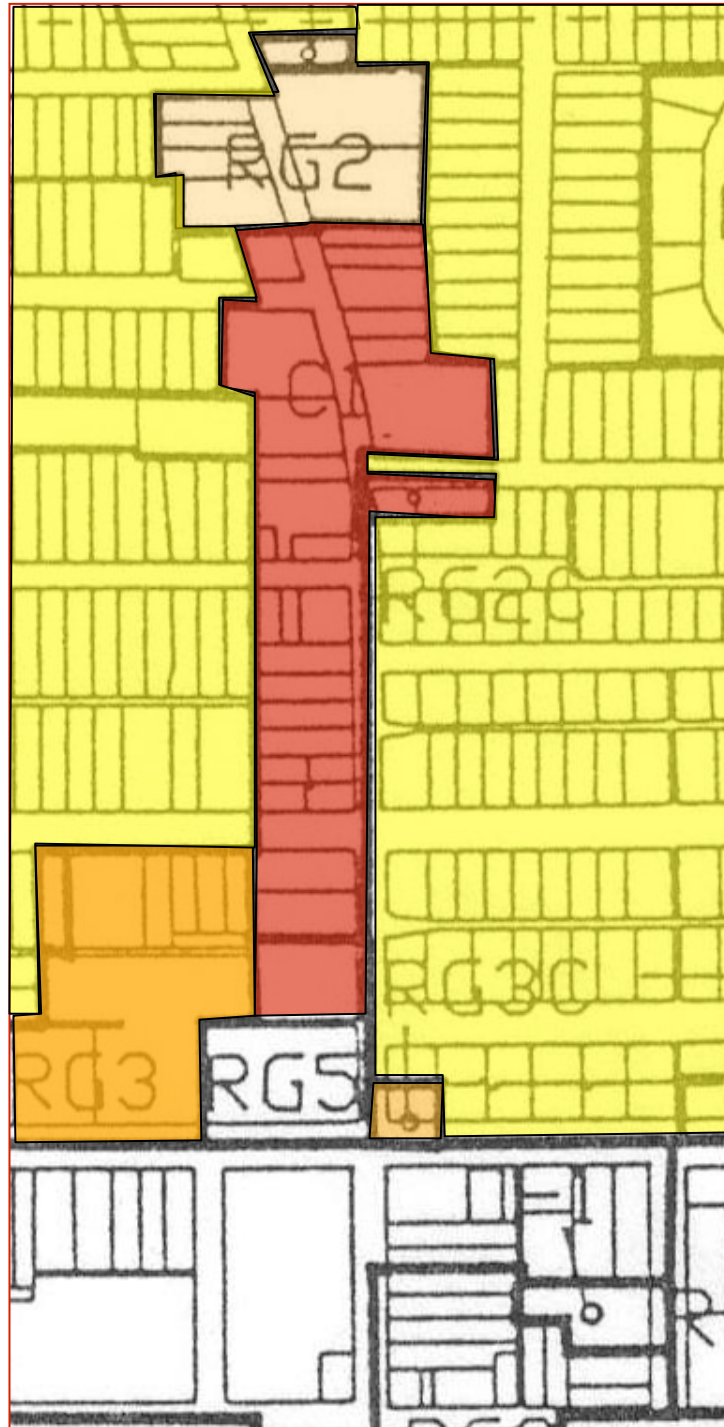


Virginia Highland 1949



R-3	Single Family Residential	R-4	Single Family Residential
R-5	Two Family Residential	R-G	Residential General
C-1	Community Business	C-2	Community Service
I-1	Light industrial		



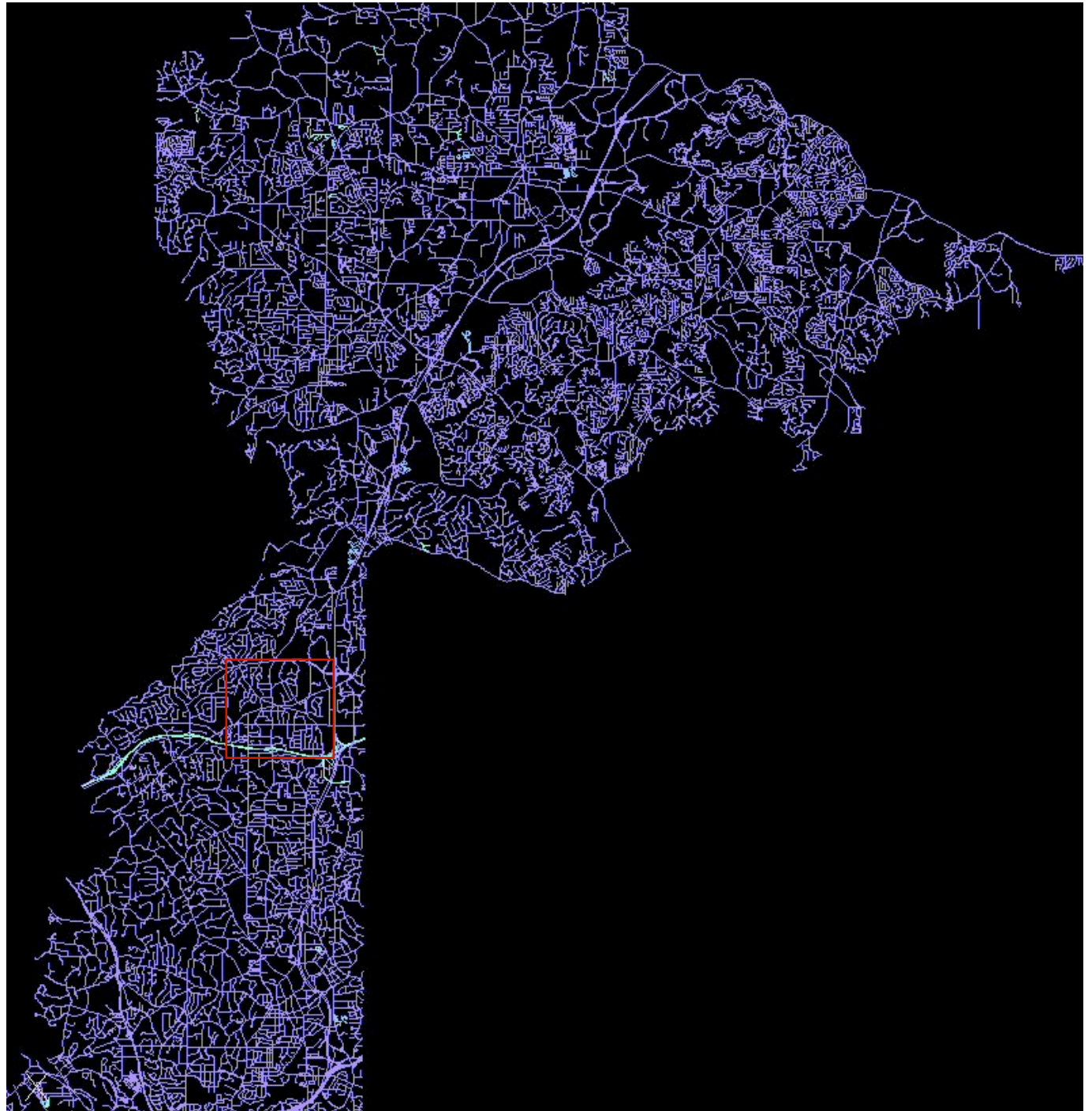




## Case Study: Comparison to Post 1928 Subdivision of Dunwoody, GA.

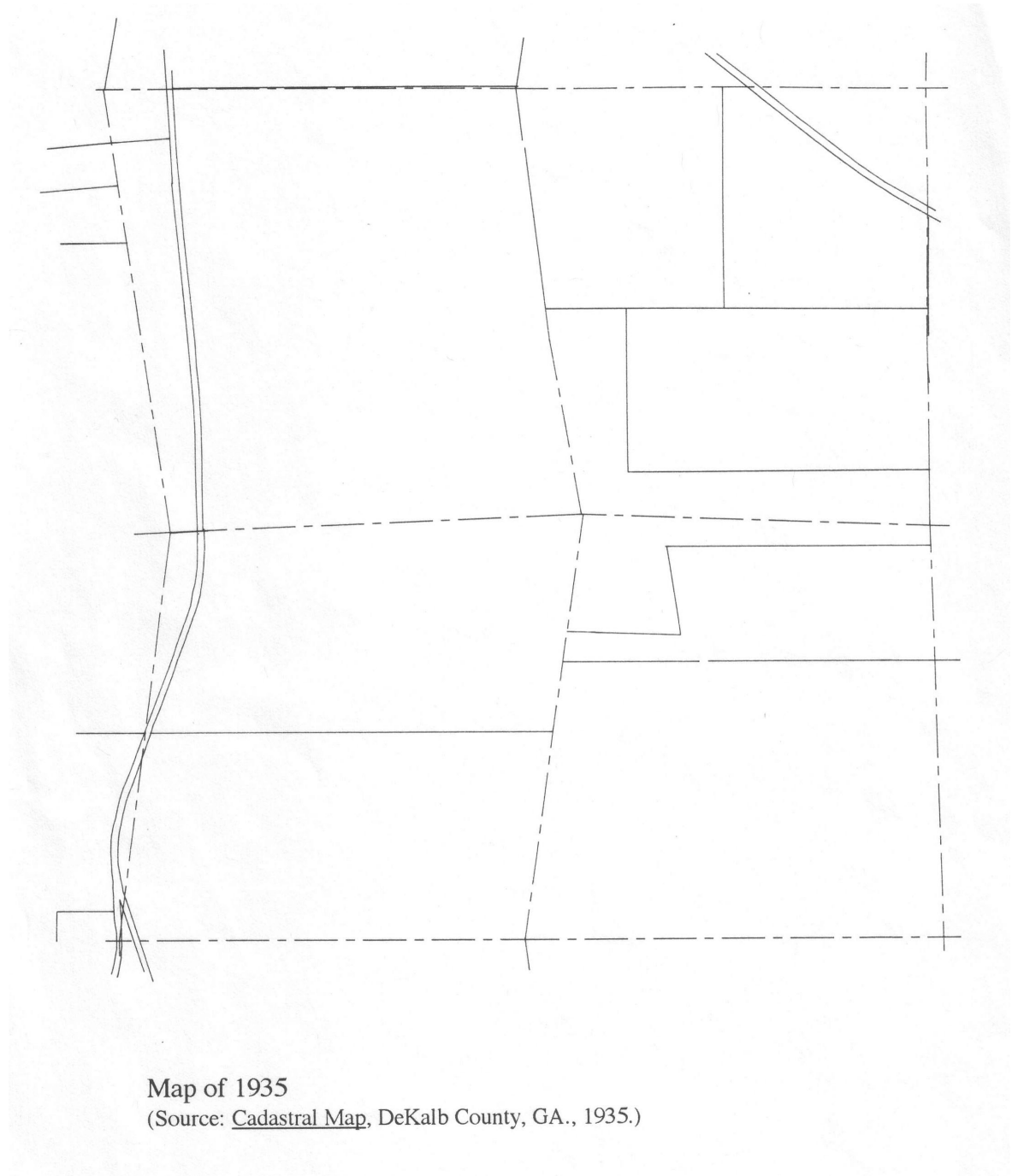
Case Study:  
Ashford-Dunwoody

Zoning Prior to Subdivision



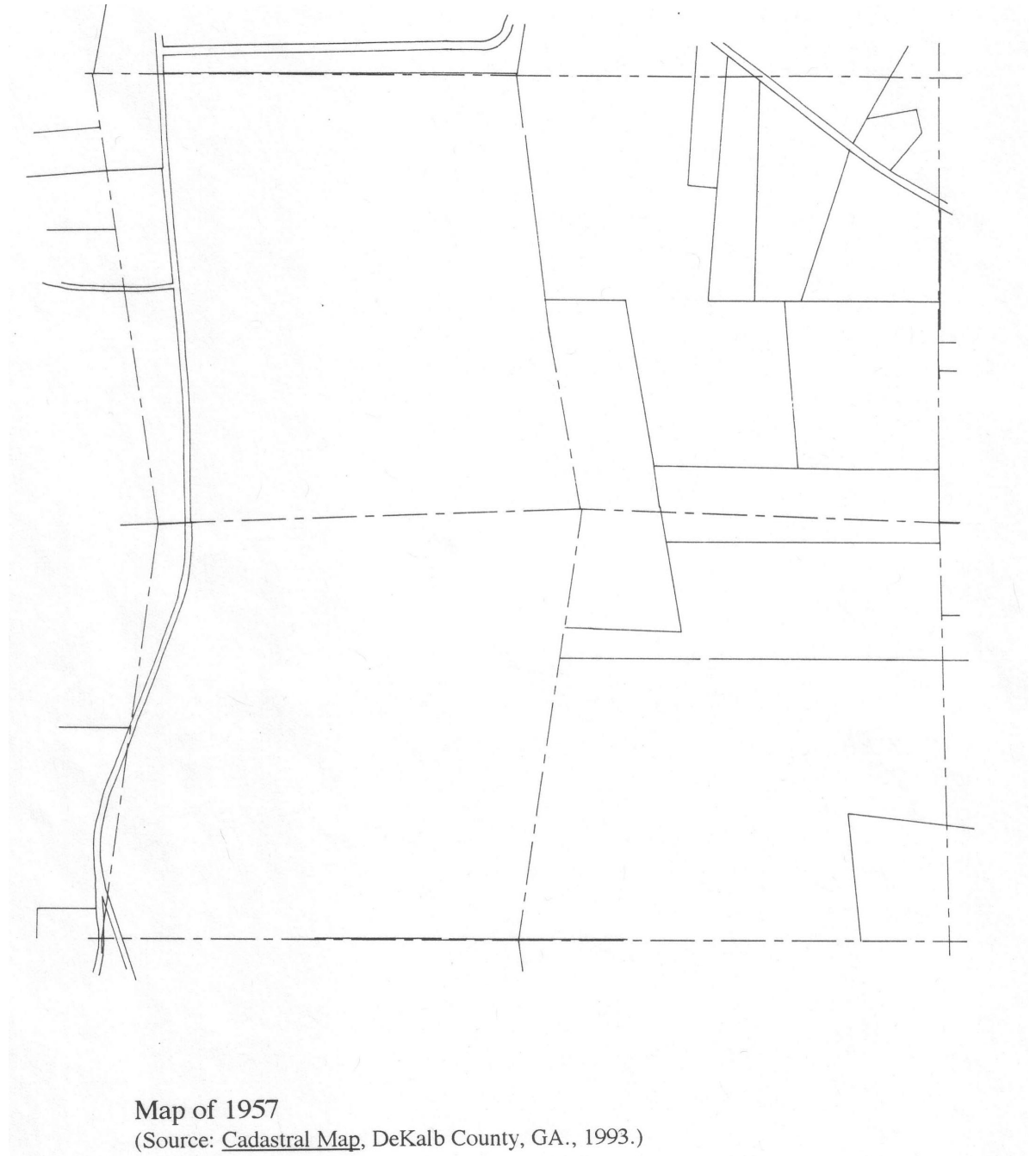
Case Study:  
Ashford-Dunwoody

Zoning Prior to Subdivision



Case Study:  
Ashford-Dunwoody

Zoning Prior to Subdivision





Case Study:  
Ashford-Dunwoody

Zoning Prior to Subdivision



Map of 1962

(Source: Cadastral Map, DeKalb County, GA., 1962.)

Case Study:  
Ashford-Dunwoody

Zoning Prior to Subdivision



Map of 1964  
(Source: Cadastral Map, DeKalb County, GA., 1964.)

Case Study:  
Ashford-Dunwoody

Zoning Prior to Subdivision

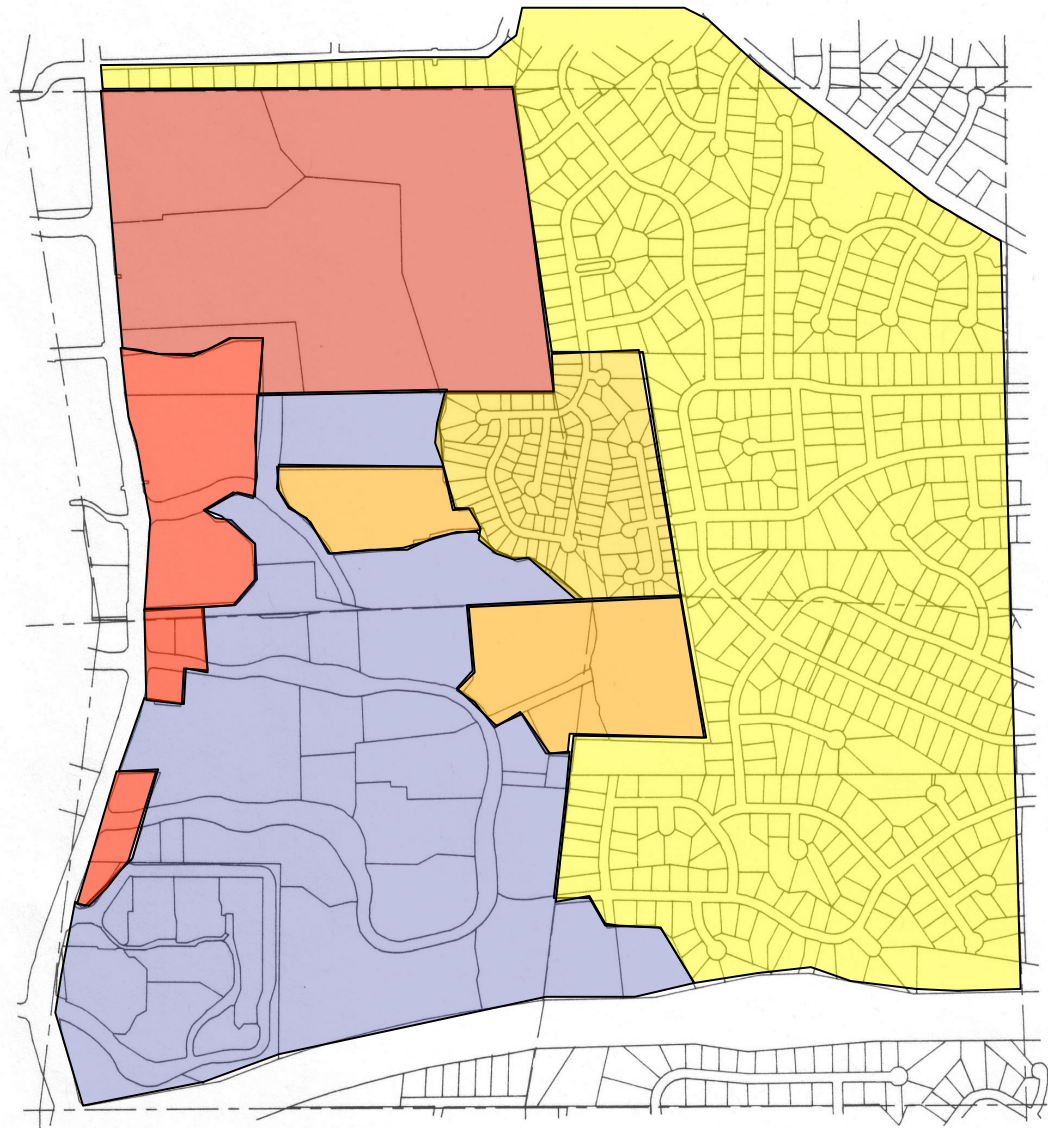
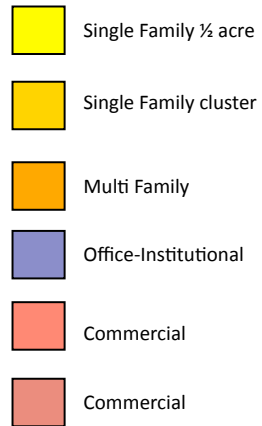


Map of 1993

(Source: Cadastral Map, DeKalb County, GA., 1993; REDI Realty of Atlas of Dekalb County, GA., Ft. Lauderdale: FL., Map Vol. 5, 33rd Ed. 1993)



ZONING



Map of 1993

(Source: Cadastral Map, DeKalb County, GA., 1993; REDI Realty of Atlas of Dekalb County, GA., Ft. Lauderdale: FL., Map Vol. 5, 33rd Ed. 1993)



Travel Route from  
Home to Office



Map of 1993

(Source: Cadastral Map, DeKalb County, GA., 1993; REDI Realty of Atlas of Dekalb County, GA., Ft. Lauderdale: FL., Map Vol. 5, 33rd Ed. 1993)

## Travel Route from Home to Office



Map of 1993

(Source: Cadastral Map, DeKalb County, GA., 1993; REDI Realty of Atlas of Dekalb County, GA., Ft. Lauderdale: FL., Map Vol. 5, 33rd Ed. 1993)

**Axiom: Subdivision is prior to use.**

Observation 1: Streets configured prior to the advent of subdivision regulations tend to form blocks within a range of 2.62 to 4.20 acres (337 by 427 feet per side)

**Axiom: Subdivision is prior to use.**

Observation 1: Streets configured prior to the advent of subdivision regulations tend to form blocks within a range of 2.62 to 4.20 acres (337 by 427 feet per side)

Observation 2: Streets configured after the advent of subdivision regulations tend to form blocks with low variability of block sizes, standard deviation = 0.79 acres in the sample.



## Axiom: Subdivision is prior to use.

Observation 1: Streets configured prior to the advent of subdivision regulations tend to form blocks within a range of 2.62 to 4.20 acres (337 by 427 feet per side)

Observation 2: Streets configured after the advent of subdivision regulations tend to form blocks with low variability of block sizes, standard deviation = 0.79 acres in the sample.

Observation 3: Streets configured after the advent of subdivision regulations tend to form blocks with a range of 4.92 to 17.20 acres (463 by 866 feet per side)

## Axiom: Subdivision is prior to use.

Observation 1: Streets configured prior to the advent of subdivision regulations tend to form blocks within a range of 2.62 to 4.20 acres (337 by 427 feet per side)

Observation 2: Streets configured after the advent of subdivision regulations tend to form blocks with low variability of block sizes, standard deviation = 0.79 acres in the sample.

Observation 3: Streets configured after the advent of subdivision regulations tend to form blocks with a range of 4.92 to 17.20 acres (463 by 866 feet per side)

Observation 4: Streets configured after the advent of subdivision regulations tend to form blocks with high variability of block sizes, standard deviation = 6.14 acres in the sample.

## Axiom: Subdivision is prior to use.

Observation 1: Streets configured prior to the advent of subdivision regulations tend to form blocks within a range of 2.62 to 4.20 acres (337 by 427 feet per side)

Observation 2: Streets configured after the advent of subdivision regulations tend to form blocks with low variability of block sizes, standard deviation = 0.79 acres in the sample.

Observation 3: Streets configured after the advent of subdivision regulations tend to form blocks with a range of 4.92 to 17.20 acres (463 by 866 feet per side)

Observation 4: Streets configured after the advent of subdivision regulations tend to form blocks with high variability of block sizes, standard deviation = 6.14 acres in the sample.

Observation 5: When zoning precedes subdivision, cities have a higher degree of dependency upon the automobile and a lower degree of connectivity and pedestrian movement.

RMLUI  
SUBDIVISION AND  
URBAN FORM  
March 5, 2010  
Douglas C. Allen, ALSA

## Epilogue



## Constitutional Order (Political in Nature)

The Constitutional Order brings a collective structure into being. It is Political in nature. It organizes society, separates us from one another and joins us in a collective structure. It is prior to individual building. Every city has a Constitutional Order.

**Boundaries:** The Boundary is the fundamental tectonic unit of the City. It separates and joins discrete identities into a collective whole.

**Streets:** Streets are the primary structural unit of the City. They allow us to communicate and to move about. They constitute the order within the collective whole. Streets are complex “institutions” with great social, political, and economic depth. Giving them over to single functions depletes them of their historical role.

**Public Places:** Places where the public gathers, outside of their appropriation by the economic order (Oikos) where one is aware of their identity as a citizen.

(An ambiguity has arisen where the market (private) has appropriated the forms of public spaces as surrogates for true public space. The giant plaza in front of the office building and the shopping mall are two common examples: the first driven by zoning incentives and a desire to be polite, the second as an ersatz street. These are social spaces and they have their relative value, but are not part of the political frame.)

**Monuments:** Though representational in nature, the monument and the memorial belong to the political realm not to the economic realm. The purpose of the monument or the public building is to forge a bond between the past and the future, Monuments never look to the past, but to the future as they are intended to last, if not forever, for a very long time.

**In the United States today, the first three of these are controlled by Subdivision Regulations**

## Representational Order (Economic in Nature)

The representational order animates the constitutional frame and gives it meaning. The representational order is economic in nature. The Representational Order changes more rapidly over time than the Constitutional Order. It is fluid and subject to variations in exchange value. Its shape and nature, however, respond to the presence of the Political or constitutional frame. It consists of:

**Houses** ( all types, including farms and Industrial production)

**Markets** (Commercial, Office, and (private) Institutional)

The vast majority of architectural production falls within this category. Individual acts of building over time animate, to a large or small degree, the political framework.

**In the United States today, these are controlled by zoning ordinances.**

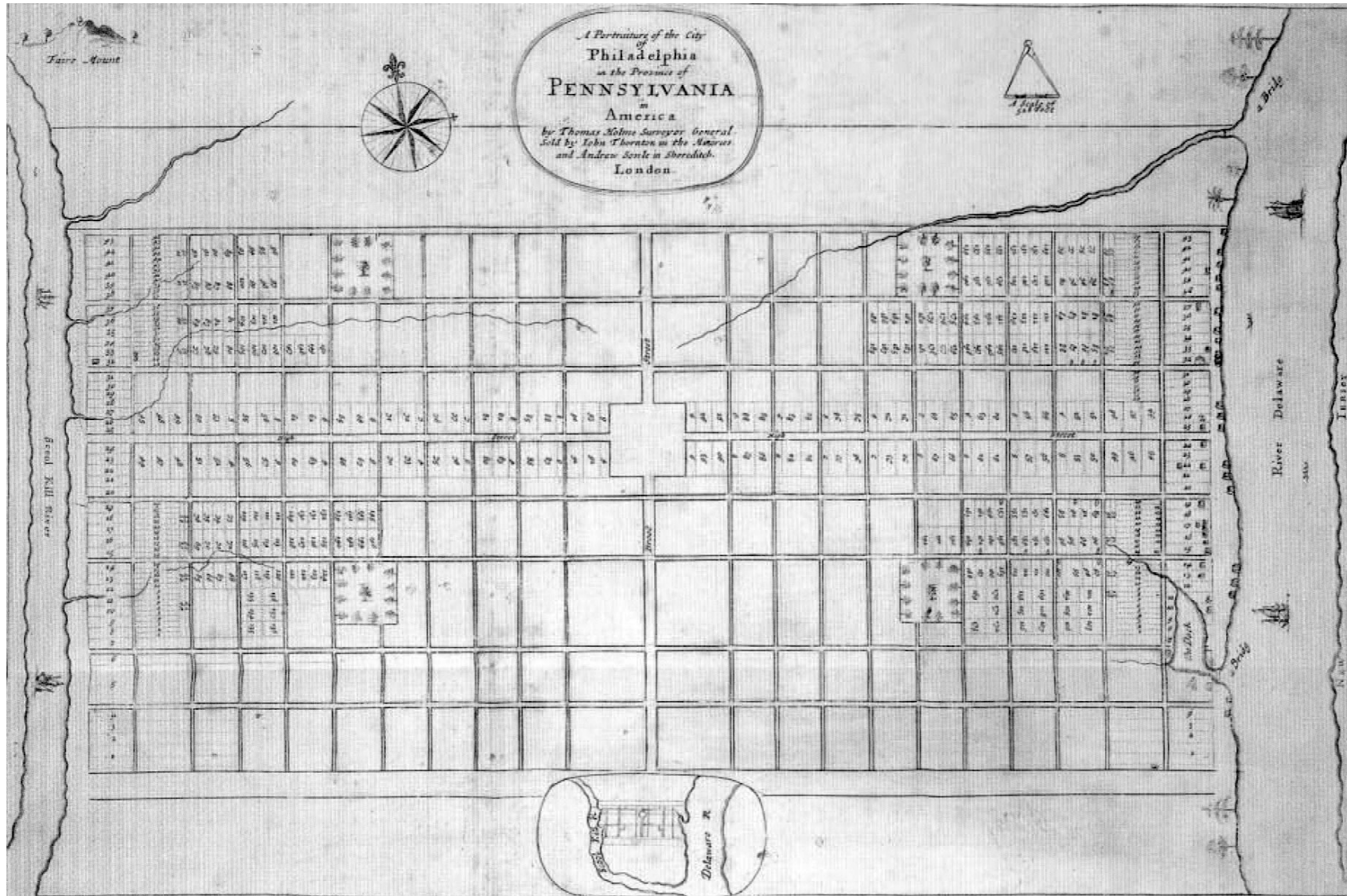
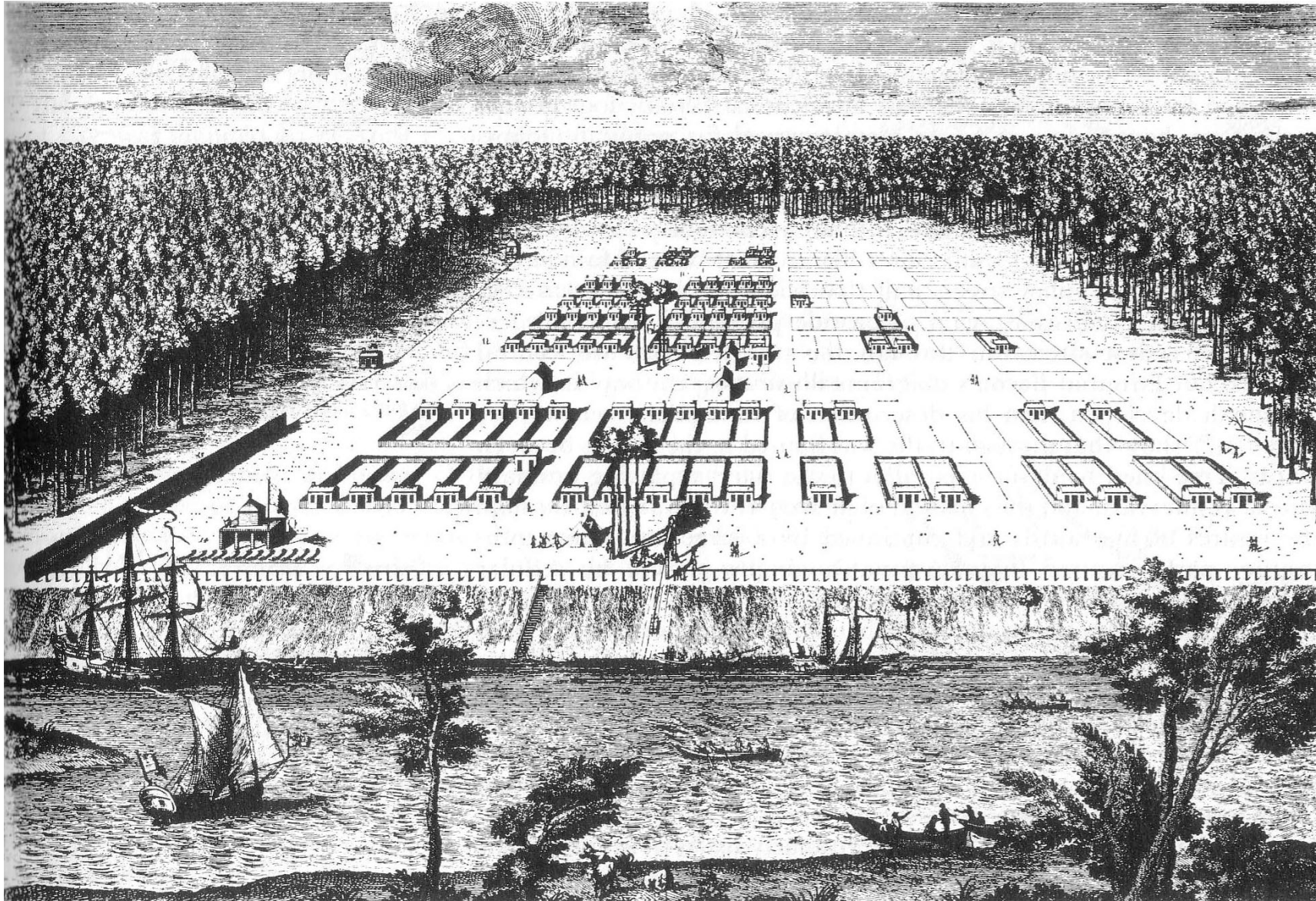


Figure 11: Plan for Philadelphia. William Penn and Thomas Holme, 1685. Although no copy of the original plan survives, it was re-drawn from instructions sent to Holme from Penn in 1683. "The city (is to) consist of a large Front Street to each river and a High Street from front to front (river to river) of one-hundred feet broad (width) and a Broad Street in the middle of the city from side to side of a like breadth. In the center of the city is a square of ten acres; at each angle are to be houses for public affairs, as a meeting house, and several other (unspecified) buildings for Public Concerns." Description by Captain Thomas Holme, 1683.





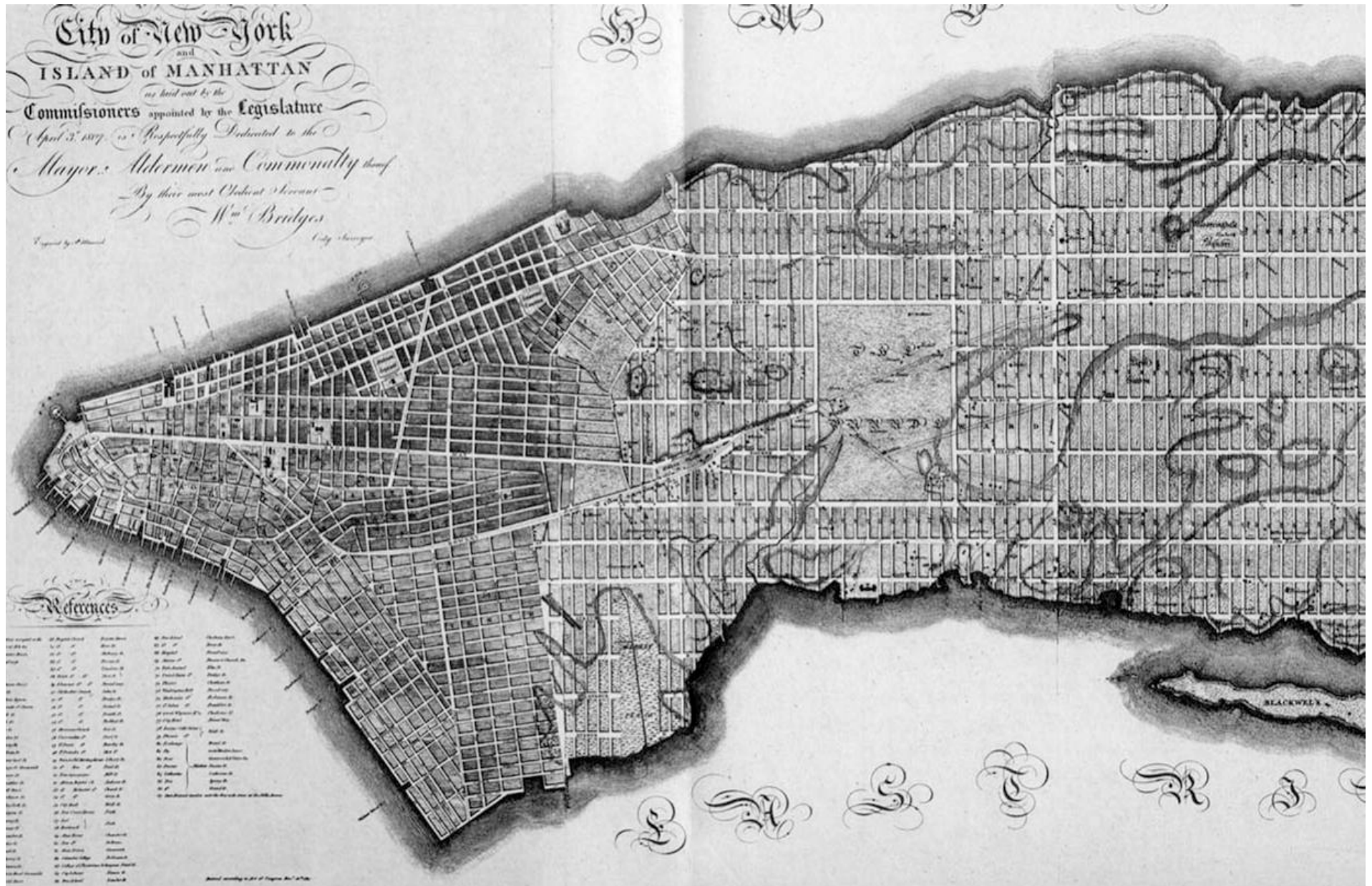
*Savannah, Georgia, 1734. engraving by Thomas Gordon, showing the development of the first two wards along what will later become Bull Street . The decision to repeat the ward as a unit proved beneficial to the long term growth of the city. Before abandoning the ward system in 1856, twenty-eight wards were constructed.*



RMLUI  
SUBDIVISION AND  
URBAN FORM

March 5, 2010  
Douglas C. Allen, ALSA

Commissioners Plan for Manhattan c. 1817





RMLUI  
SUBDIVISION AND  
URBAN FORM  
March 5, 2010  
Douglas C. Allen, ALSA



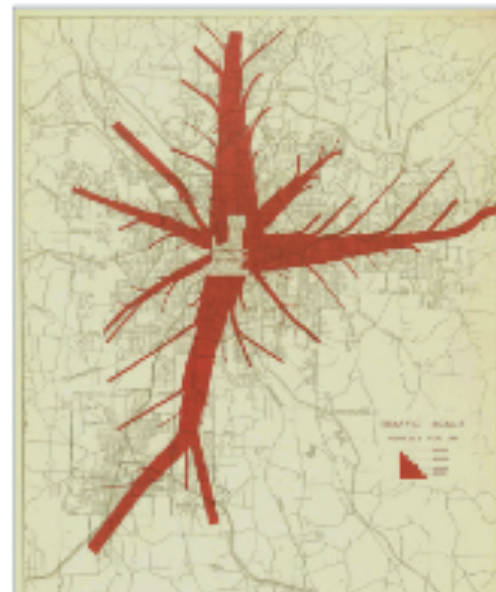


RMLUI

TOOLS FOR IMPLEMENTATION



*Peachtree Street just north of Five Points in 1907 (left); Five Points in 1928 (right). Prior to World War II, streetcars were an important means of transportation, though in the 1920s the rapid growth in private automobile ownership put increasing demand on city streets. SOURCE: Atlanta History Center, Georgia State University Library Photo Collection*



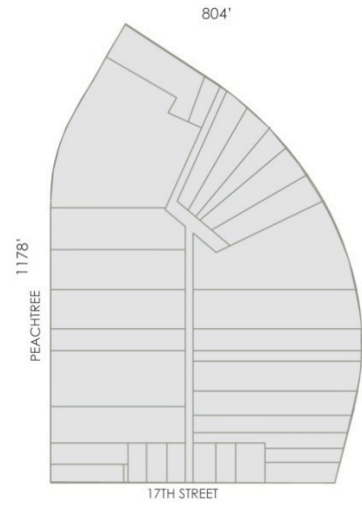
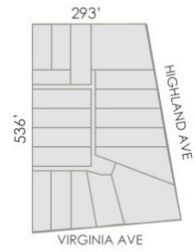
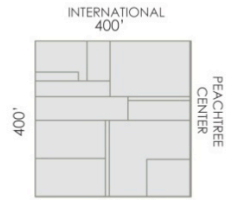
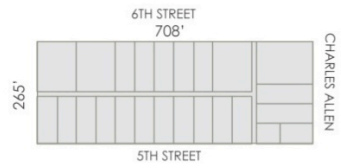
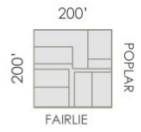
*Because of this growth in automobile use, Atlanta began considering vehicle mobility solutions early on. The proposal for a system of viaducts (left) to cross the main downtown rail corridor was made primarily for reasons of relieving traffic congestion. The 1946 Lochner Plan first proposed the development of an expressway system to respond to this traffic demand (right), some of which Atlanta began building in the 1950s. SOURCES: Besler Plan, Lochner Plan, MPC Expressways and Bypasses Study.*

RMLUI

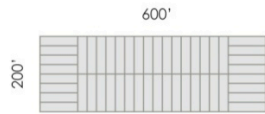
## MASTER STREET FRAMEWORK PLAN



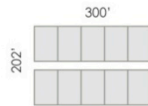
**ATLANTA TYPICAL BLOCKS**



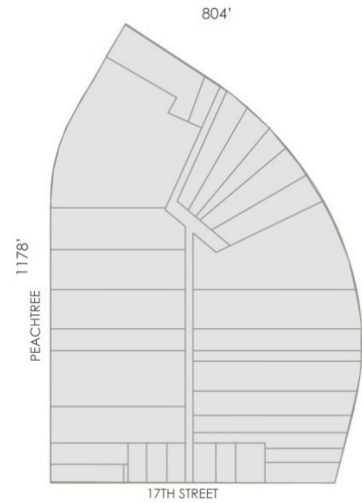
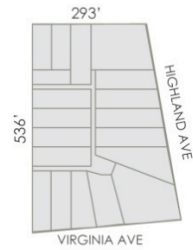
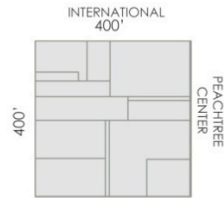
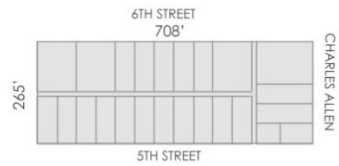
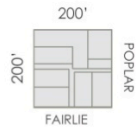
**NEW YORK TYPICAL BLOCK**



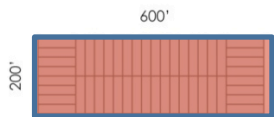
**SAVANNAH TYPICAL BLOCK**



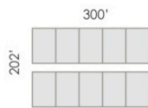
ATLANTA TYPICAL BLOCKS



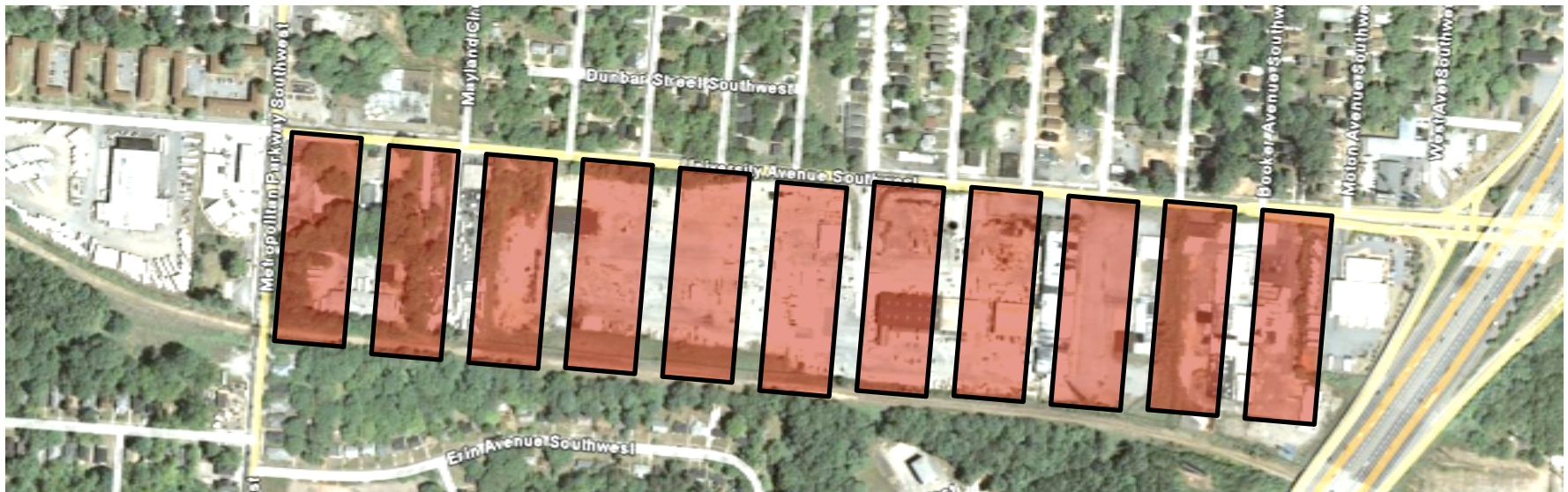
NEW YORK TYPICAL BLOCK



SAVANNAH TYPICAL BLOCK

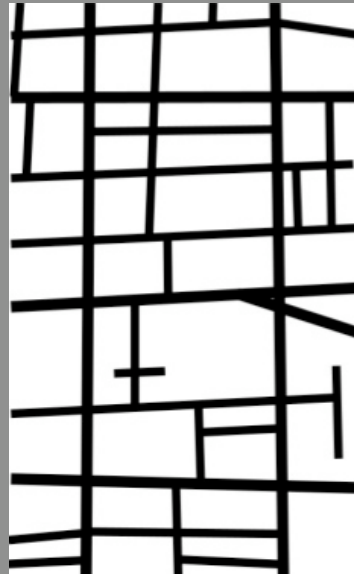


**3600 feet**

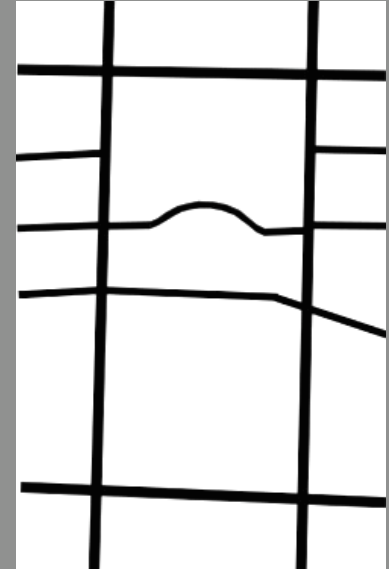




## STREET FRAMEWORK



*1949 : 21 blocks*



*2008 : 3 blocks*

## BLOCKS: SUBDIVIDING FIRST



SITE PARCEL PLAN

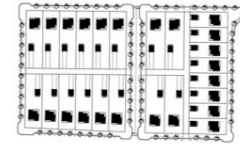




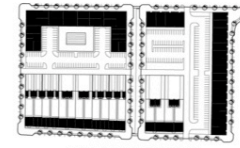


ACRES = 7.9

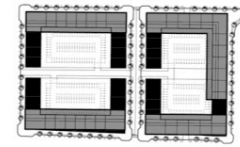
BLOCK TWO LOW DENSITY PLAN



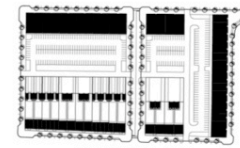
3 UNITS PER ACRE



33.2 UNITS PER ACRE

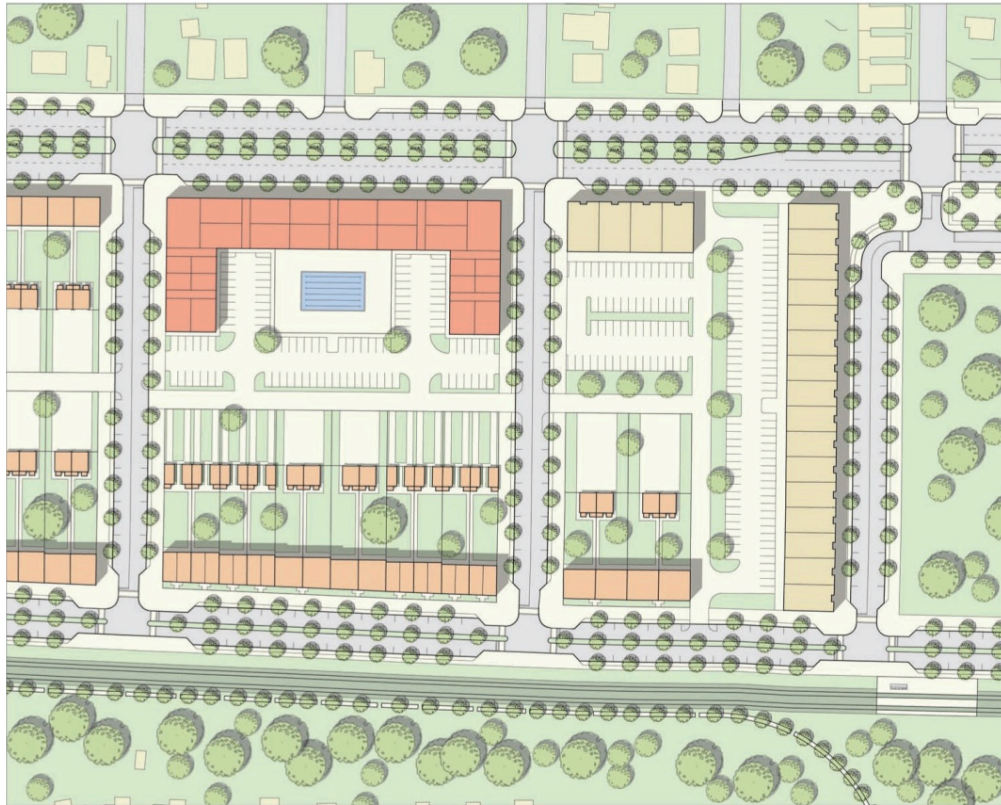


153.4 UNITS PER ACRE



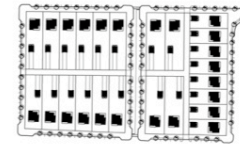
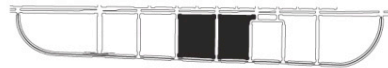
40 UNITS PER ACRE



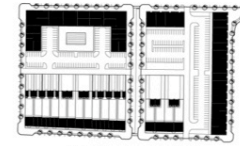


ACRES = 7.9

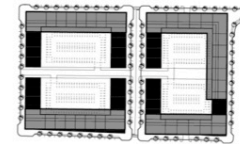
BLOCK TWO MEDIUM DENSITY PLAN



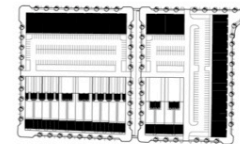
3 UNITS PER ACRE



33.2 UNITS PER ACRE

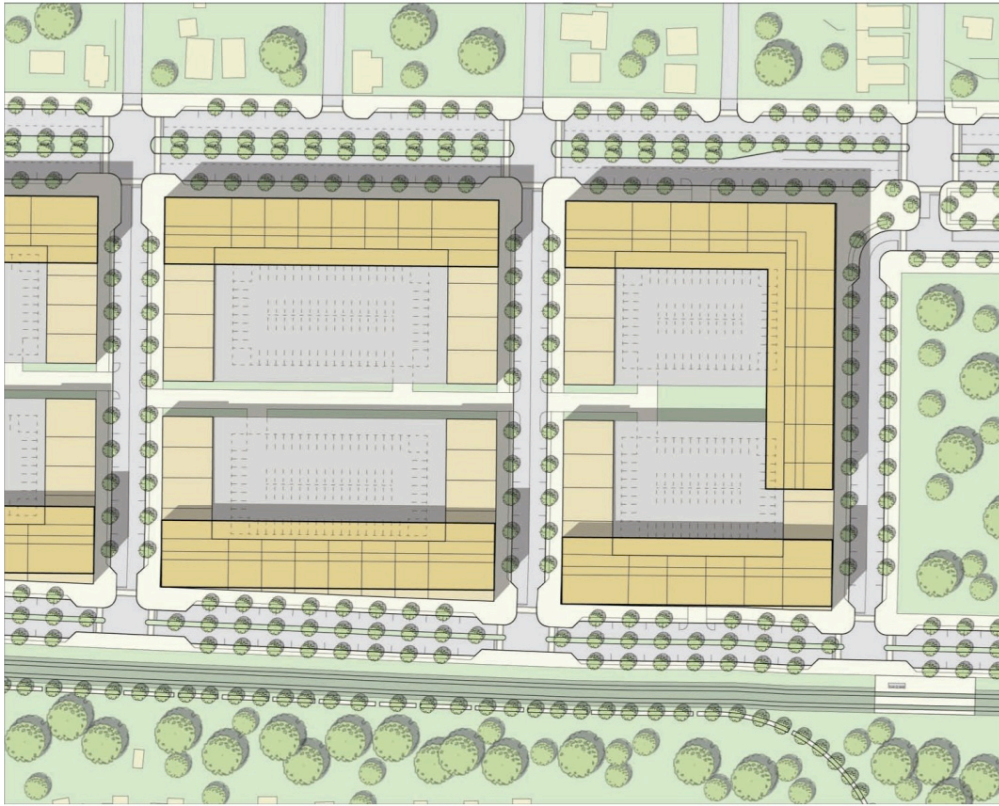


153.4 UNITS PER ACRE



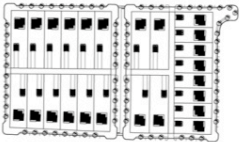
40 UNITS PER ACRE



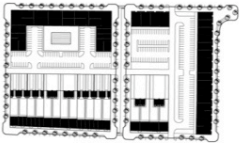


ACRES = 7.9

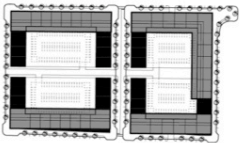
BLOCK TWO HIGH DENSITY PLAN



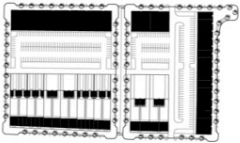
3 UNITS PER ACRE



33.2 UNITS PER ACRE



153.4 UNITS PER ACRE



40 UNITS PER ACRE

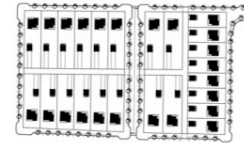
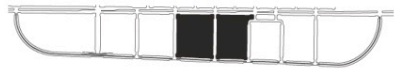




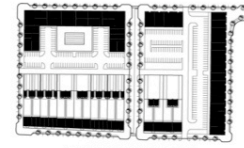


ACRES = 7.9

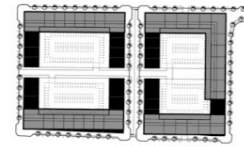
BLOCK TWO PROBABLE DENSITY PLAN



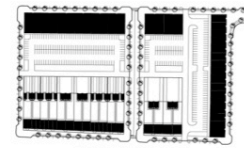
3 UNITS PER ACRE



33.2 UNITS PER ACRE



153.4 UNITS PER ACRE



40 UNITS PER ACRE





## CASE STUDY



THE LAND IS  
SUBDIVIDED  
BEFORE THE USES  
ARE KNOWN

### PROPOSED NEIGHBORHOOD FRAMEWORK PLAN

0 feet 200 400 600 800 1200

PROPOSED DEVELOPMENT AREAS  
EXISTING AREAS TO REMAIN UNCHANGED

PROPOSED GREENSPACE  
PROPOSED LOCATION OF STREETScape IMPROVEMENTS

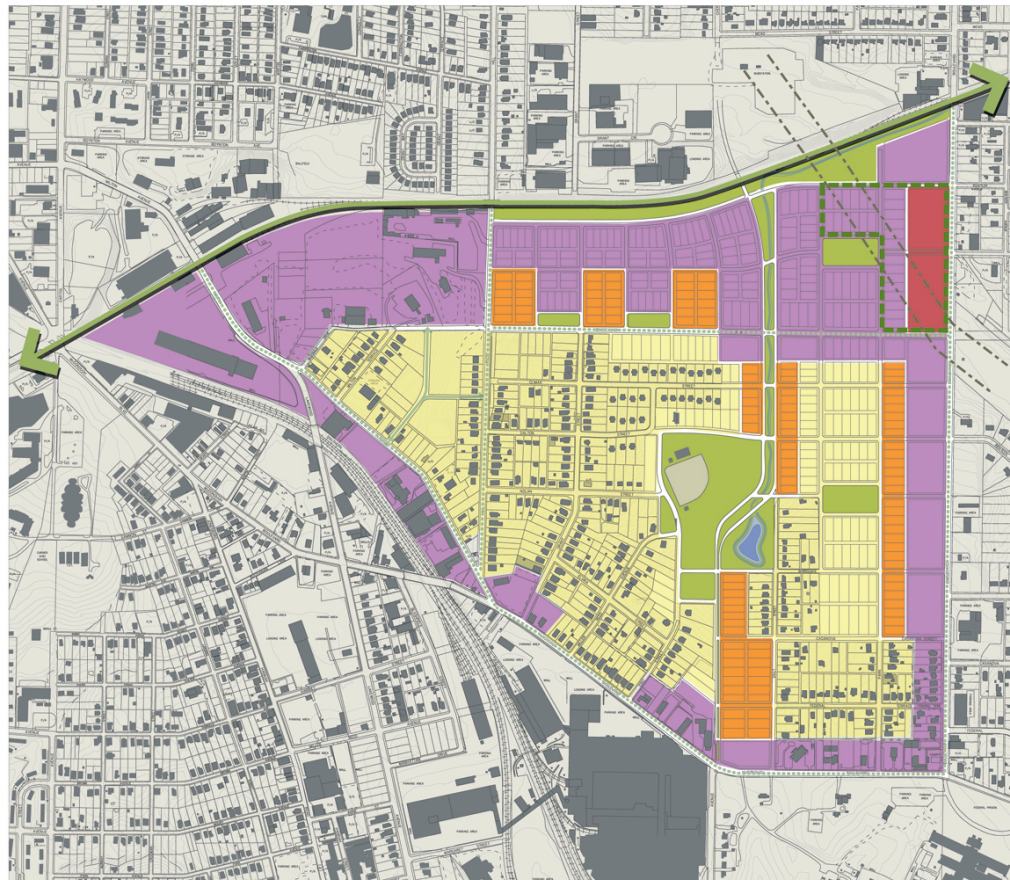
GEORGIA TECH BELTLINE STUDIO  
[PROF. DAVID GREEN | STUDENTS SCOTT D'AGOSTINO & JEFF WILLIAMS]

CHOSEWOOD PARK NEIGHBORHOOD - ATL



2

## CASE STUDY



PROPOSED LAND USE PLAN

0 feet 200 400 600 800 1200

SINGLE FAMILY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

MIXED USE

COMMERCIAL

POWER LINE EASEMENT

POTENTIAL PARK SPACE

GEORGIA TECH BELTLINE STUDIO

(PROF. DAVID GREEN | STUDENTS SCOTT D'AGOSTINO & JEFF WILLIAMS)

CHOSEWOOD PARK NEIGHBORHOOD - ATL

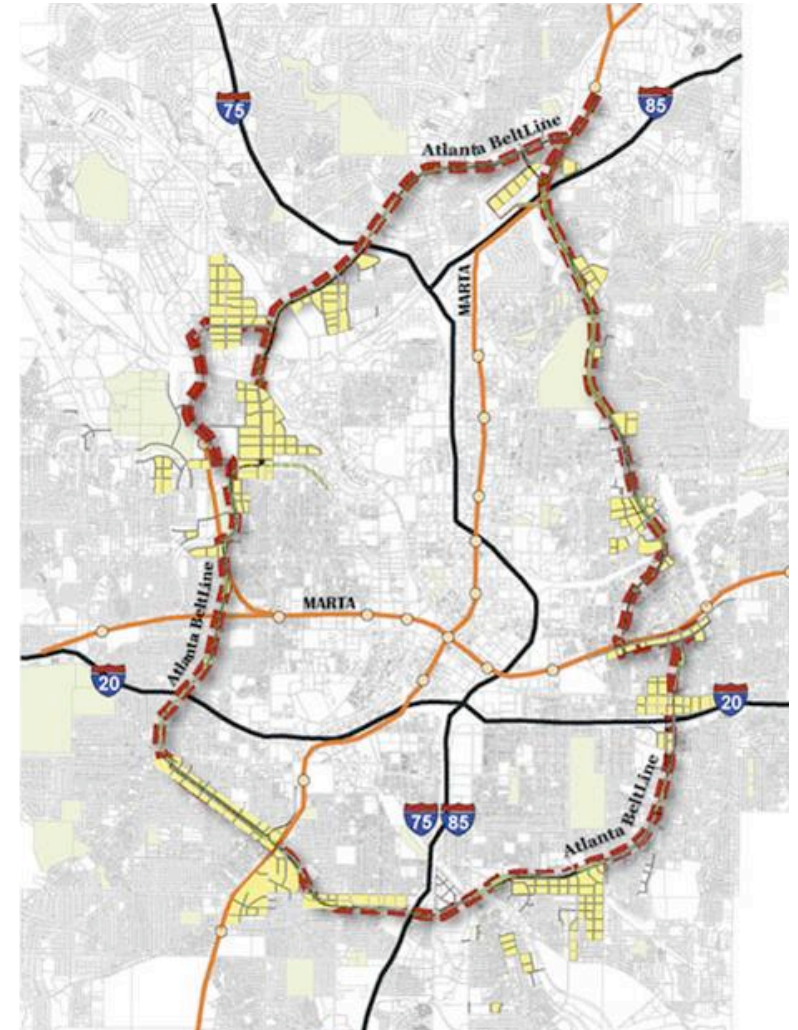
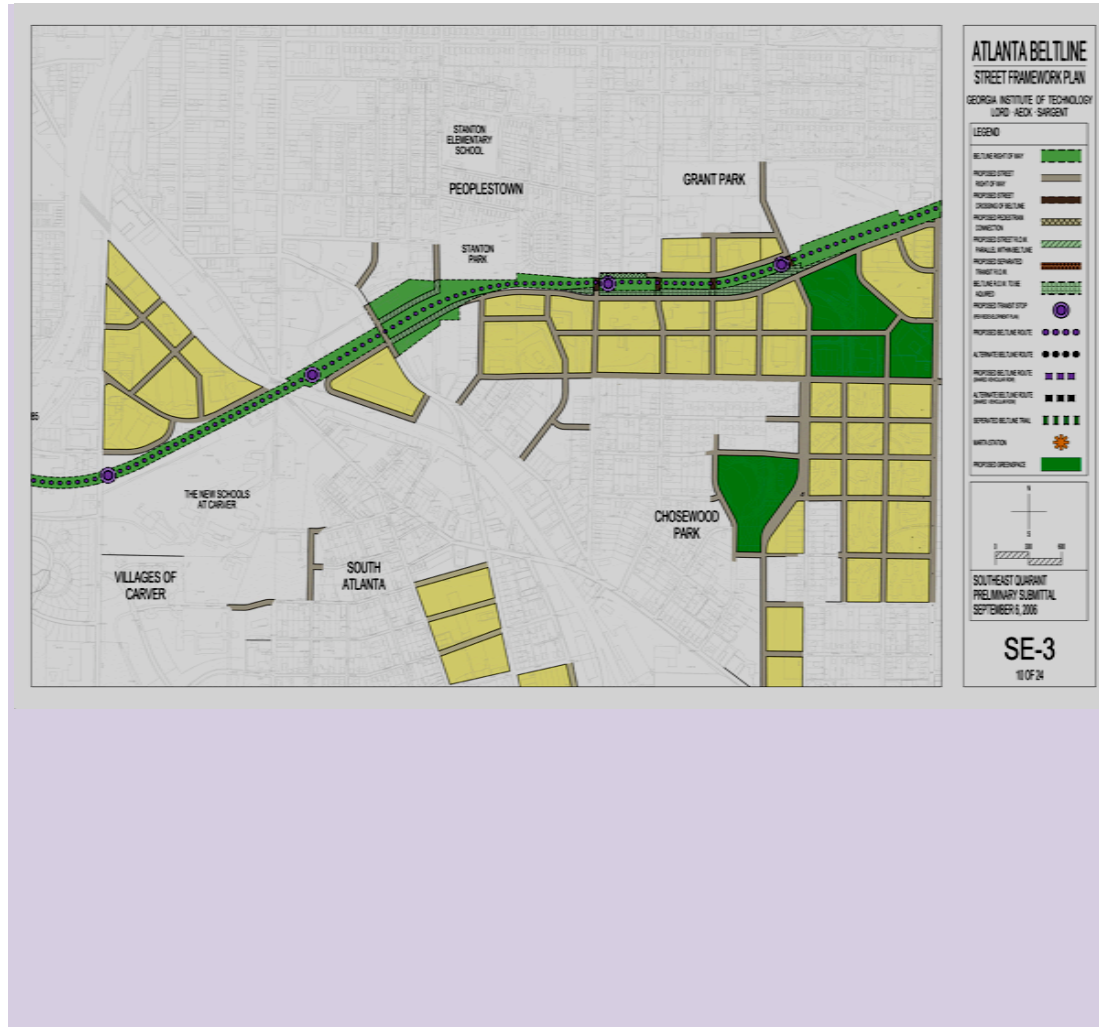


3

USES ARE  
PROPOSED THAT  
FIT WITHIN THE  
CURRENT  
CONITIONS



# THE BELTLINE STREET FRAMEWORK PLAN



RMLUI

CONNECT ATLANTA



G:\PLANNT\ARC Models Refinement 2006\ModelScript\ATLMain\_5-5-06.000 -> G:\PLANNT\ARC Models Refinement 2006\ModelScript\ATLMain\_5-5-06.000

Done Cancel

**Welcome to the Atlanta Travel Demand Model -- Version 2006**

**Zones 1570,1572, and 1630 are dummy zones and should not be used!**

**Enter Parameters**

Year (Two-digit)	00
Max Assignment Iterations	50
Number of Feedback Loops	25
Total Zones (w/Externals)	2118
Range of Internal Zones	1-2027
Last Internal Before Externals	2027
First External Station	2028
Last External Station	2118
Airport Zone Number	1322
Hartsfield Annual Enplanements	39277901
Dobbins Zone Number	803
Maximum External County ID	1774

**Select the MODULES to Run**

☒ Highway Network Building

☒ Commercial Vehicle and Truck Model

☒ Feedback Loops

☒ Transit Assignment

☒ Time of Day Assignments

**MODULE: Highway Network Building**

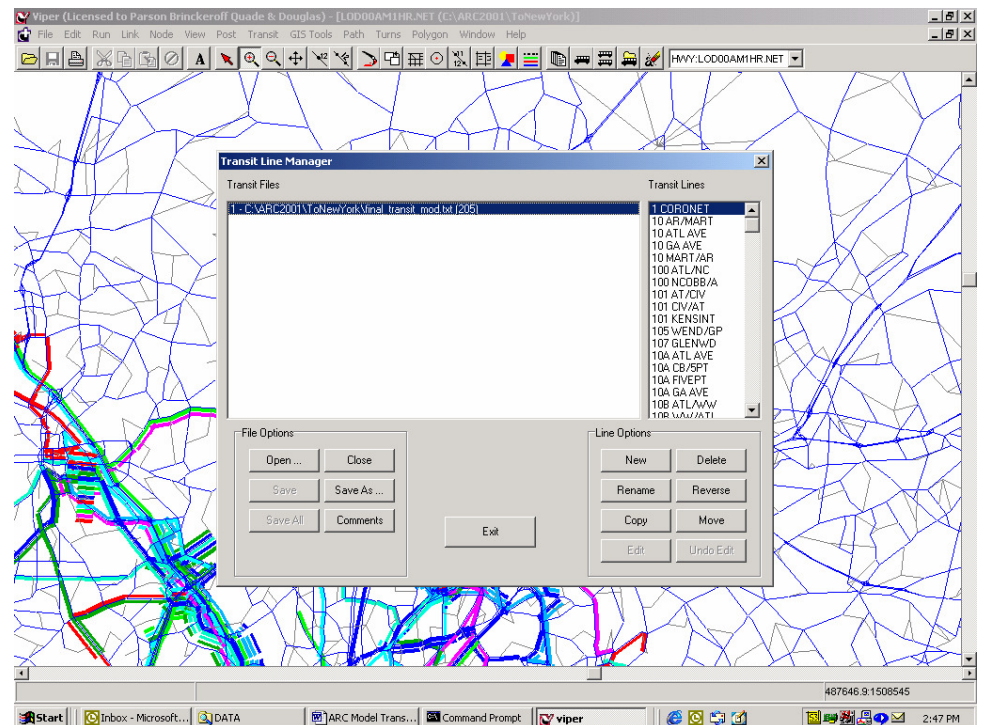
☒ Assign Area Types

☒ Build Networks

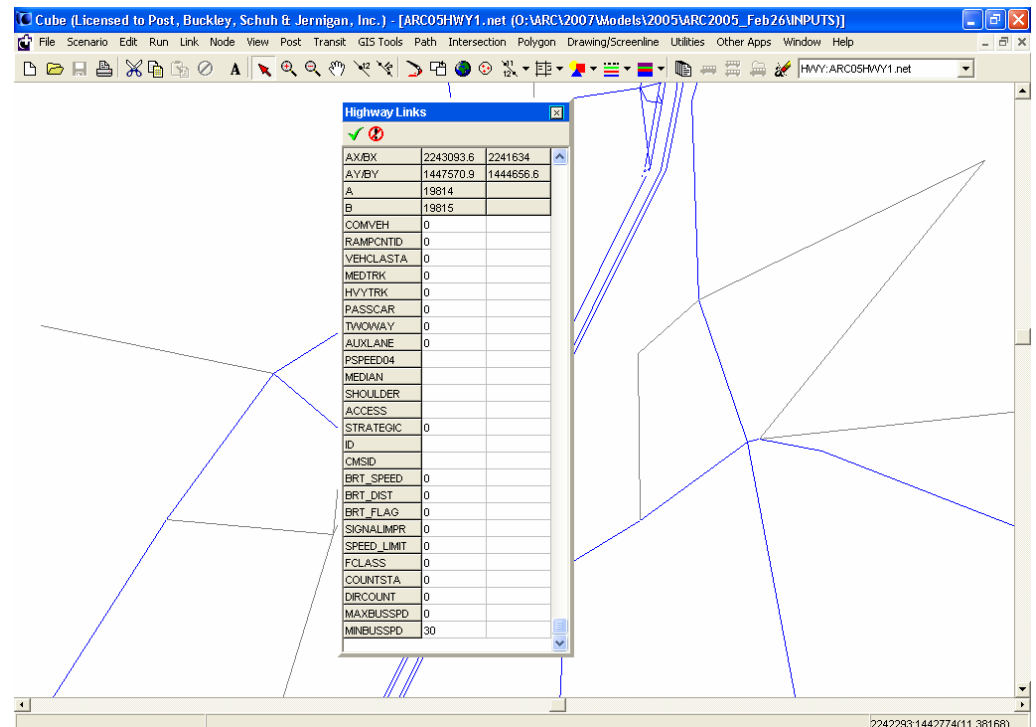
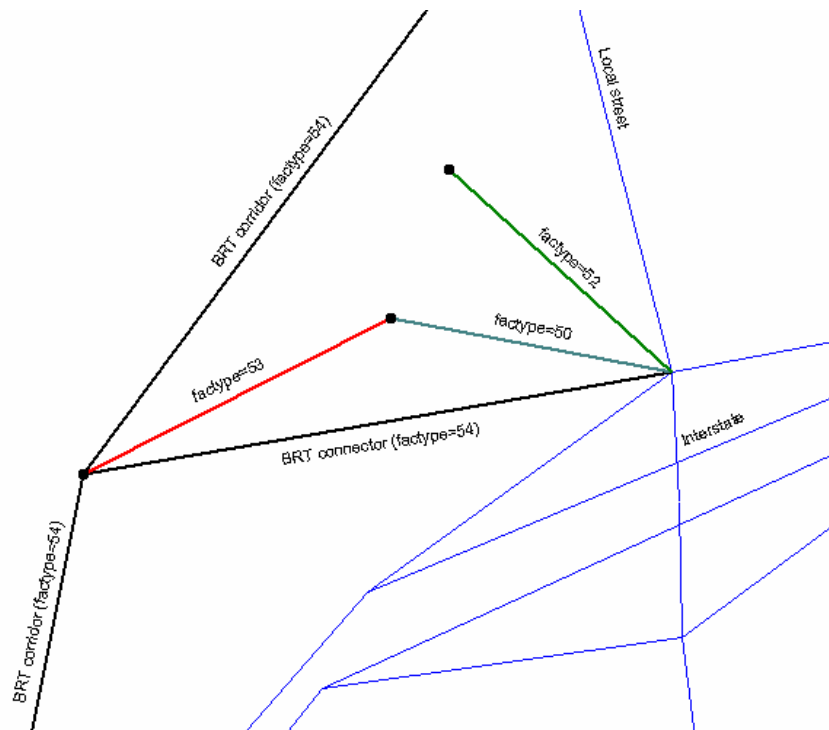
☒ Build Peak Period Skims

☒ Build Free-Flow Skims

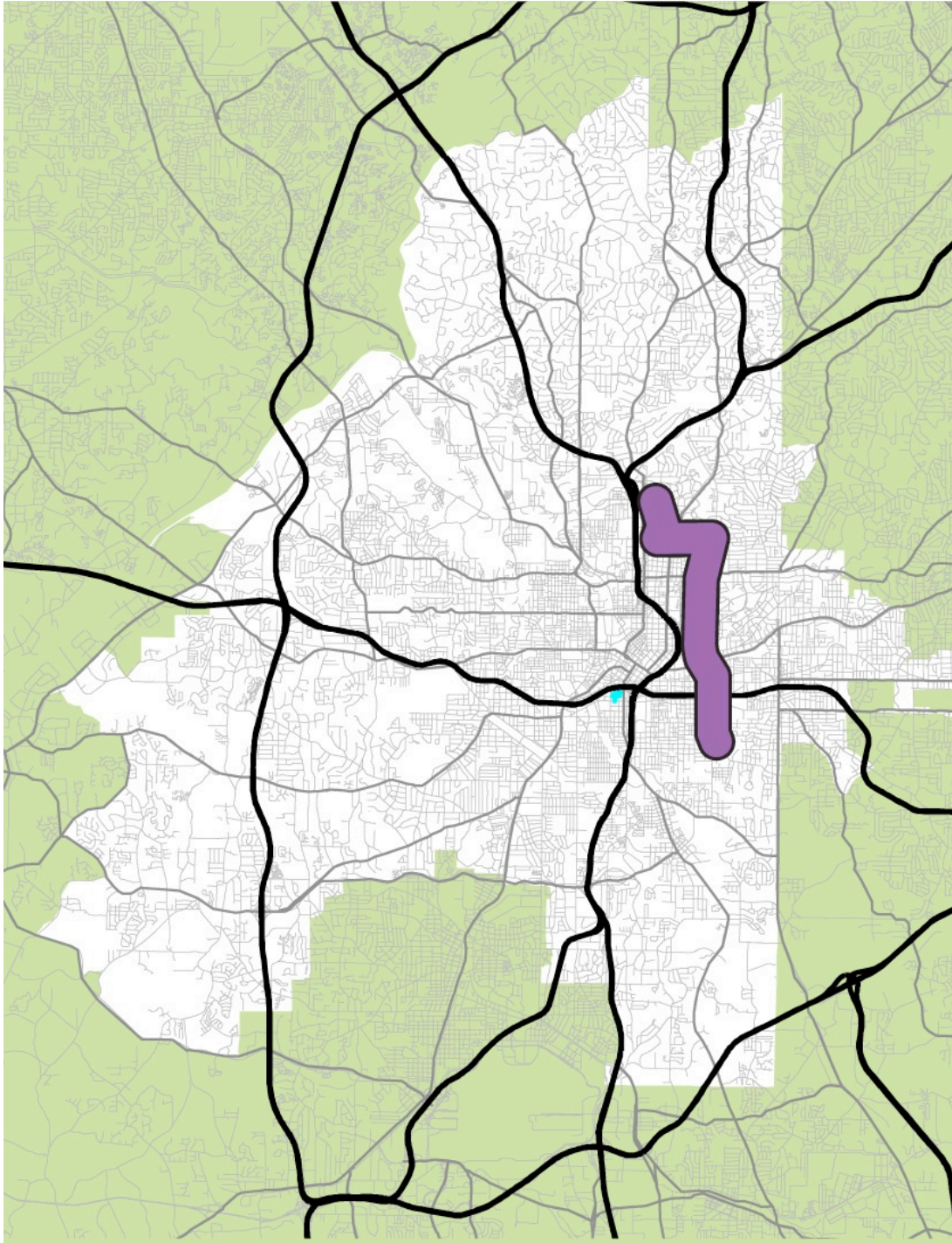
☒ Update External Trips



## CONVENTIONAL MODELING



**CONVENTIONAL MODELING**

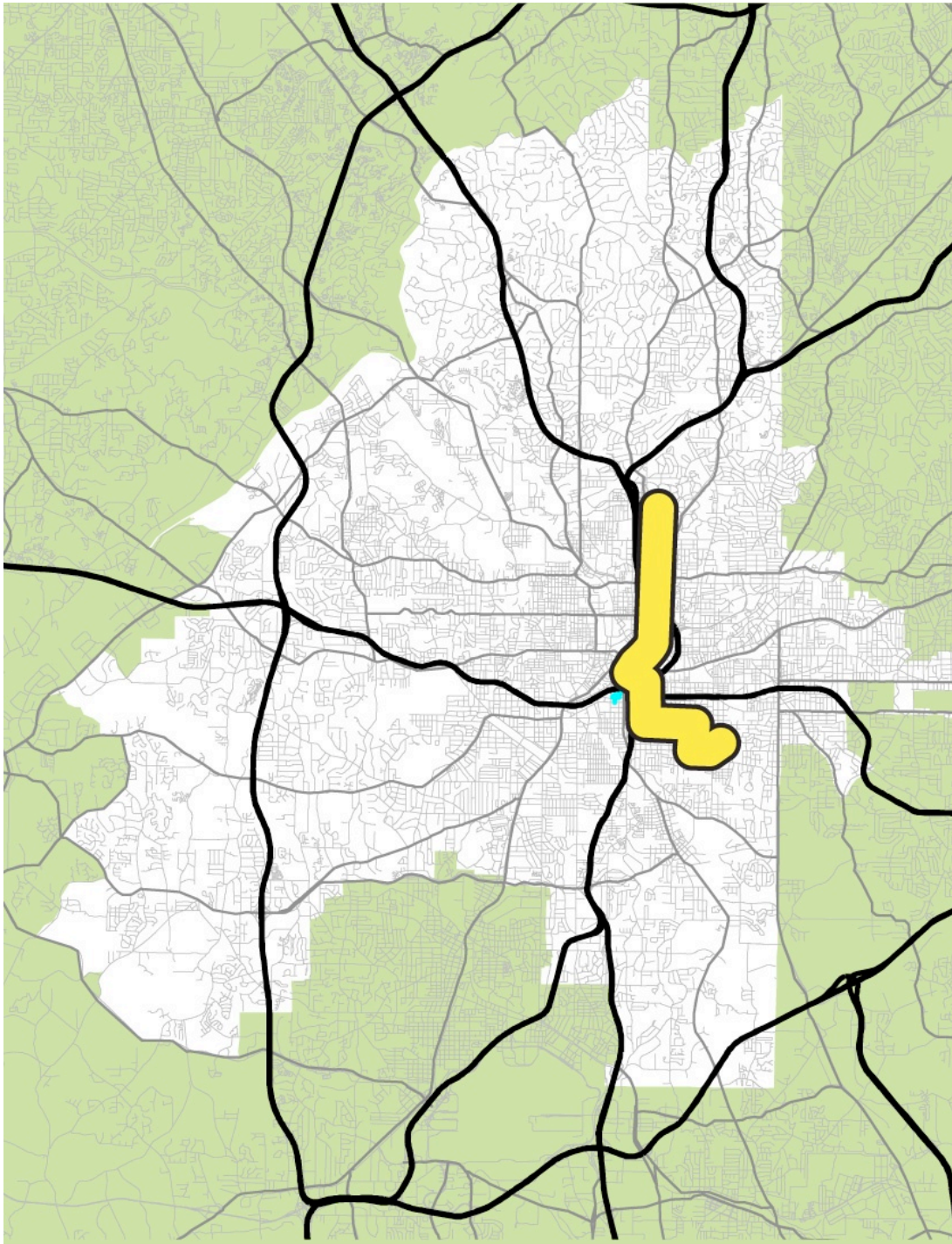


## Grant Park to High Museum: Vehicle

Travel Time: **19** minutes

Surface streets





## Grant Park to High Museum: Transit

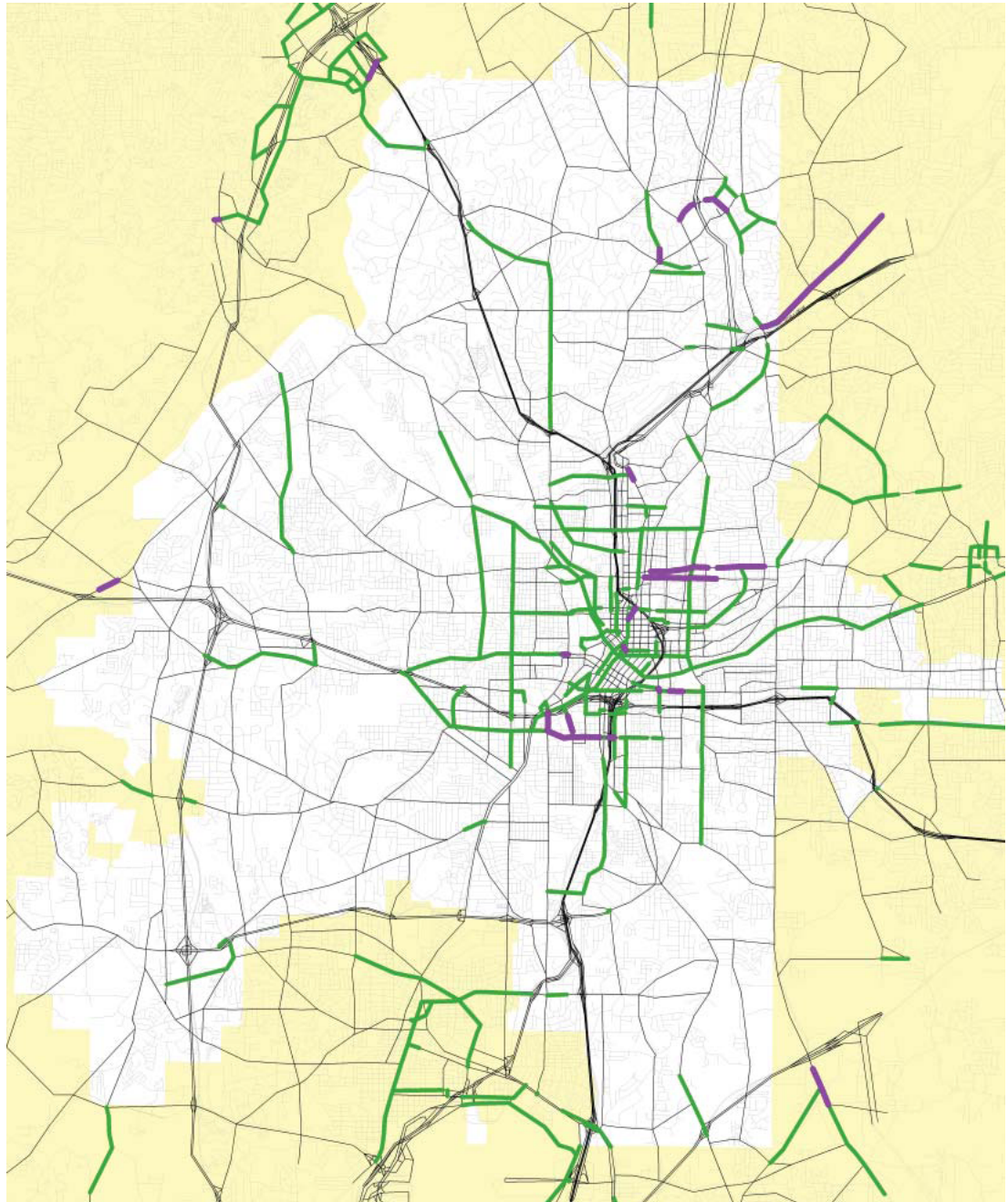
Travel Time: **40** minutes

Potentially one transfer needed, different bus options

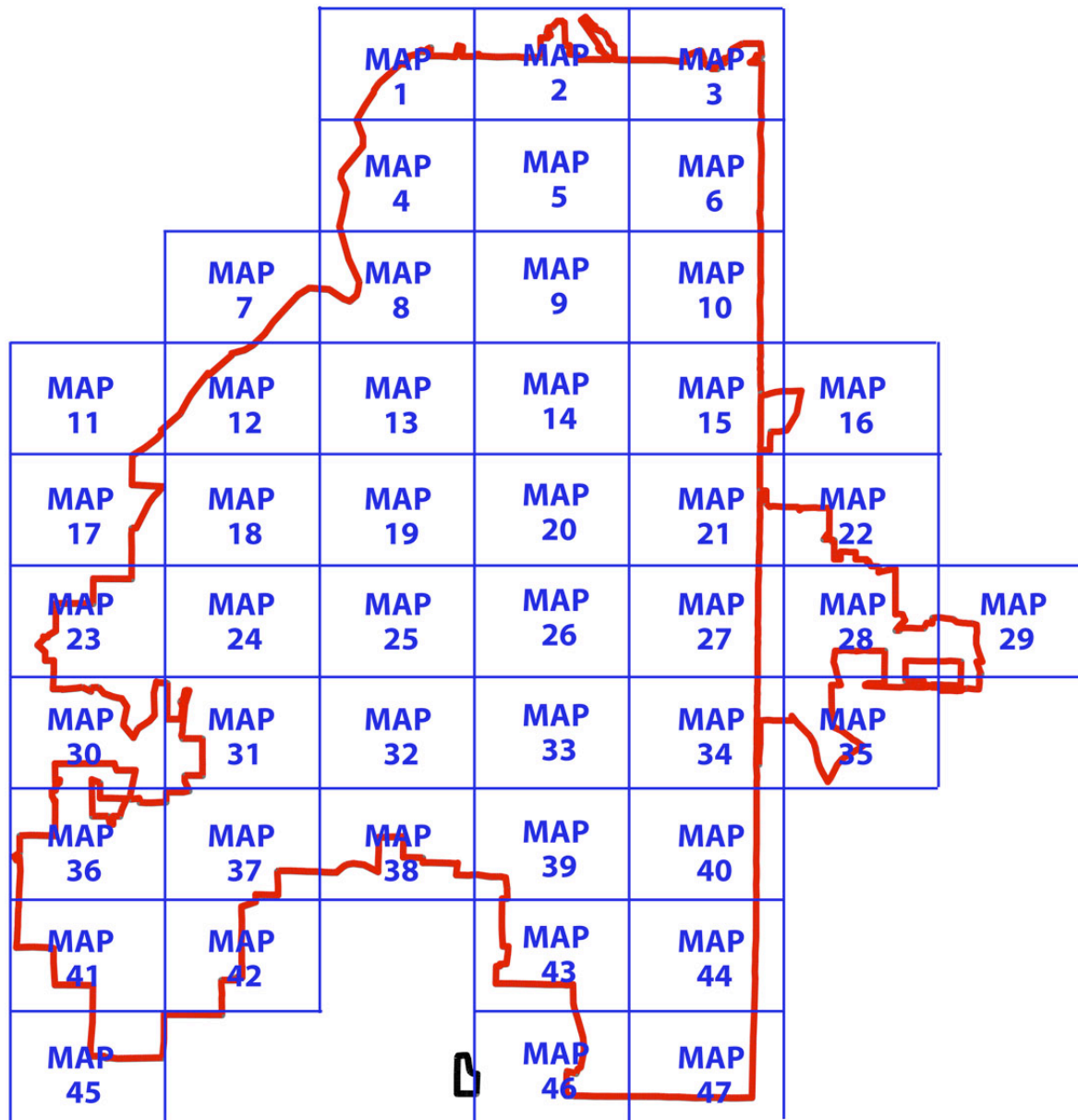


**Map 9: Streets with  
Volumes below Capacity**  
(per ARC Regional Travel  
Demand Model/2005)

4-Lane Roadway  
Segments with ADT  
below 25,000  
6-lane Roadway  
Segments with ADT  
below 35,000

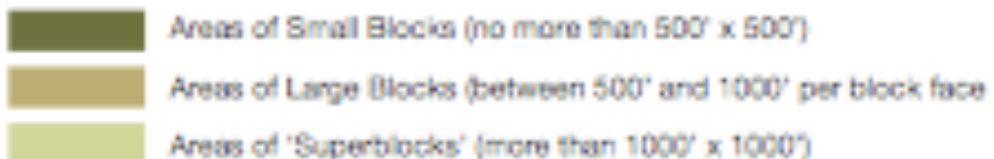


# Connect Atlanta Map Book

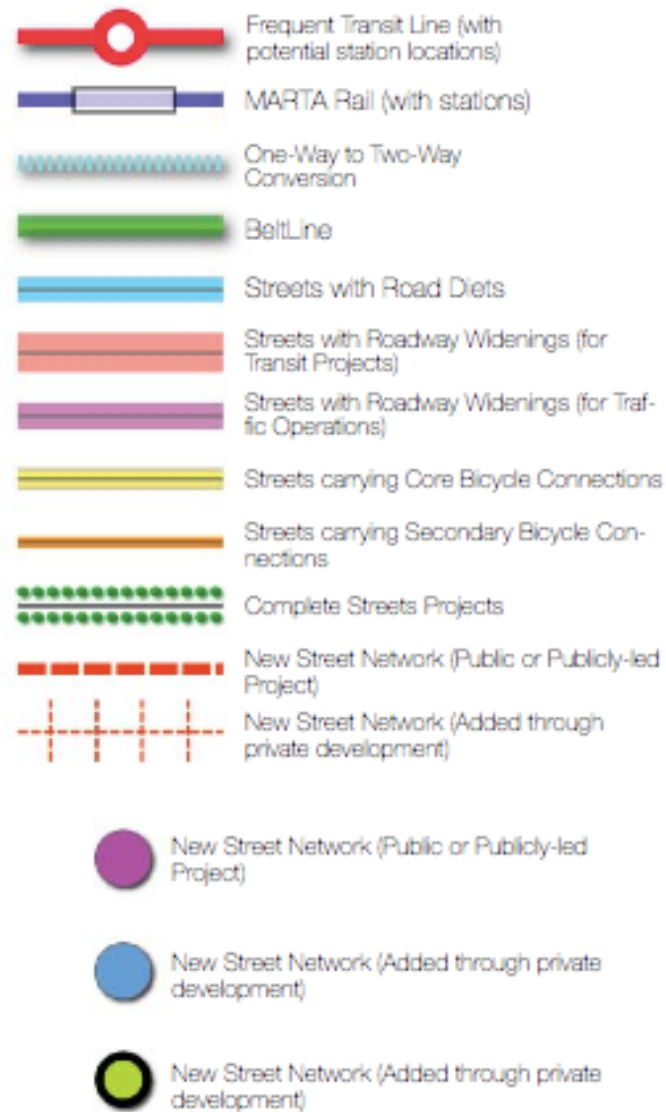


### Summary 16: Block Size

This map illustrates the distribution of Atlanta's land area into different block sizes and gives a general assessment of walkability. See the summary on the next page for a more detailed explanation of the map









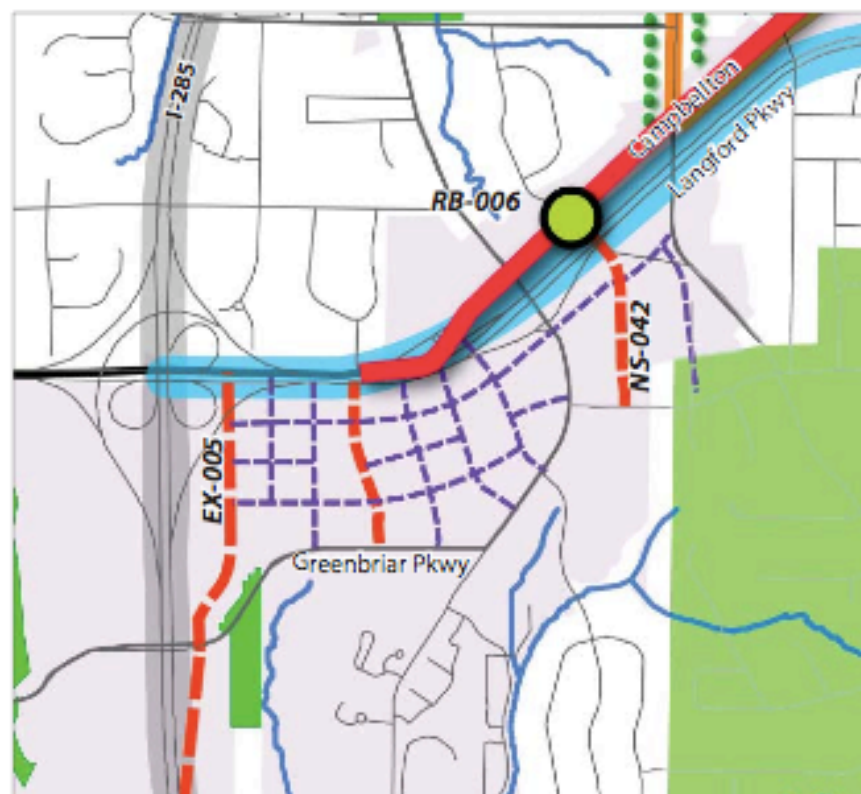
The following page illustrates how a concept such as this provides opportunities for a new form of land development that maximizes the potential of frequent transit service, and a location near the Hartsfield-Jackson Atlanta International Airport.

### Key Projects for this Concept

**EX-005:** *Interstate 285 and Langford Parkway Interchange Re-configuration.* This is a large project and requires coordination of efforts with the Georgia Department of Transportation, but is an essential component to enhanced local access from the south to the Greenbriar Mall area. The project would replace the current northbound Interstate 285 exit ramp to Langford Parkway with a ramp that converts to a local street, allowing local access to the Greenbriar Mall area and at-grade access to Campbellton Road. North of Campbellton this access would resume as a freeway on-ramp to northbound Interstate 285.

**RB-006:** See project description in Concept 4.1.

**NS-042:** Extension of Star Mist Drive



## 4.9 Howell Mill and Chattahoochee Corridors

*Goal: Continue to promote redevelopment and connect development to potential future transit corridor*

This area of Atlanta was undergoing redevelopment activity at the time of the Connect Atlanta planning process. Additional transportation connections here are tied largely to the introduction of premium transit along Marietta Boulevard and potentially Chattahoochee Road. Huff Road, a key east-west connection from the redeveloping area of Howell Mill Road to Marietta Street, is proposed to be widened to three lanes to allow a two-way left turn lane for driveway access. This will be especially important as new residential development is introduced in this corridor.

Bicycle connections are also proposed through this area, with a core connection along Howell Mill Road. Additional secondary routes on Chattahoochee Road and Collier Road connect to this core route and to proposed transit on Marietta Street.

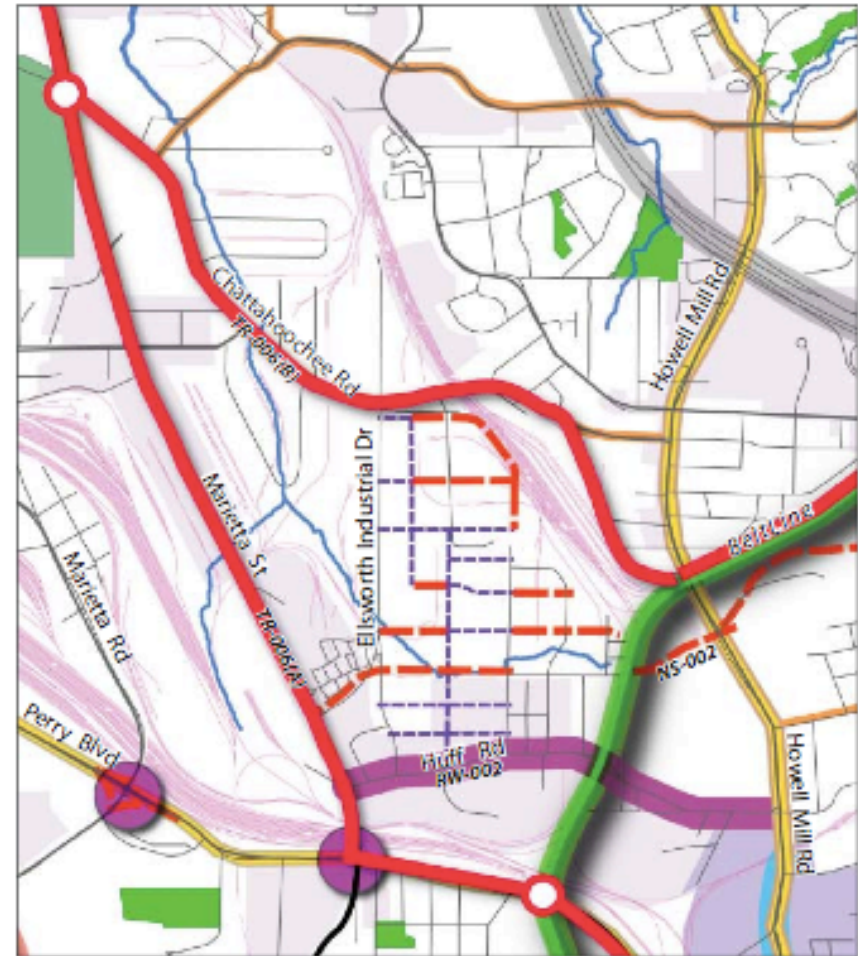
Generally, development that continues to occur between Marietta and Howell Mill should contribute to street network, allowing added population to reach the bicycle and transit corridors.

### Key Projects for this Concept

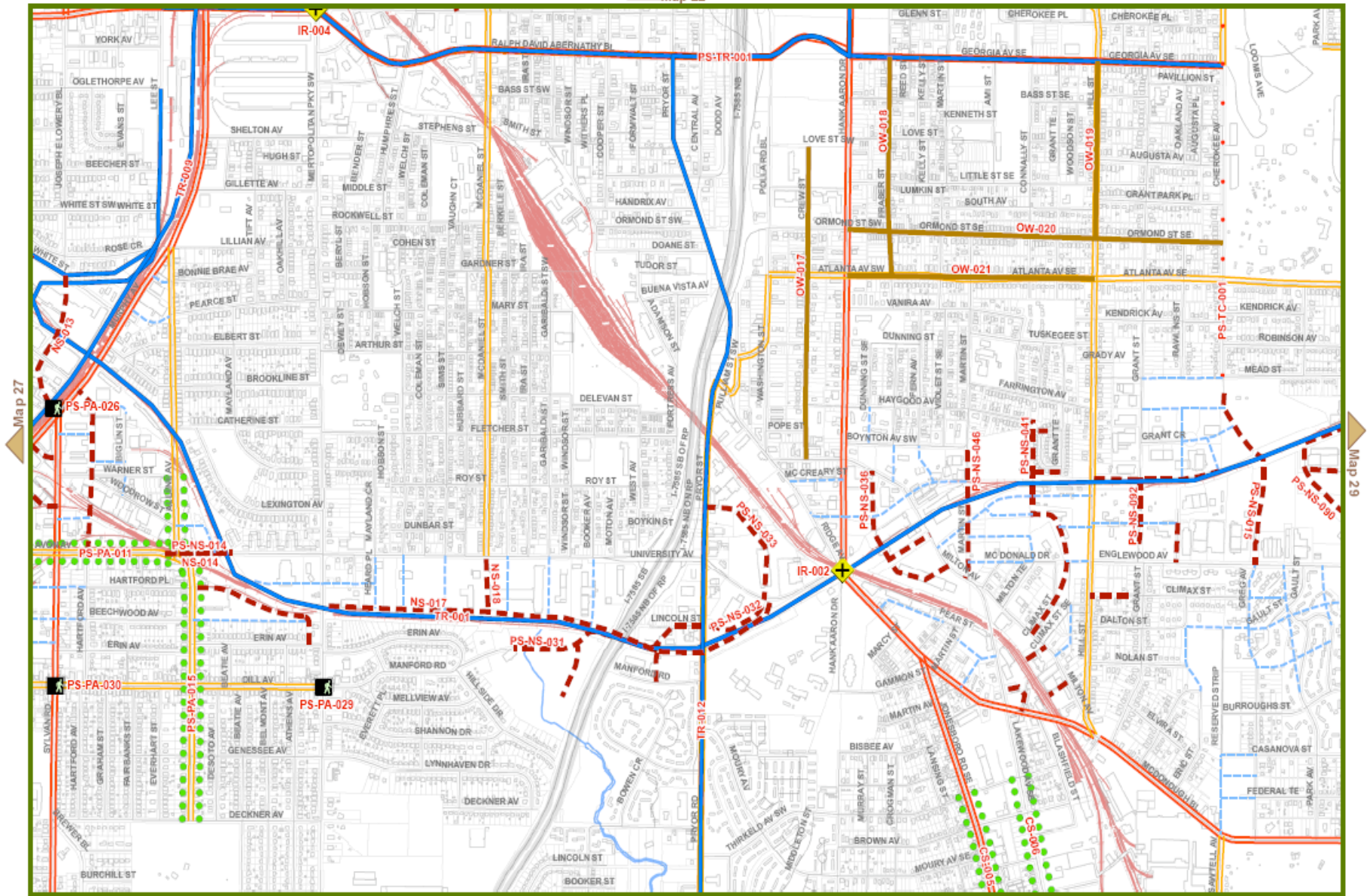
**RW-002:** Huff Road widening to add left turn lanes as needed.

**TR-006:** Marietta Boulevard Transit. Two alternatives of a transit corridor from Northwest Atlanta pass through this area, one connecting to downtown via Marietta Street, the other connecting to Buckhead via the Chattahoochee Road and the BeltLine.

**NS-002:** Deering-Trabert Extension. This project extends from Howell Mill Road across the BeltLine to provide alternative east-west connections from new development around Ellsworth Industrial.







- Roundabout
- Vehicle Sightlines/Pedestrian Safety
- Add Signal
- Remove Signal

- Intersection Realignment
- Intersection Capacity
- Intersection Improvements (General)
- Transit Station

- One-Way Conversion
- Complete Street
- Road Diet
- Road Widening

Map 33

- New Street (Public Project)
- New Street (Development-Added)
- Core Bicycle Connection (existing in dashed lines)
- Secondary Bicycle Connection (existing in dashed lines)

- Transit
- Traffic Calming
- Expressway Access

0 500 1,000 Feet  
Scale: 1 inch Equals 1000 Feet

# STREET DESIGN

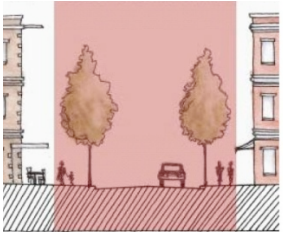
## 2.5 STREET DESIGN: COMMERCIAL COLLECTOR



Design Element	Typical
Design/Target Speed	25 mph
Number of Travel Lanes (per direction)	1
Travel Lane Dimensions	11'
Center Turn Lane Dimensions	11'
Right Turn Lanes	Allowed for heavy turning movements or heavy truck traffic
Medians	optional, when left turns not needed
Median Openings	cross streets only
Block Length	maximum 500'. Access to driveways limited by two curb cuts per block.
Bicycle Lanes	optional, necessary when part of a regional plan (5' when used)
On-Street Parking	7' parallel (includes gutter pan width), 15' to be provided if back-in angled used
Curb	6" with 1.5' gutter pan
Sidewalk	12' to 15' sidewalk with a minimum 8' walk zone
Mid-block crossings	permitted only in front of civic facilities
Intersection Control	signals, stops, or roundabouts
Preferred Building Placement	edge of right-of-way
Lighting	pedestrian and vehicle/street required



# REGULATING THE NEW AMERICAN LANDSCAPE



## 01. Master Plan

Delineates the boundary between the public and private realm. The public realm is everything that the community holds collectively. It is a long term strategy for development that allows for flexibility over time.

## 02. Standards – Public Works

Standards that clearly define the condition of public streets and alleys by defining the width of the right of way and components within them.

## 03. Standards – Building

Standards that regulate the building envelope and its relationship to the public realm by identifying façade and material standards that tie the buildings together through similar design elements while allowing for design flexibility

## 04. Development Controls

Regulate the height and density allowed within the private realm. The regulations are based on the contextual limitations of the surrounding area while allowing for appropriate and necessary redevelopment to occur.

The size, shape, orientation, legal  
process of the subdivision

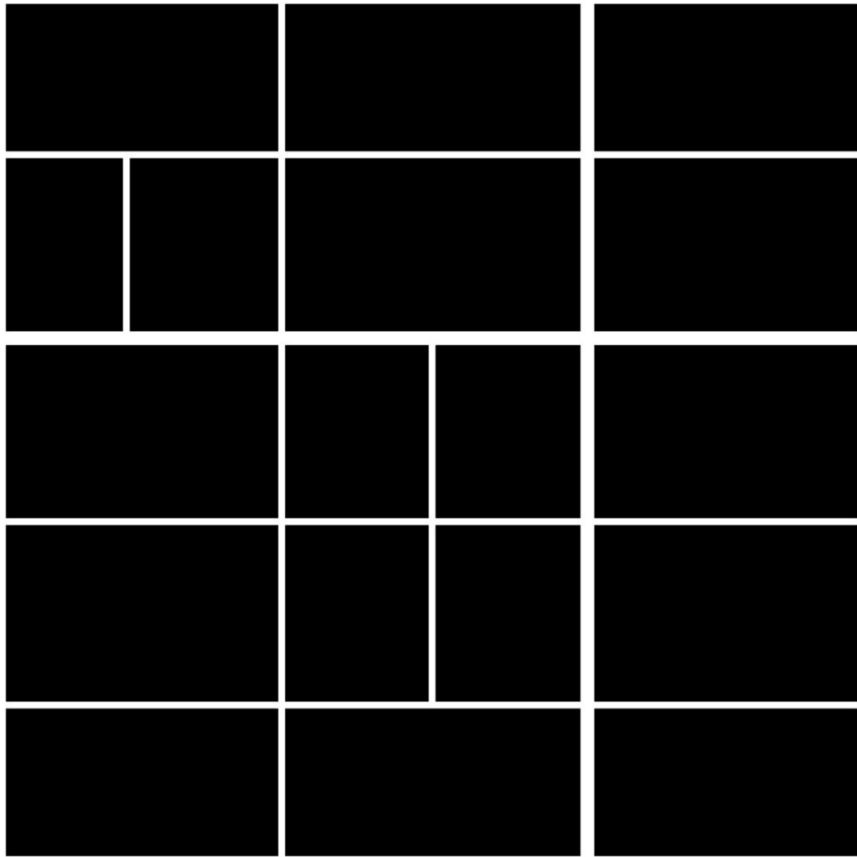


**How we divide up our land is more  
important than what we do with it.**



Zoning, use changes, bulk limitations

*(because this allows USES to change over time)*



=

