

# ANALYZING THE PAST TO BETTER DESIGN THE FUTURE

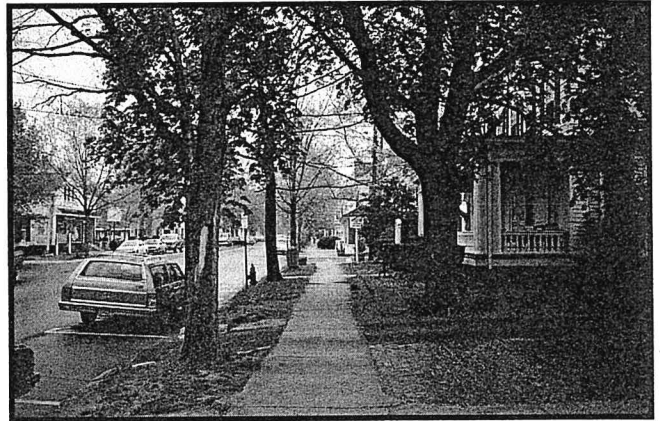
## CHAPTER FOUR

### Introduction

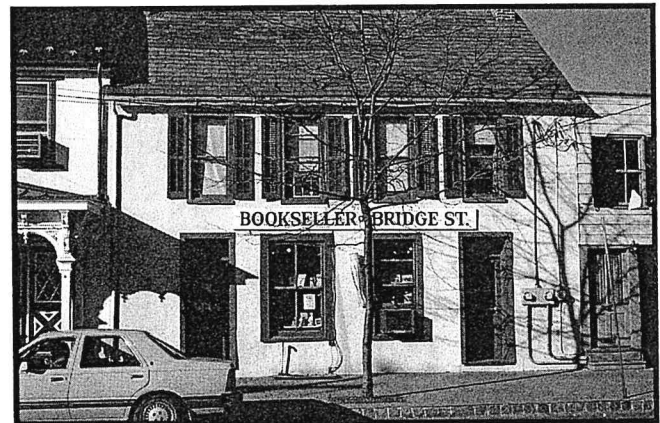
The historic communities in New Jersey provide some excellent examples of small communities. This chapter analyzes several historic communities that have withstood the test of time and continue to thrive. The analysis of these places has contributed to a set of neo-traditional design principles that will be presented later in this handbook. I firmly believe that the existence of these design features, in these historic small communities, is in no small measure related to the continuing prosperity and popularity of these places. It must be remembered that these case studies are not an exhaustive listing of desirable hamlets or villages in New Jersey, nor is the list a random compilation. Rather, these case studies are to be regarded as good examples of communities that work, communities that have taught us valuable design lessons.

As planners and designers, we face the challenge of creating and maintaining communities which are affordable, efficient, scaled to human proportions, and environmentally sound. When searching for design solutions within these constraints, it is important to consider and learn from the past, from its successes and its failures. The past can reveal suggestions and alternatives for the future. Most planners operate as if anything over 50 years old does not exist, as if it should not be consulted, let alone repeated. I, to the contrary, believe that we should realize that our past is usable, that it can provide concrete examples of the kinds of communities that provide the services and pleasures of civilization.

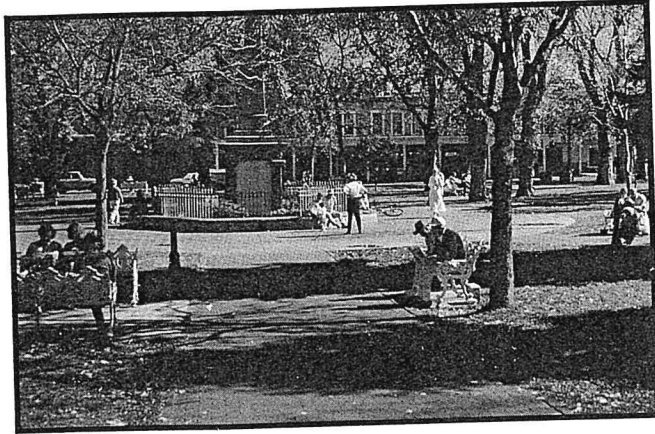
When we examine what has happened to our urban pattern in the last fifty years, we see a trend towards decentralization. However, this trend encompasses only a minuscule period in a larger history of urbanization, 50 out of 4,000 years. For the most part, the history of civilization revolves around two



Cranbury, NJ., Main St., Residential.



Street facade, Frenchtown, NJ.



Main Plaza, Santa Fe, NM, is based on the earliest building code in the Americas, The Laws of the Indies - 1545.

realms, the urban and the rural. Although we as people and as a society have changed with time, it is evident that we are still drawn toward urban places; this is a worldwide attitude. We still have a need for community, for the amenities such places provide, and for places where many people meet, congregate, do business and play.

There are many elements of the past that are important to planning for the future--these include the history of development, and the measurement of existing historical places, structures, and archeological sites. Related to the history of development is the history of land use and zoning regulations which were put in place to guide development or to restrict it. Social, economic, and political forces should also be recognized as they contributed to development or to the regulation of development.

This chapter provides a methodology for analyzing the past in any community. Traditional settlement patterns common to the central New Jersey region are described. Several traditional hamlets and villages constitute our case studies.

**The following case studies illustrate how traditional places have been able to adapt to modern demands without losing their sense of place or limiting the quality of life of their inhabitants. These are places that are not museums but have indeed adapted to modern technology and life styles.**

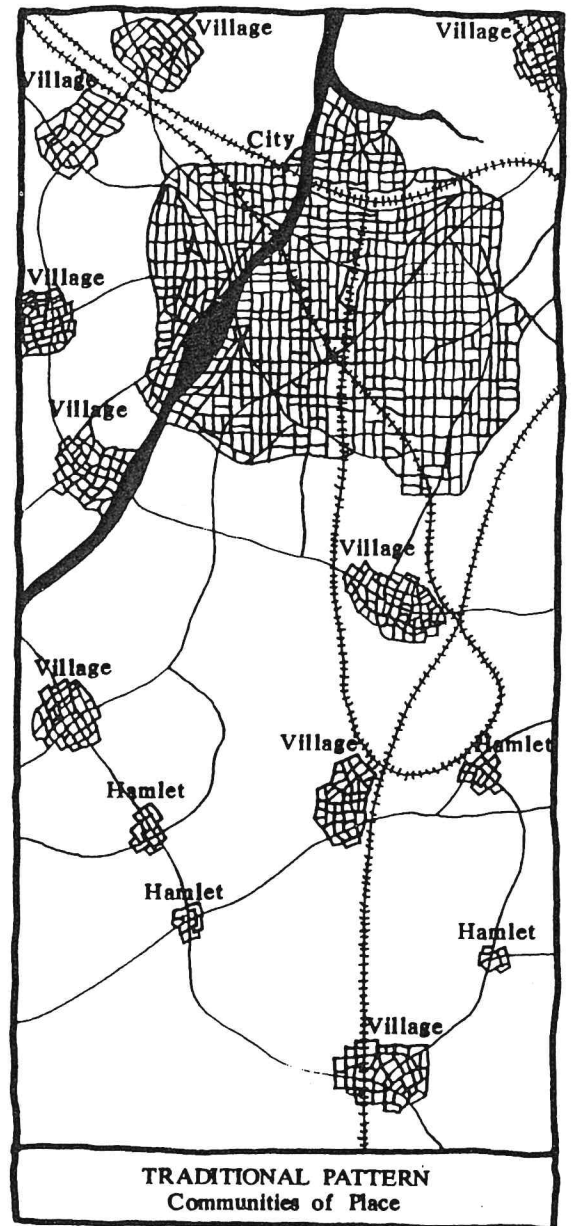
### Traditional Settlement Patterns

The traditional small communities that exist today developed long before the current pattern of sprawl emerged. A vision for the future, one that has evolved through Visual Preference Surveys <sup>TM</sup> and Hands-On Model Workshops administered throughout the nation, is based upon the physical and visual characteristics of the places that people feel offer the best alternative to current development patterns.

Before 1938, most of New Jersey's settlements were organized within a clear hierarchy of places. Cities, boroughs, hamlets, villages, towns, farmlands and open space were interrelated and connected by roads, railways, and streetcars. Each community type had specific social and economic functions. These places functioned as discrete communities, yet they were also part of a larger regional community anchored by a town or city.

Smaller settlements, generally hamlets, provided a focus such as a church, general store, specialty shop, or even just a crossroads drawing the community together. Villages provided for some of the daily needs of residents, and offered a small amount of employment. Towns offered a larger source of employment and provided for regional needs. The inhabitants of surrounding hamlets and villages came to town on a regular basis for shopping, professional services, and entertainment.

The neo-traditional pattern maintains the positive qualities of the traditional pattern, yet it responds to contemporary demands. The neo-traditional pattern requires that each small community have a core, a base of commercial space to satisfy some, if not the majority, of the commercial demands of its residents. It can satisfy many of the recreational and some of the job demands of residents. Each time residents have an opportunity to avail themselves of these amenities trips are reduced, traffic congestion is mitigated, and a greater sense of community occurs.





## FOUR NEW JERSEY CASE STUDIES

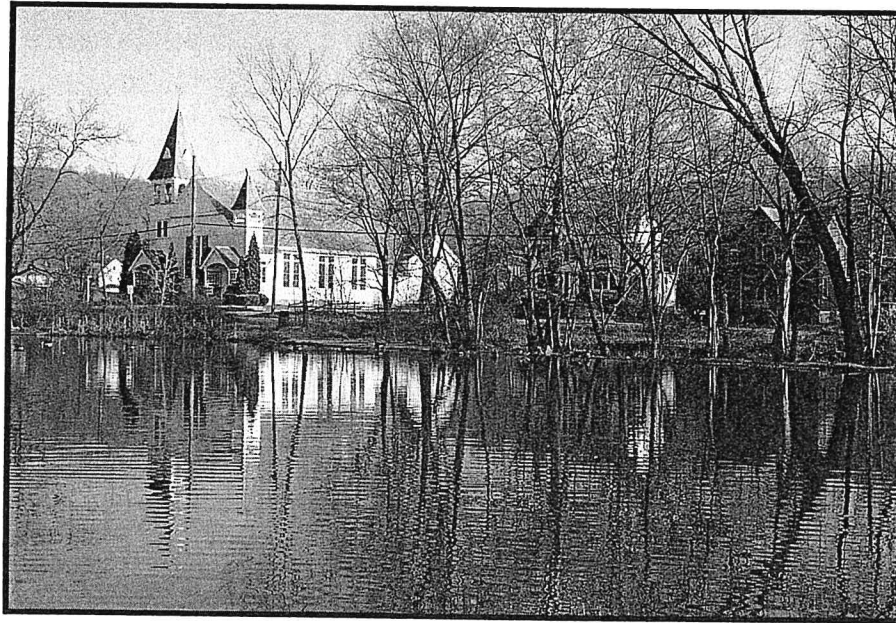
**These places have survived 50 years of sprawl. They are cherished by the people who live in them.**

**They are everything a contemporary subdivision is not but should be.**

Hamlets, villages, and small towns make up the majority of New Jersey's traditional settlement patterns. By examining the common elements of these places, as well as the elements which make each place unique, we can understand the fundamental spatial qualities that must be incorporated to create small communities. Existing historical settlements also demonstrate how their evolution has accommodated changing times, technology, and life-style. The following case studies provide a look at historic settlements in New Jersey which have retained their character. Some have endured intense development pressures, incorporating growth into the village pattern. Others have been surrounded by faceless subdivisions, yet have protected their own sense of place. Some have adapted to changing demands, successfully integrating the automobile without losing the village character.

Each case study reveals the current state of the original settlement, including expansions which respect the original pattern. The study area consists of all areas within 1,500 feet, the most comfortable walking distance, of the edge of the community focus or core. Most of the settlements studied are completely contained within the study area. The four case studies are Califon, Cranbury, Oldwick, and Crosswicks. Each case study documents the basic plan showing residential and non-residential buildings, as well as the designation of the basic area of the community. They contain illustrated descriptions of the settlement patterns and histories. I have also included street sections which demonstrate the variation of street sections, including pavement widths, curbing, build-to and build-up lines, parking, and other street scape elements.





## Califon, Hunterton Co., NJ

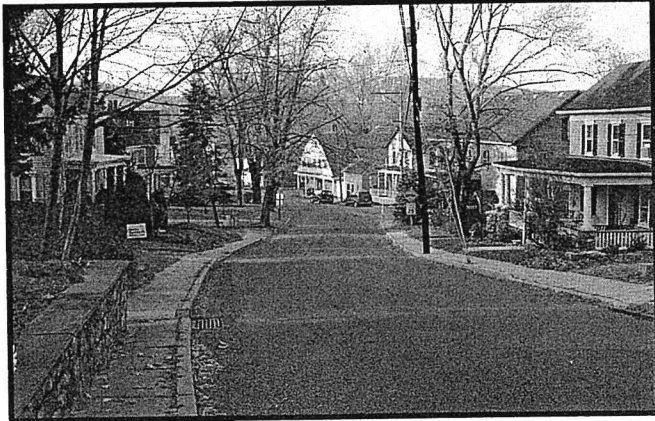
### Location

Califon is located along the South Branch of the Raritan River in Hunterdon County, New Jersey. It is surrounded by steep wooded slopes and farmland. Several county roads access the village, and a county highway lies just beyond.

### Development History

Califon was settled as an agricultural community in the 18th century. As the village grew in the 1800s, the river was dammed and became a source of power for several mills. Califon became an export center for local agricultural products and small cottage industries. The arrival of the railroad in 1875 spurred the last major growth phase of the village proper. The core of the village has changed little since the turn of the century, with new growth restricted to outlying areas since World War II.

# Califon



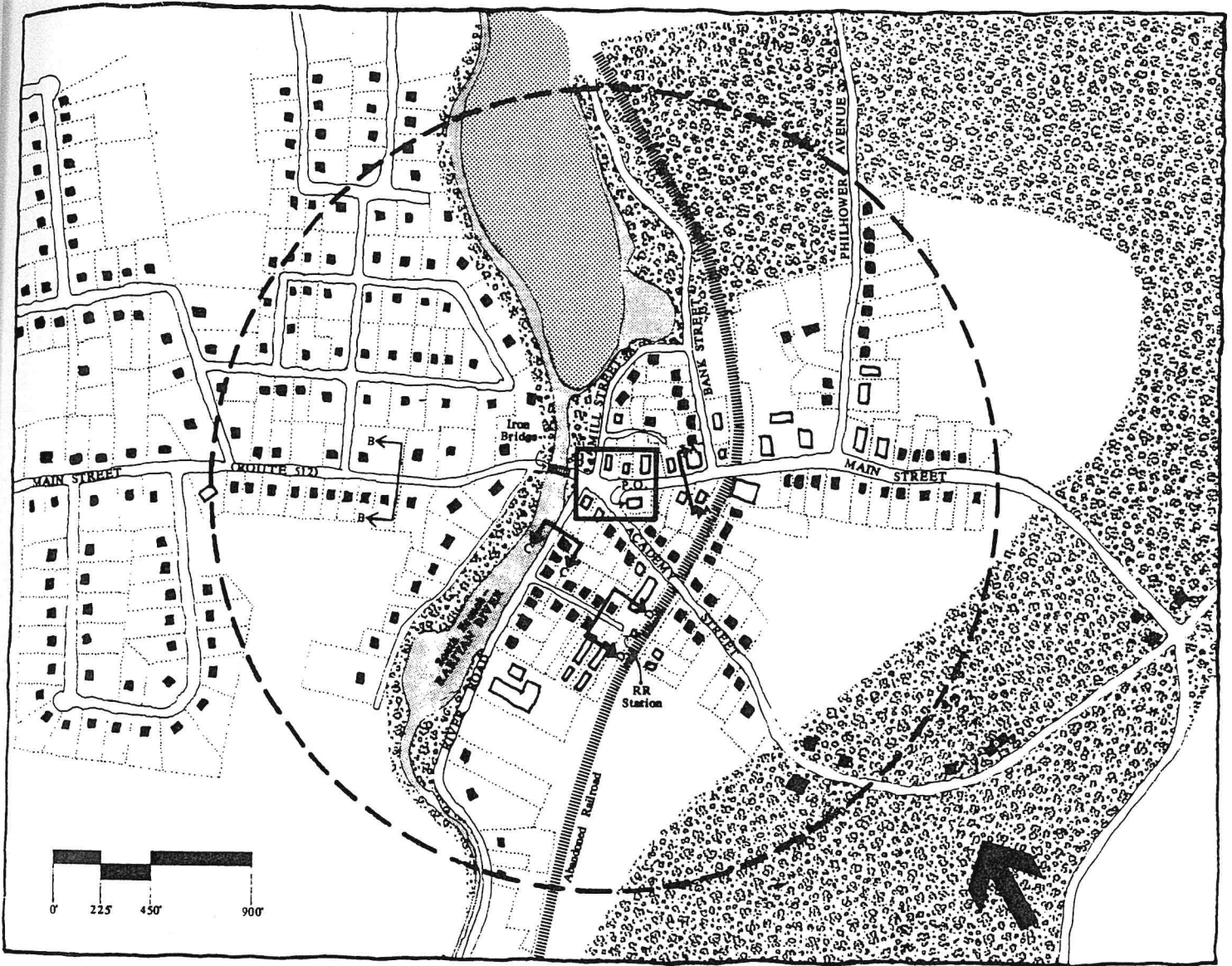
## VITAL STATISTICS

STUDY AREA:	162 Acres
OPEN:	77 Acres(48%)
DEVELOPED:	± 85 Acres
DU:	156
GROSS DENSITY:	1.0 DU/Acre over study area
NET DENSITY:	4.2-8.7 DU/Acre





## DESIGN CHARACTERISTICS

LOT SIZE:	5,000 - 10,500 Sq. Ft.
LOT WIDTH:	30 - 70 Ft.
LOT DEPTH:	90 - 225 Ft.
SETBACK:	12 - 20 Ft.
SIDEYARD:	5 - 20 Ft.
FOOTPRINT:	800 - 1,500 Sq. Ft.
BLDG. HEIGHT:	2 - 2 1/2 Stories
PARKING:	On-Street & Rear- Yard Garages

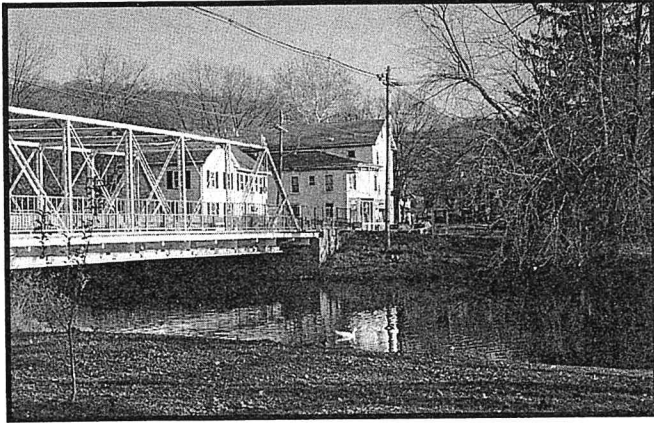
VITAL STATISTICS ARE APPROXIMATIONS  
 DESIGN CHARACTERISTICS INDICATE TYPICAL CONDITIONS IN  
 THE STUDY AREA  
 A SETBACK IS MEASURED FROM CURB OR EDGE OF ROADWAY



**LEGEND**

- RESIDENTIAL 
- COMMERCIAL/PUBLIC 
- MIXED USE CORE 
- WOODS/OPEN SPACE 
- STREET SECTIONS 





### Community Character

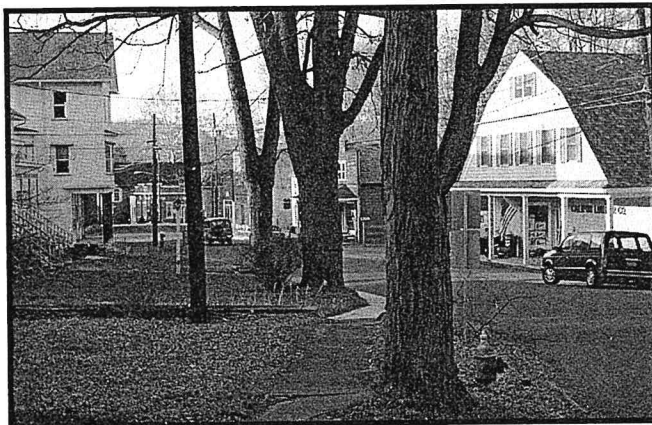
The character of Califon has been shaped by the river. Although the village developed on both banks, the river forms a natural boundary to Califon's central area. An iron bridge creates both a sense of arrival and entry to the village's commercial area. Within this mixed-use core there are several retail establishments, some with offices or apartments above shops. The post office is also located within the core, at the junction of the two main roads. Services within the community are oriented toward the needs of the residents, reflecting the village's working nature. Califon is not a retail or tourist destination, and its character suits it as a residential community with identity.



### Design Elements

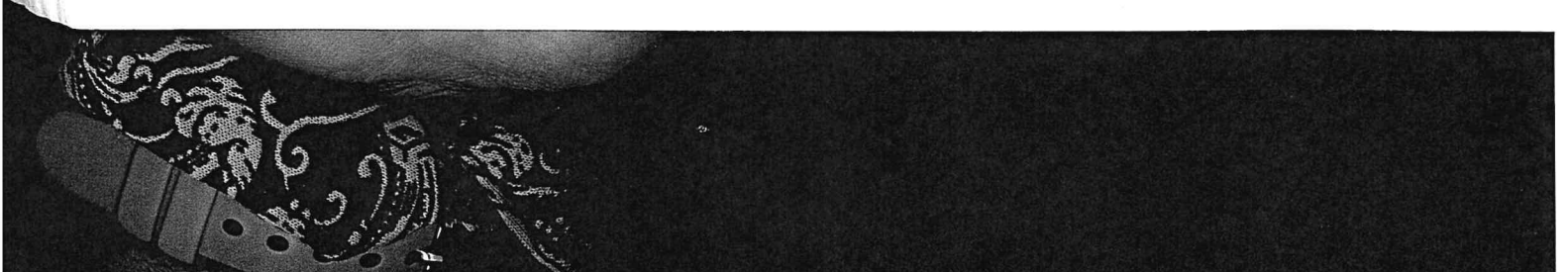
Califon is a compact community. Steep slopes define the location of buildings and the layout of roads throughout the village. The form of Califon's roadways may be its most distinctive design element. Streets in the village are generally curved, creating anticipation for what is around the bend. Visual termination is evident throughout the village, often created by means of these curving roads. Many other streets end at a perpendicular street where a larger building has been placed. Some streets terminate at the river, creating a park-like vista.

Because a wide range of lot widths are interspersed throughout the village, there is an interesting variation between building sizes. Architectural styles are also varied, but Colonial and Victorian predominate.



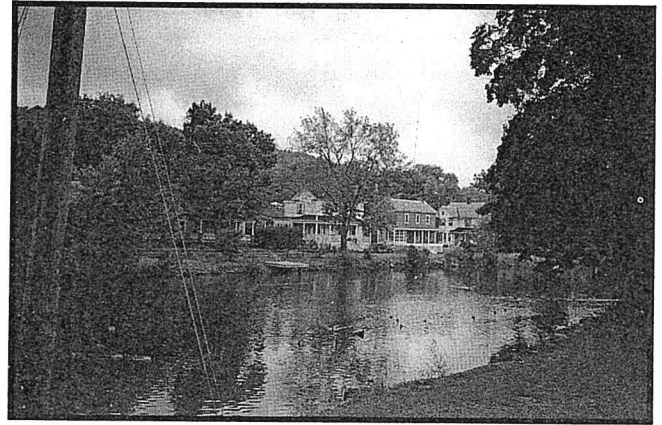
### Land Uses

Commercial uses include restaurants, a bookstore, lumber yard, tackle shop, clothing, antiques, general store, bank, and an legal office. There is an abandoned factory or warehouse at the railroad, as well as a functioning basket factory.



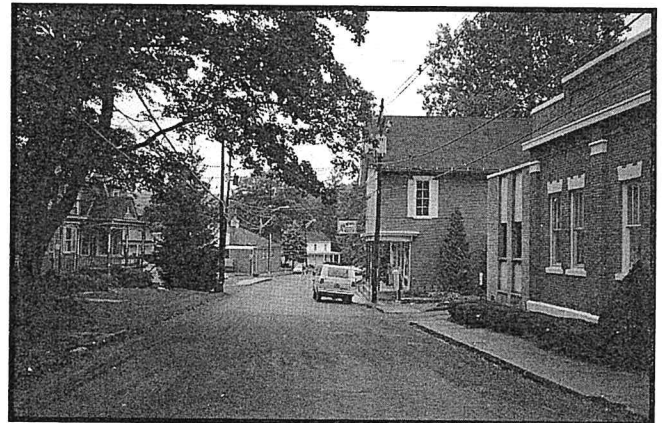
### Open Spaces

Much of the wooded, steep terrain surrounding Califon on two sides remains undeveloped, as do lands along the river. Because of the terrain, entering the village from the hills above can be a dramatic experience. Califon unfolds before you as you negotiate roads winding into the village. The South Branch of the Raritan River is a major element of Califon's character, creating internal open space. Large areas of undeveloped lands remain within the village; they cannot be developed because of steep slopes. These lots are not maintained as public parks. An abandoned railroad bed cuts through the center of the village and has great potential as an internal park. The old train station already houses the local historical society.



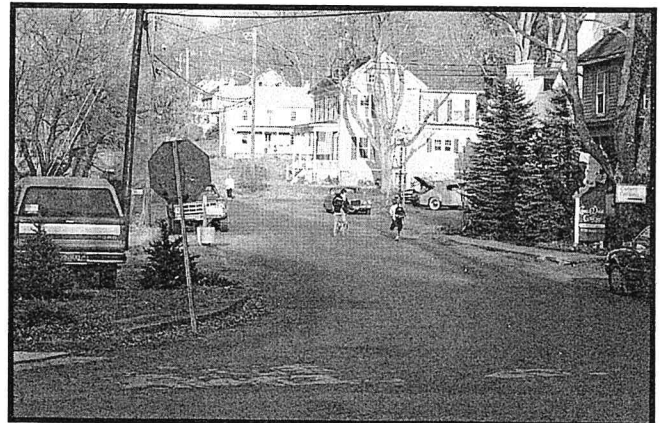
### Community Focus

The core of Califon is defined as the commercial area extending up from the river. The core contains a mix of uses, with apartments located above several shops, and interspersed residence-only structures.

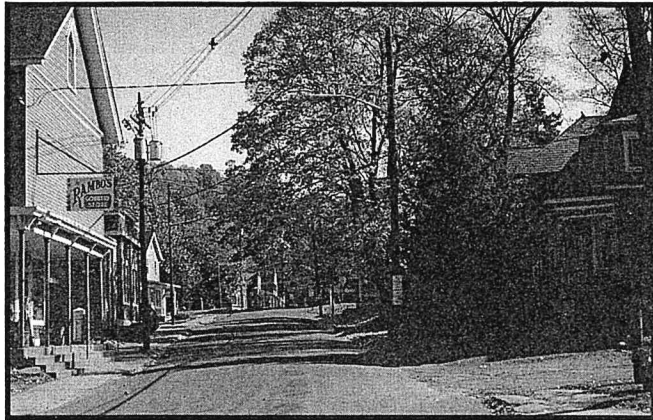


### Walking Distances

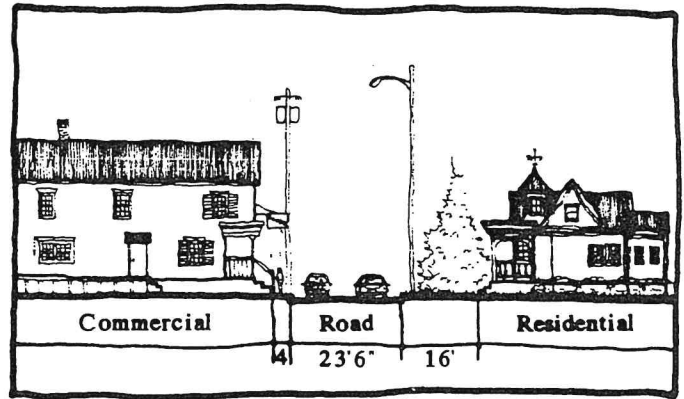
The original village of Califon provides a clear example of the importance of walking distances. The village extends just 1,500 feet from the core in two directions, and extends just beyond this distance in a third. At the time Califon developed, it was not practical to live more than a few minutes walk from the village focus. Although subsequent, post World War II, development has extended beyond 1,500 feet from the core to the north of the village, it has not become a part of the village character. One reason may be that it was not within walking distance of the core, and it has become more closely associated with automobile-oriented strip centers outside the village.



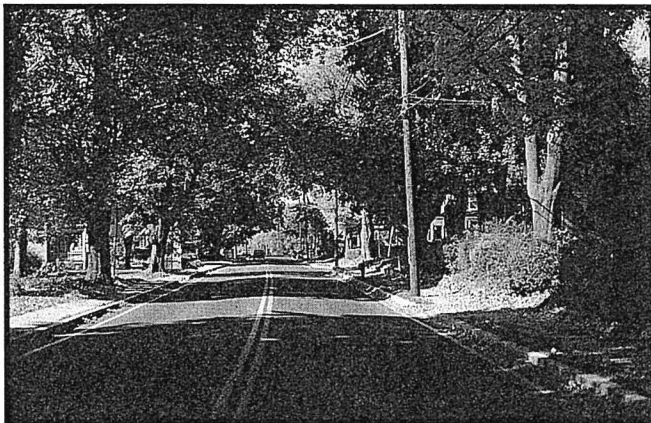
Typical street character with sections for a range of street types in Califon, New Jersey.



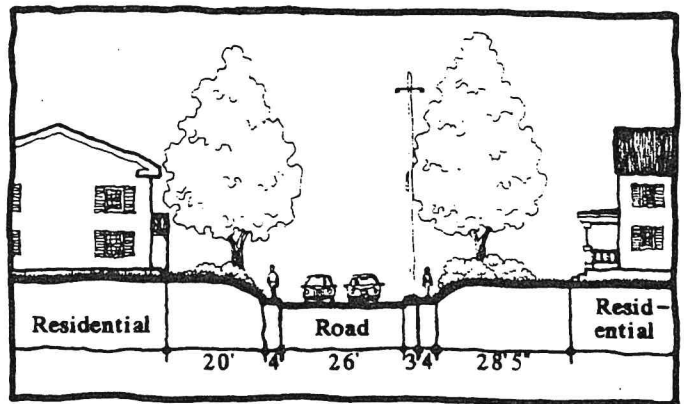
Section A - A',  
Main Street  
Moderate to low ADT



Section A - A'

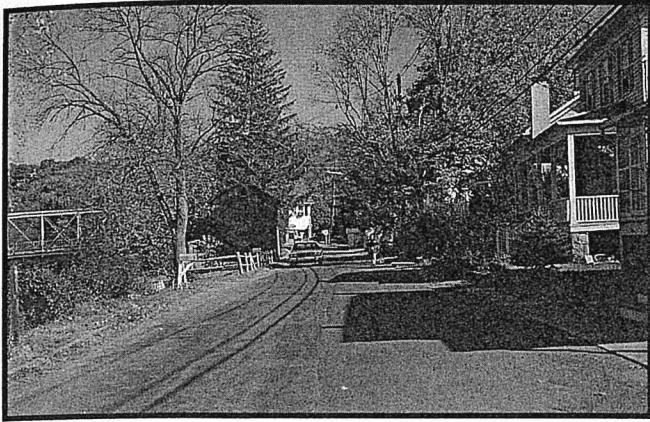


Section B - B',  
Route 512  
moderate ADT

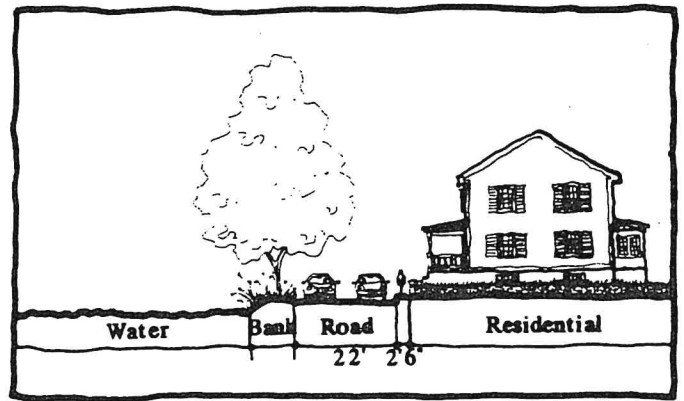


Section B - B'

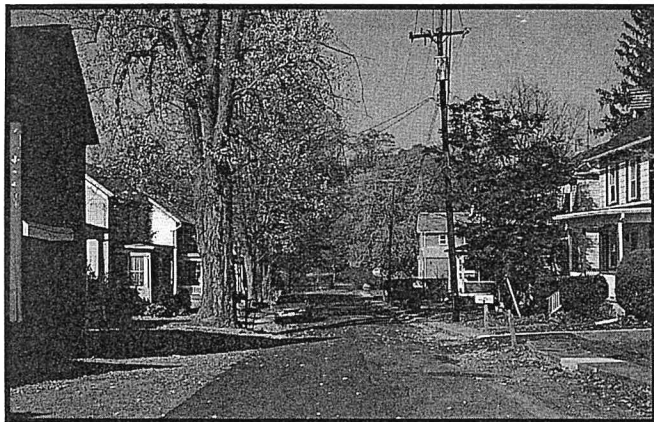




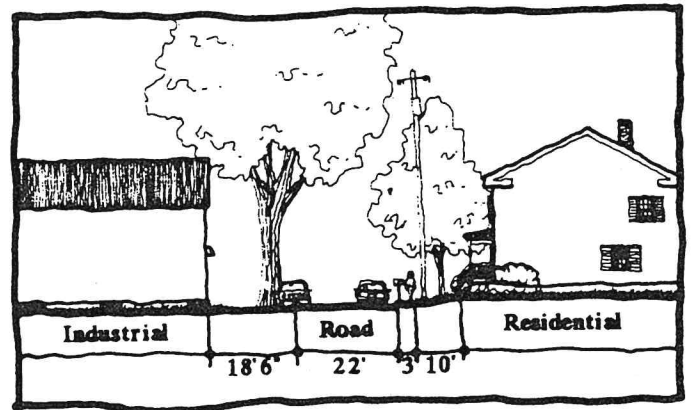
Section C - C,  
River Road



Section C - C



Section D - D',  
Center Street.  
Low ADT



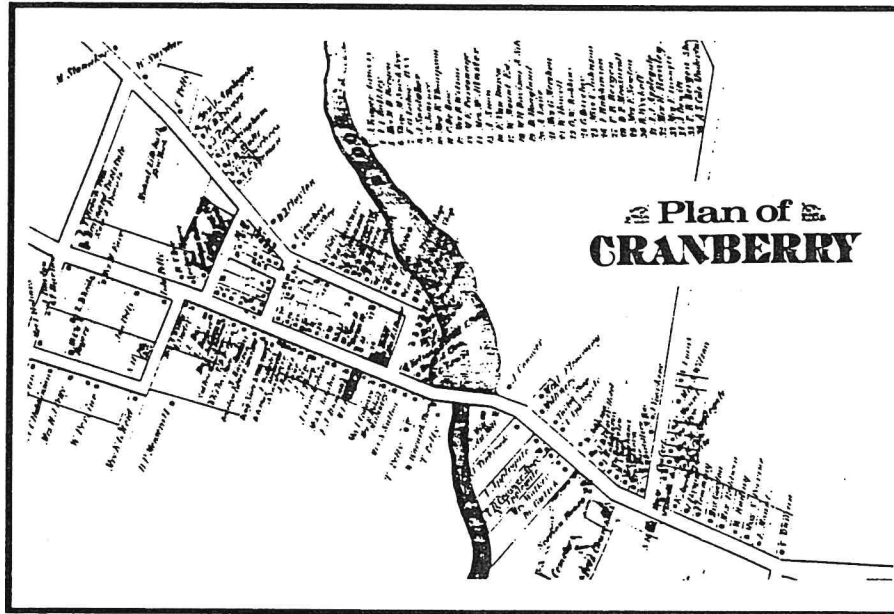
Section D - D'

# CASE STUDY TWO

## Cranbury, Middlesex Co., NJ



**Main Street**



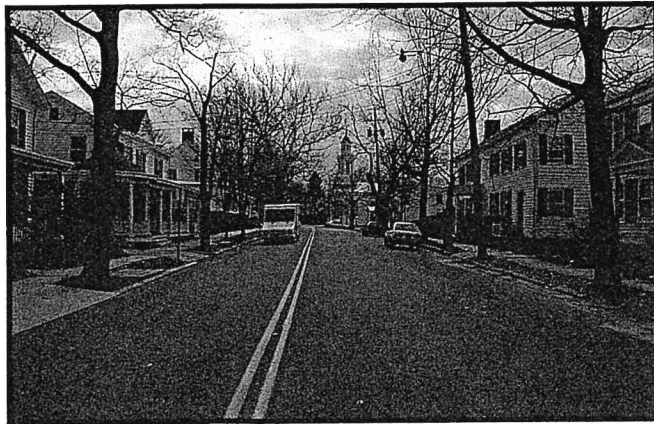
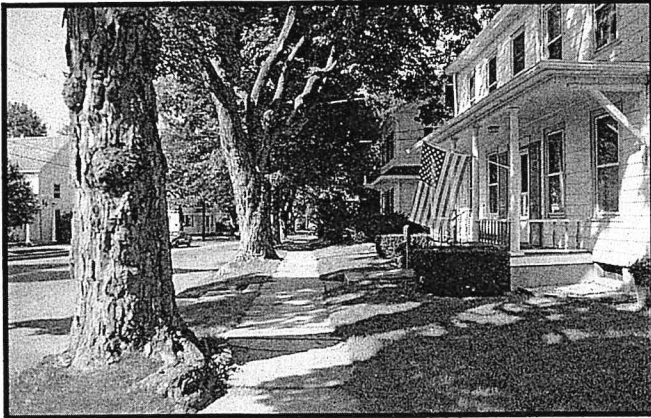
## Cranbury

### Location

Cranbury is located in Middlesex County, New Jersey. It is situated within a predominantly agricultural area which includes some low-density exurban development. The surrounding topography is generally flat to gently rolling hills. The village developed next to a brook, which provided power for a mill, and at the junction of major transportation routes, the primary Philadelphia-New York stage coach route and the Amboy-Trenton route. Several main county and state roads continue to pass through or near Cranbury village, including Highway 130 and the New Jersey Turnpike.



# Cranbury



## VITAL STATISTICS

STUDY AREA:	230 Acres
OPEN:	110 Acres(48%)
DEVELOPED:	120 Acres
DU:	265
GROSS DENSITY:	1.2 DU/Acres
NET DENSITY:	1.7-11.6 DU/Acre

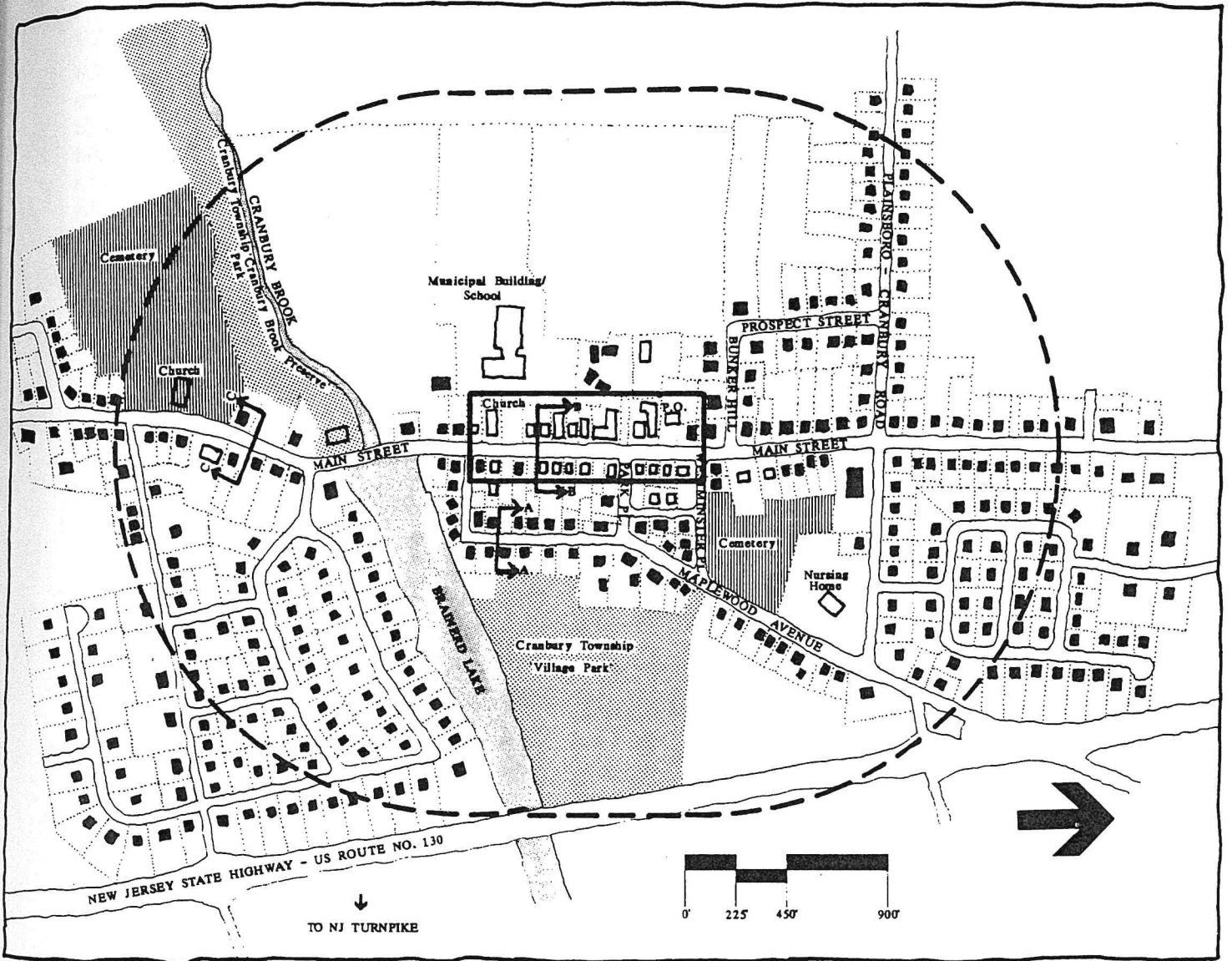
## DESIGN CHARACTERISTICS

LOT SIZE:	4,500 - 16,000 Sq. Ft.
LOT WIDTH:	30 - 100 Ft.
LOT DEPTH:	125 - 250 Ft.
SETBACK:	12 - 25 Ft.
SIDEYARD:	0 - 15 Ft.
FOOTPRINT:	800 - 1,500 Sq. Ft.
BLDG. HEIGHT:	2 - 3 Stories
PARKING:	On-Street & Rearyard Garages/Lots






VITAL STATISTICS ARE APPROXIMATIONS

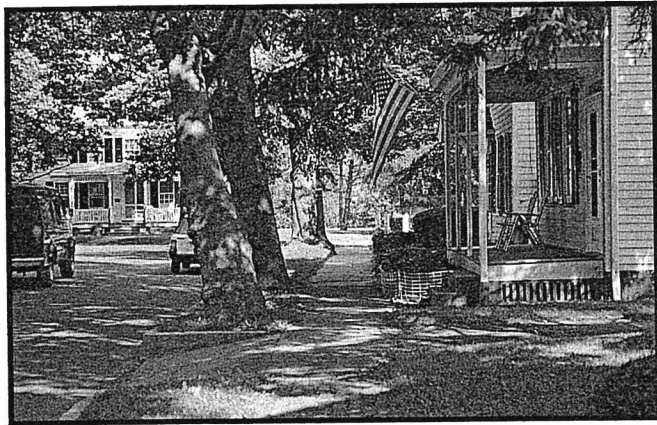
DESIGN CHARACTERISTICS INDICATE TYPICAL CONDITIONS IN STUDY AREA

SETBACK IS MEASURED FROM CURB OR EDGE OF ROADWAY



**LEGEND**

- RESIDENTIAL 
- COMMERCIAL/PUBLIC 
- MIXED USE CORE 
- STUDY AREA  1500 FT. from the core
- STREET SECTION 



### Development History

The village of Cranbury was originally settled, in the 17th century, at the junction of the Philadelphia-New York transportation route (now Main Street) and Cranbury Brook. This original settlement was located south of the brook and remained very small. It consisted of a mill and a cooper's shop. By 1800, Cranbury had grown to about 25 houses, and included a church, tavern, and post house to service residents. As travel between New York and Philadelphia grew in frequency, inns and taverns became an important element of Cranbury's development. In the mid-1800s commercial growth pushed the village to the north of the brook, which is where the commercial area of the village remains. A way-station for travelers, Cranbury became the business center of a predominantly agricultural area, with trade in agricultural commodities as well as industries such as milling, tanning, and apple-distilling.

The village has experienced little new internal development, but two residential areas have expanded adjacent to the village since World War II. These neighborhoods have been successfully woven into the community fabric, although their character is distinct from that of the village proper.

### Community Character

Cranbury's identity is based upon Main Street, which is the linear spine of the community. Main Street is the center of community, social, and commercial life in the village. The automobile is ever present on Main Street, but it is well integrated. Cranbury presents a varied character which consists of a mixed-use community focus (Main Street) and a range of residential lot and building sizes.

### Community Focus

Main Street serves as a mixed-use area with a seamless commercial frontage of about 900 linear feet. Housing is located above many of the ground level retail shops, with offices above others. Brainerd Lake and Cranbury Brook lie just south of the mixed use area.



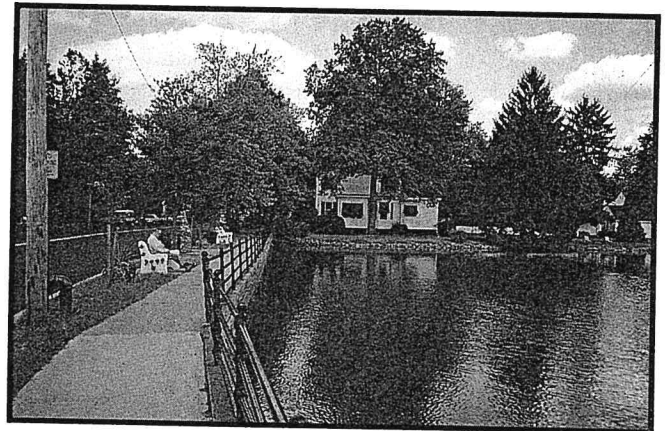
### Walking Distance

Most of the village is within 1,500 feet of the edge of the community focus. However, development along Main Street has extended beyond this distance in either direction. Portions of the original development south of the Brook extend beyond 1,500 feet of the core, but development beyond 2,500 feet tends to bear no relation to the village. There is an extensive sidewalk network that connects most residential units to the core and community facilities.



### Open Spaces

Cranbury has both internal and peripheral open spaces. A village park, adjacent to the Lake, the Brook, and the school site provides internal public space. There are two sizable cemeteries within the village. Much of the land around the village continues to be used for agriculture. Cranbury remains a distinct community defined by open space.

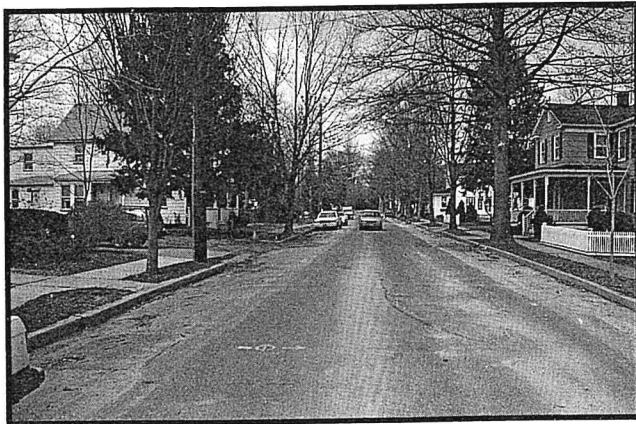


### Land Uses

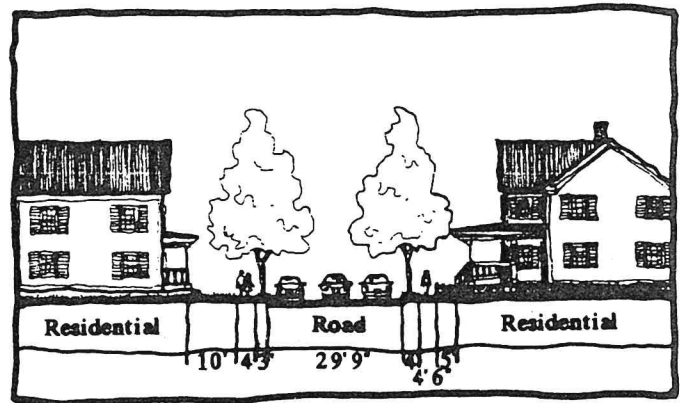
Cranbury is a residential village; the predominant land use is residential. Community uses (school, municipal building, and museum) are located in the center of the village behind a mixed-use area. They are accessed from Main Street. The post office is located on Main Street, along with most churches and commercial facilities. A commercial green house is the sole manufacturing industrial use within the village proper.



Typical street character with sections for a range of street types in Cranbury, New Jersey.



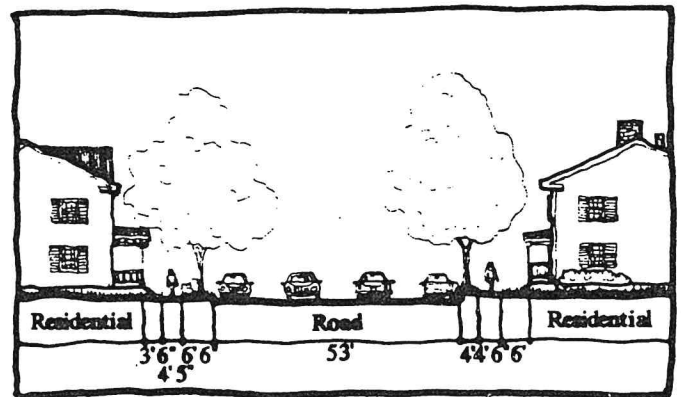
Section A - A',  
Maple Avenue  
Low ADT



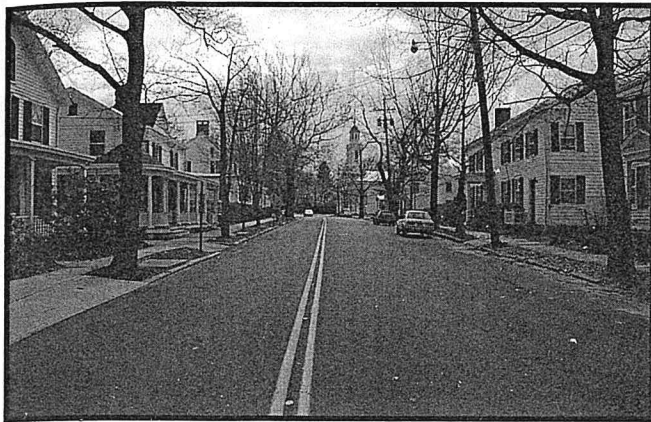
Section A - A'



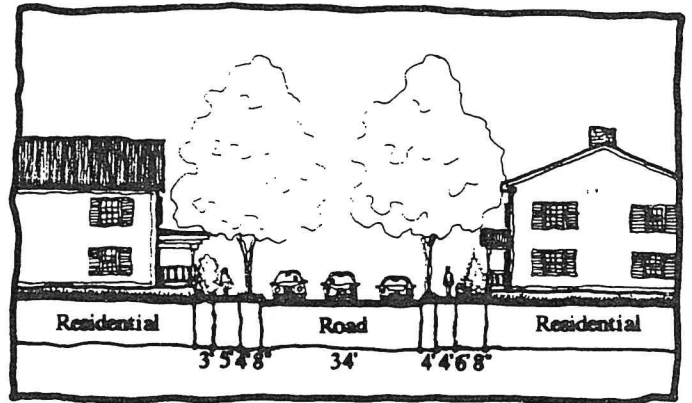
Section B - B',  
Main Street  
Moderate to High ADT with low speed.



Section B - B'



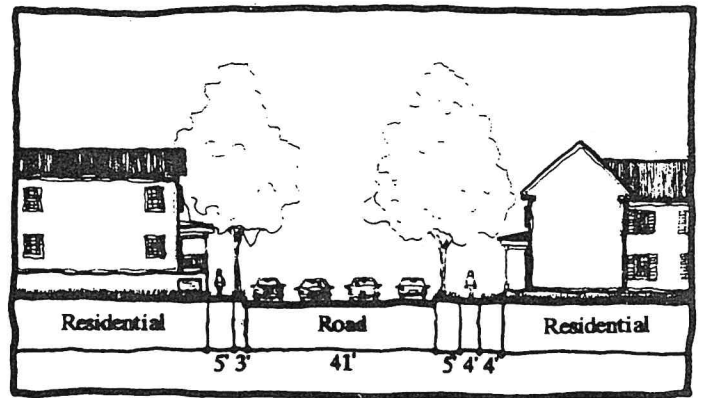
Section C - C,  
South Main Street



Section C - C



Section D - D',  
Park Place .  
Low ADT



Section D - D'



# CASE STUDY THREE

## Crosswicks, Burlington Co., NJ





## Crosswicks

### Location

Crosswicks is located in Chesterfield Township in Burlington County, New Jersey within a rural agricultural area. Several county regional roads intersect at the village. It is located close to the New Jersey Turnpike and State Highway 130, although access is not direct.

### Development History

Crosswicks was the site of a Lenni-Lenape Indian settlement called "Crossweeksung." In 1677 a group of Quakers settled along the creek near the Lenni-Lenape settlement. The Quakers built their first meeting house in Crosswicks in 1692. The village developed along the Assinpink Trail both where it crossed the creek and on the hill above the creek where the present village is located. Much of the initial development in Crosswicks occurred in the early 1700s with the Friends Meeting House, whose present structure was built in 1773, acting as the focal point of the community. The village became a way station containing an inn and tavern along the Trail. The original structures along the curving Main Street were built prior to 1750. A brick schoolhouse was erected next to the Meeting House in 1784. The primary commerce in Crosswicks was agricultural trade, and in the mid 19th century it contained wheelwrights, blacksmiths, and saw and flour mills (located below the village along the creek).

# Crosswicks



## VITAL STATISTICS

STUDY AREA:	160 Acres
OPEN:	105 Acres(65%)
DEVELOPED:	55 Acres
DU:	110
GROSS DENSITY:	0.7 DU/Acre
NET DENSITY:	2.9 TO 14.5 DU/Acre

## DESIGN CHARACTERISTICS

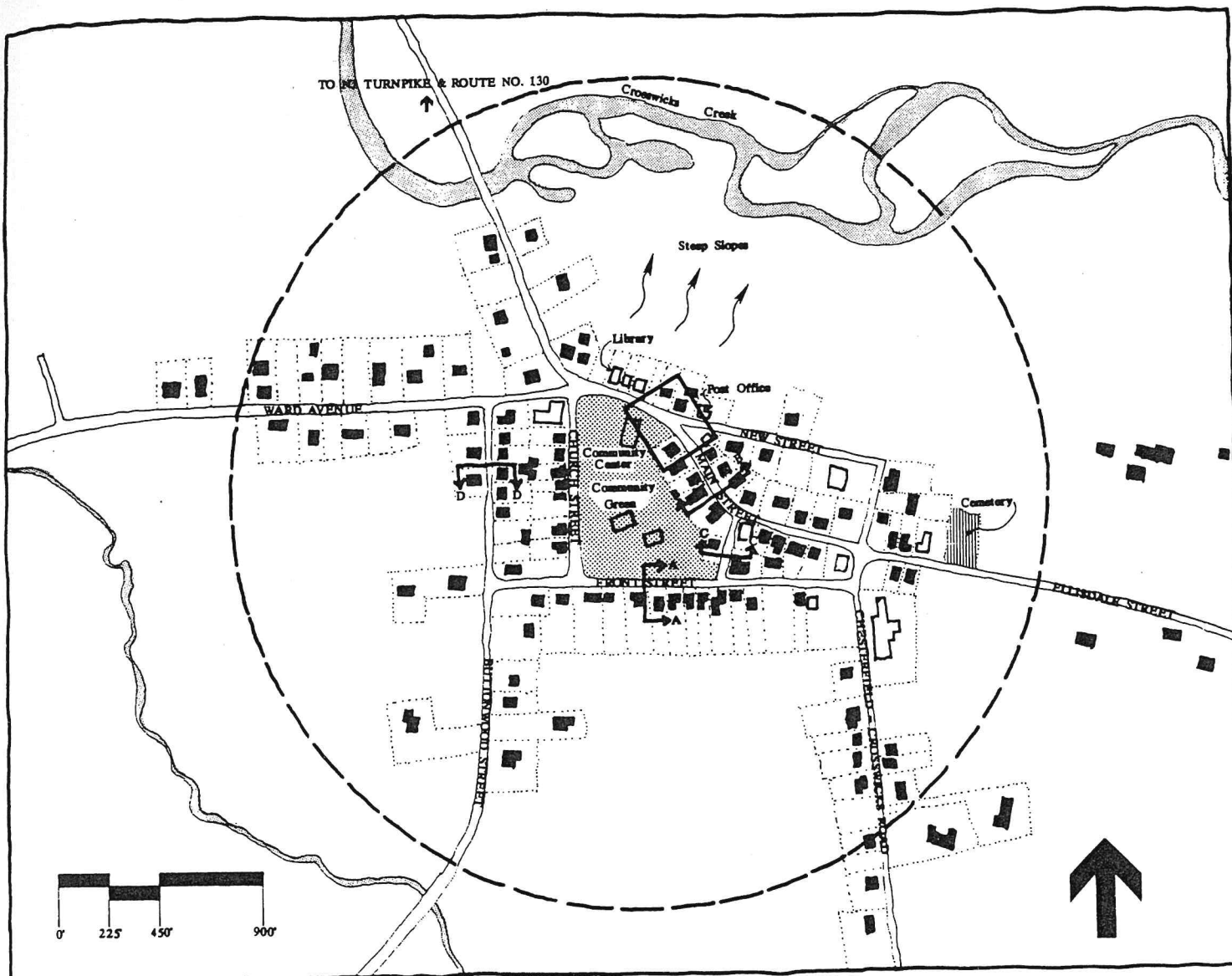
LOT SIZE:	3,000 - 15,000 Sq. Ft.
LOT WIDTH:	30 - 80 Ft.
LOT DEPTH:	75 - 235 Ft.
SETBACK:	8 - 40 Ft.
SIDEYARD:	5 - 15 Ft.
FOOTPRINT:	600 - 1,750 Sq. Ft.
BLDG. HEIGHT:	2 - 2 1/2 Stories
PARKING:	On-Street & Rearyard Garages

VITAL STATISTICS ARE APPROXIMATIONS







DESIGN CHARACTERISTICS INDICATE TYPICAL CONDITIONS IN STUDY AREA

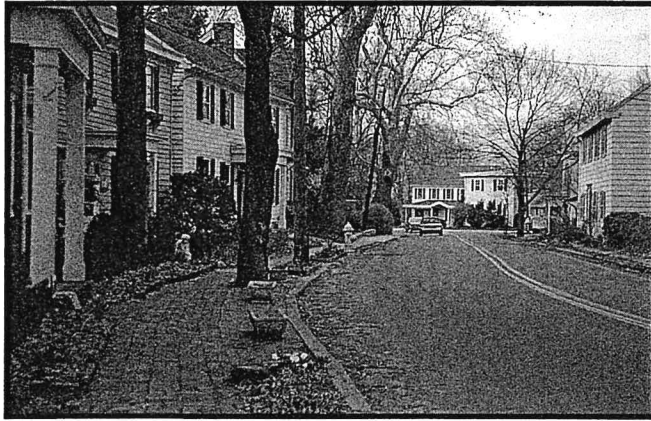
SETBACK IS MEASURED FROM CURB OR EDGE OF ROADWAY





**LEGEND**

- RESIDENTIAL 
- COMMERCIAL/PUBLIC 
- MIXED USE 
- STUDY AREA (1,500' FROM THE CORE) 
- INTERNAL OPEN SPACE 
- ILLUSTRATIVE STREET SECTIONS 



### Community Character

Crosswicks provides a sense of urbanity within a predominantly rural setting. Physically it is a very tight community. Streets are well defined by closely spaced houses set close to the street. A community green defines the center of the village; it is bounded by homes and community facilities such as the library and community center. The green also brings another dimension to this community, suggesting that it is tight-knit socially as well as physically. The neighborhood-like feel of the community is strong, with the community park serving as the focus.



### Design Elements

The social character of Crosswicks is evident in the architecture of the village. The importance of social interaction in the community is seen in the relationship of homes to the street. Many houses, particularly along Main street, are built within four feet of the sidewalk. Porches extend toward the public domain on houses with larger setbacks. A notable design element is the closely spaced row of single family houses along the bend in Main street. The placement of these structures defines the street at a critical location.

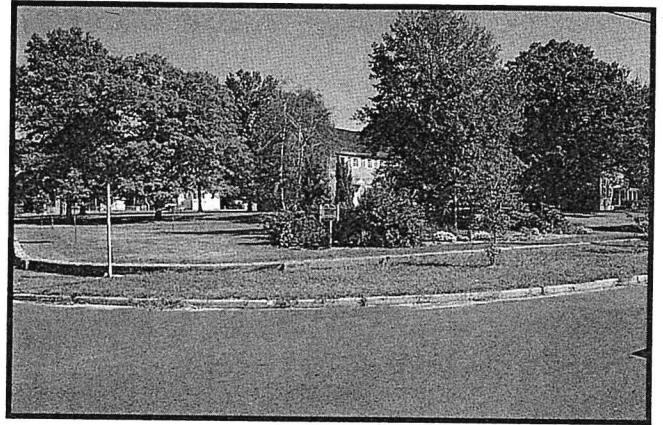


### Land Uses

Crosswicks is primarily residential, yet there are a small number of retail and a variety of community uses. The public library (located in the old firehouse), post office, and community center are located at the northern edge of the community green. Along Main Street there are two antique shops, a general store, and a restaurant with apartments on the second floor. There are also two day-care centers within the village, each located within residential areas at the village periphery.

### Community Focus

Crosswick's community center is not commercial in nature. Rather, it is composed mainly of community services and facilities. The community green provides the physical and social focus of the community. Retail and community facilities are located on the northern edge of the green along Main street. Within this 6.5 acre community park stands the historic Friends Meeting House.



### Walking Distances

The entire village of Crosswicks is within 1,500 feet of the community focus. Most of the village is, in fact, within 500 feet of the edge of the community park.



### Open Spaces

The land surrounding Crosswicks has for the most part remained undeveloped beyond agricultural uses. The most notable peripheral open space lies between the village and Crosswicks Creek to the north. This area is characterized by a steep slope, and the lack of development provides scenic vistas from the village. The community park is the major internal open space, and contains a playground and sports courts for active recreation. A cemetery is located adjacent to the eastern edge of the village.

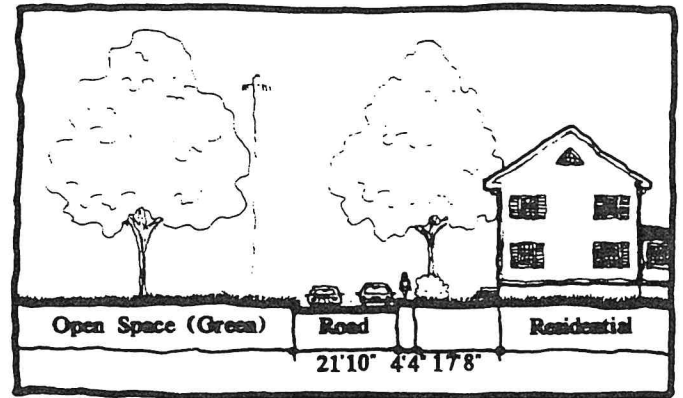




Typical street character with sections for a range of street types in Crosswick, New Jersey.



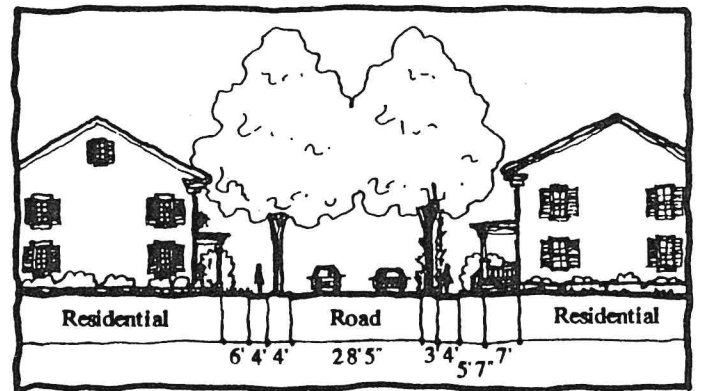
Section A - A',  
Front Street  
Low ADT



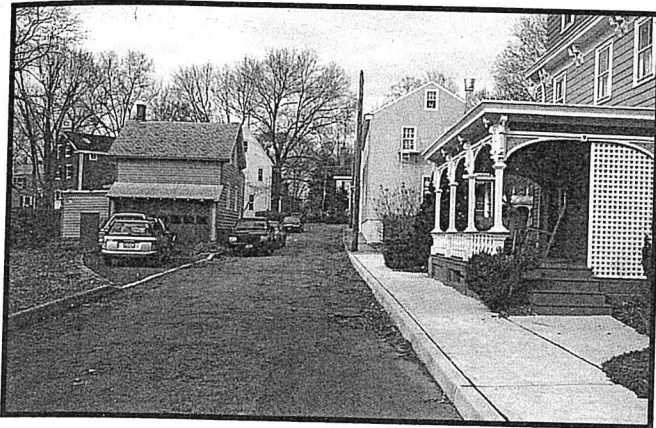
Section A - A'



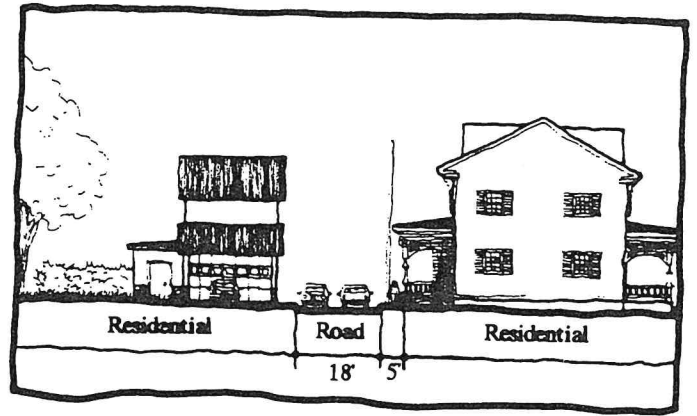
Section B - B',  
"Main Street"  
Moderate to High ADT with low speed for this character of street.



Section B - B'



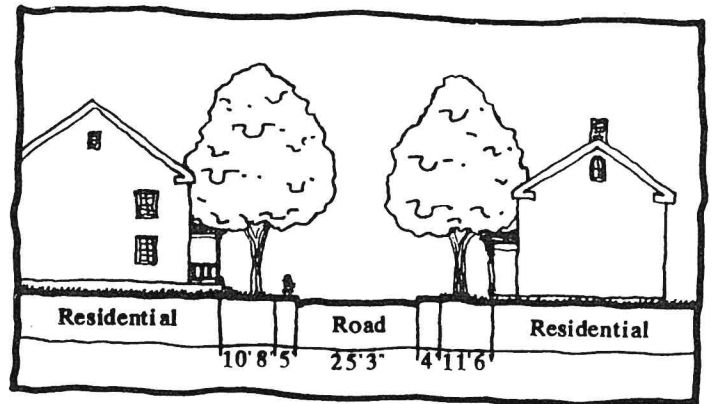
Section C - C  
Small Street connecting Front Street and the Main Street.



Section C - C



Section D - D',  
Button Wood Street



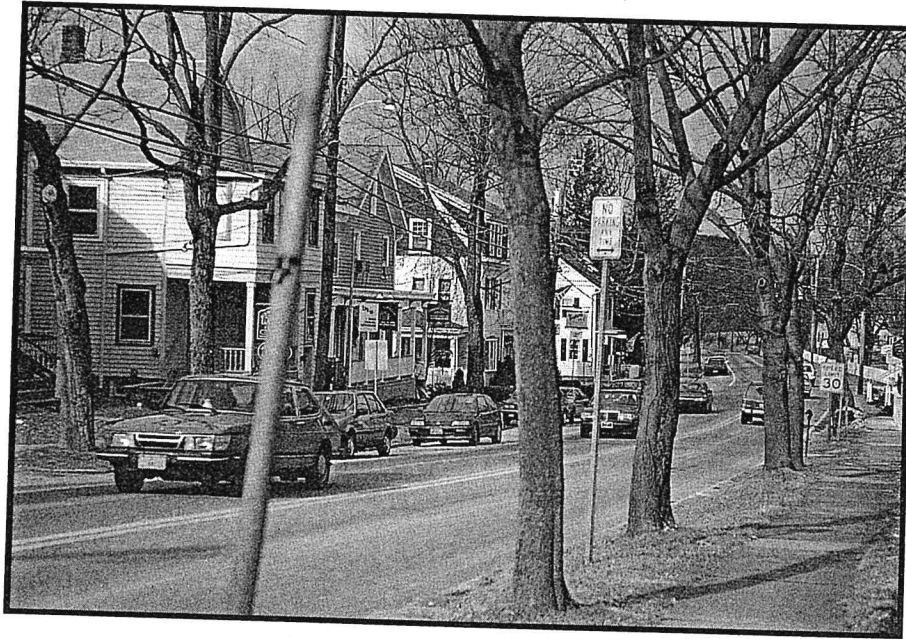
Section D - D'

## CASE STUDY FOUR

# Oldwick, Hunterton Co., NJ







## Oldwick

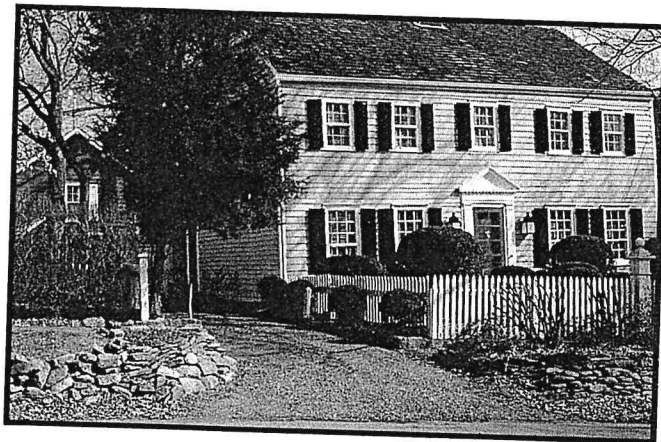
### Location

Oldwick is located in a relatively rural area of Tewksbury Township, Hunterdon County, NJ. The village is bisected by a fairly heavily traveled county road (Route 723) which provides access from nearby Interstate 78. The topography of the surrounding region is characterized by rolling to steep hills.

### Development History

Oldwick was first settled as New Germantown early in the 18th century, and town meeting records date back to 1735. Like many small settlements of the time, Oldwick prospered as a center for agricultural commerce. Most of the village's development occurred in the early 1800s. By the 1880s, Oldwick boasted 55 dwellings, two churches, an academy, four stores, and numerous services such as cobblers, tailors, blacksmiths, saddlers, a tannery and a cooper. The village itself has seen very little development in the 20th century, and its development pattern closely resembles that of the late 19th century.

# Oldwick



## VITAL STATISTICS

STUDY AREA:	230 Acres
OPEN:	175 Acres(76%)
DEVELOPED:	55 Acres
DU:	60
GROSS DENSITY:	0.3 DU/Acre
NET DENSITY:	2.9 TO 8.7 DU/Acre

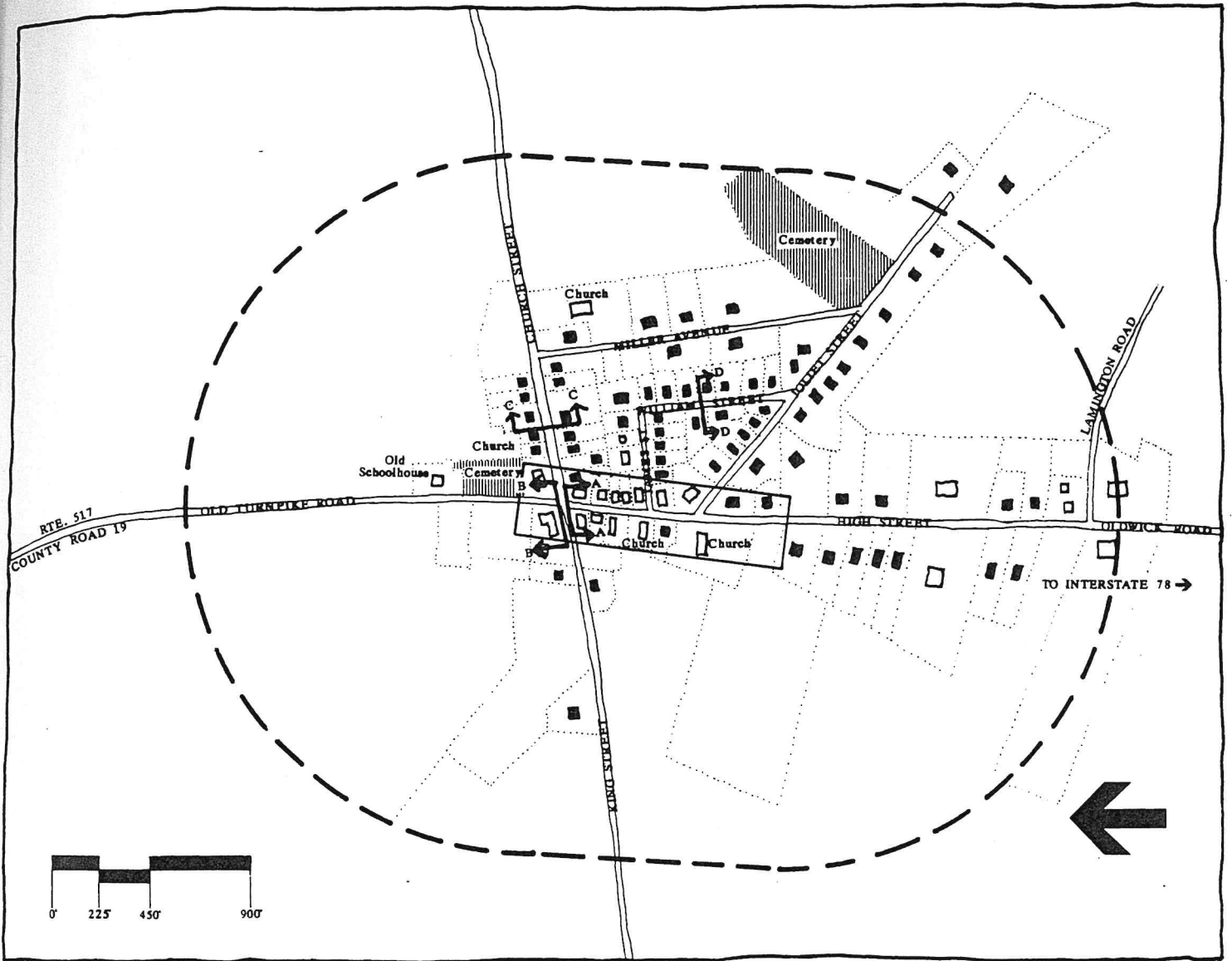
## DESIGN CHARACTERISTICS

LOT SIZE:	5,000 - 15,000 Sq. Ft.
LOT WIDTH:	40 - 80 Ft.
LOT DEPTH:	135 - 200 Ft.
SETBACK:	6 - 24 Ft.
SIDEYARD:	5 - 20 Ft.
FOOTPRINT:	600 - 1,200 Sq. Ft.
BLDG. HEIGHT:	2 1/2 - 3 Stories
PARKING:	On Street & Rear yard Garages/Lots






VITAL STATISTICS ARE APPROXIMATIONS

DESIGN CHARACTERISTICS INDICATE TYPICAL CONDITIONS IN STUDY AREA

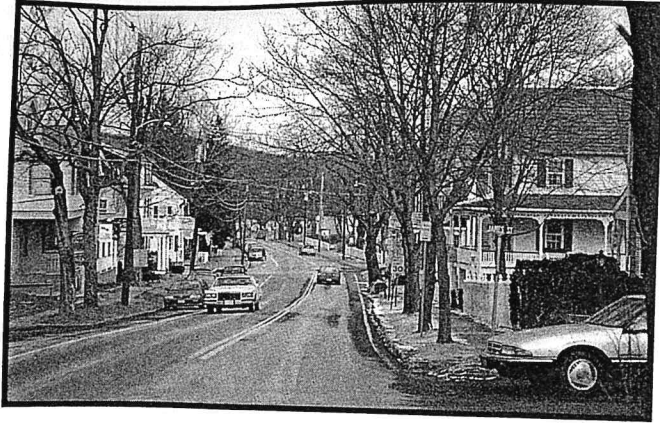
SETBACK IS MEASURED FROM CURB OR EDGE OF ROADWAY



### LEGEND

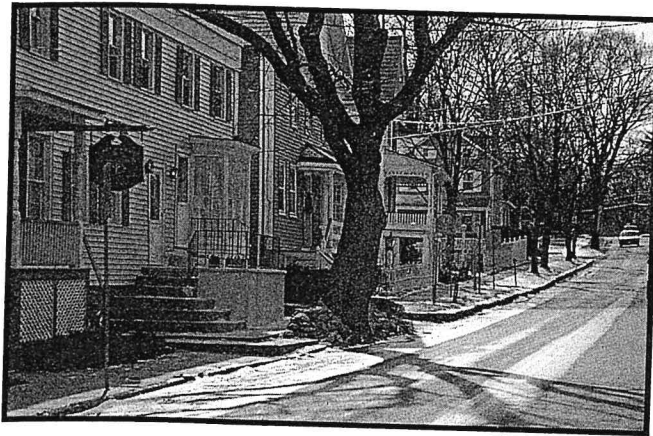
- RESIDENTIAL 
- COMMERCIAL/PUBLIC 
- MIXED USE CORE 
- STUDY AREA - 1,500 ft. FROM THE CORE 
- ILLUSTRATIVE STREET SECTION 





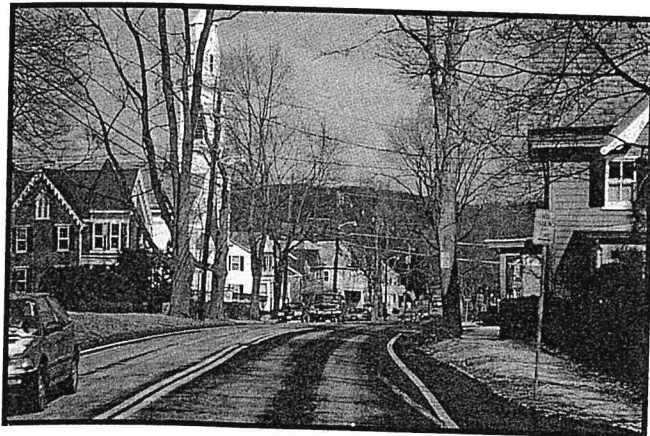
### Community Character

Oldwick is a mixed use village. This character of the village is largely defined by the area along High Street, the main thoroughfare in the village which leads to Interstate 78 and to other communities in the Township. The commercial activity along High Street gives Oldwick a rich vitality for a relatively small village. The residential areas of the village, outside the central core, are almost rural in character.



### Design Elements

The most notable design element in Oldwick is the placement of buildings in relation to the street. Throughout the residential areas of the village, buildings are set back 15 to 20 feet from the road edge. Although houses in some areas are spaced quite far apart, the placement of buildings close to the street maintains a pleasant streetscape. At the center of the village, buildings are not only placed closer to the street, about six feet from the curb, but they are much more closely spaced. Lot sizes, and thus the space between structures, increases with distance from the center of Oldwick. Lots at the periphery of the village are quite large, and the community blends with the surrounding agricultural land.

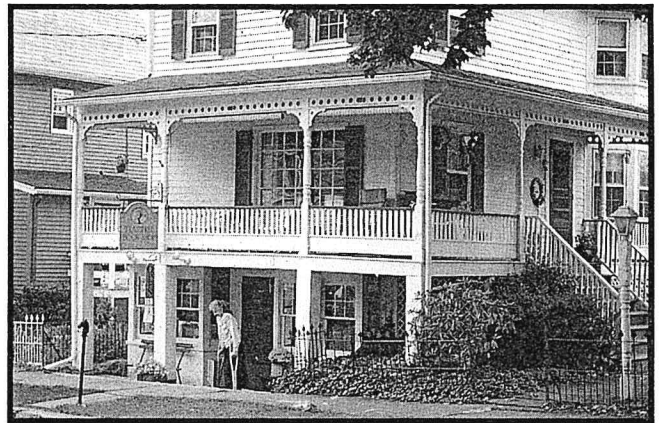


### Community Focus

The center of community life in Oldwick lies along High Street, particularly at its intersection with Church Street. Most commercial activity in the village is focused at, or near, this crossroads. A church, general store/deli, restaurant (former inn), several stores, and professional services are located within the community focus. Oldwick continues to serve as the center of activity for the surrounding area much as it did when the village was a center of agricultural commerce in the past. The population of the village alone cannot support the level of economic activity in Oldwick, but it functions as a center for the region.

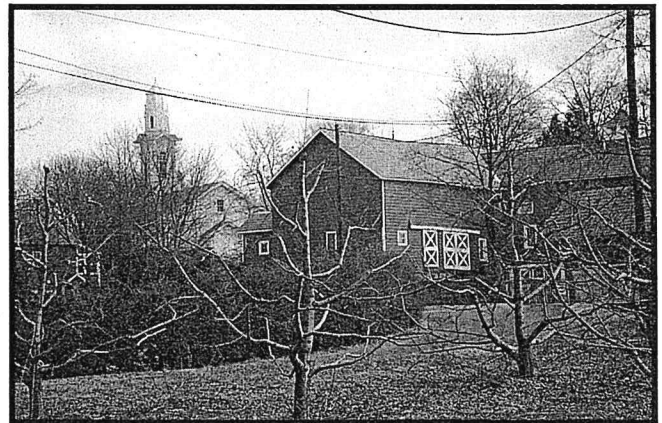
### Walking Distances

All residents of the village of Oldwick are well within 1,500 feet of the community focus. A network of sidewalks parallels the main roads, those with higher ADTs. The buildings along these roads are located close to each other with narrow front yards. As roads decrease in ADT the buildings are spaced farther apart, the sidewalks disappear, and people walk on the road surface.

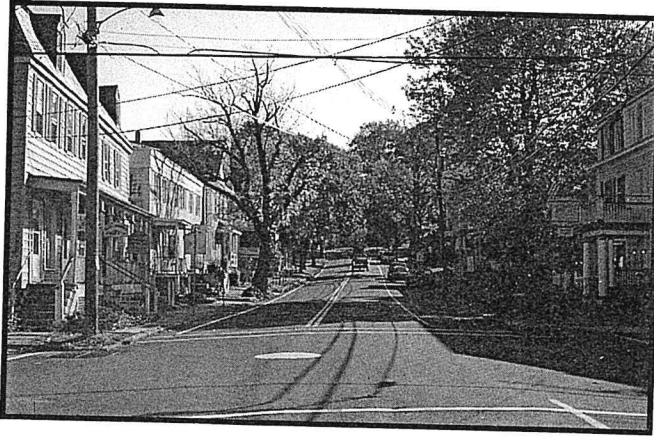


### Open Spaces

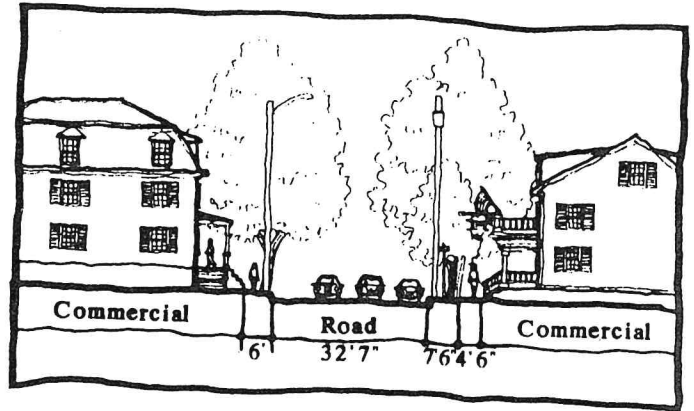
Oldwick's boundaries are well defined by peripheral open space. Most of the surrounding land is used for agricultural purposes or contains residences in former farmhouses on very large lots. There are two cemeteries in the village, one of which is located within the community focus. This cemetery, in conjunction with the yard of the former schoolhouse, creates internal open space. The other cemetery is located at the edge of the village, and functions as peripheral open space.



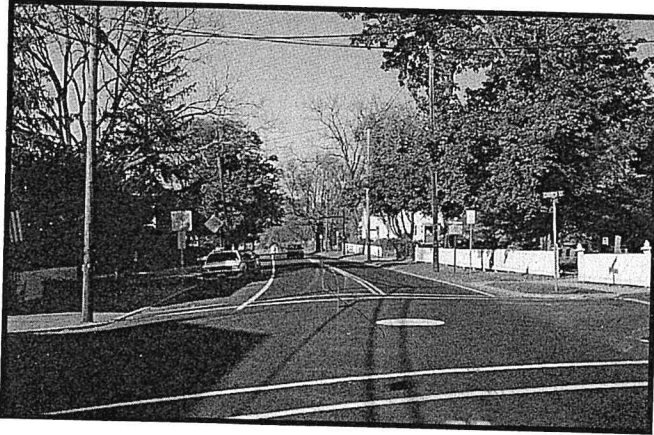
Typical street character with sections for a range of street types in Oldwick, New Jersey.



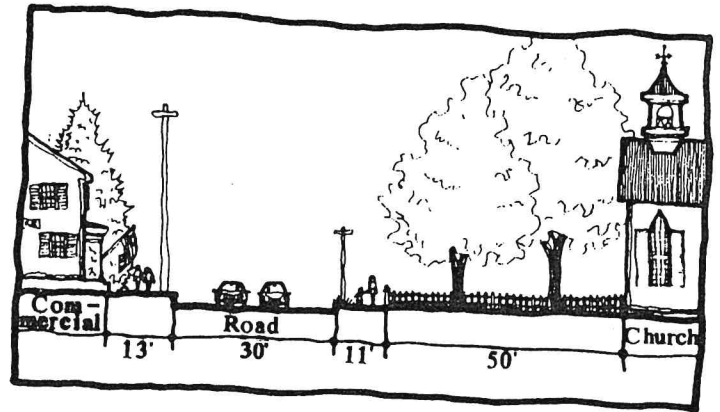
Section A - A',  
Old Turnpike Road at Church Street, the Main Street of Oldwick.  
Very high peak hour traffic, speed limit is too high.



Section A - A'



Section B - B',  
Old Turnpike Road at Church Street.

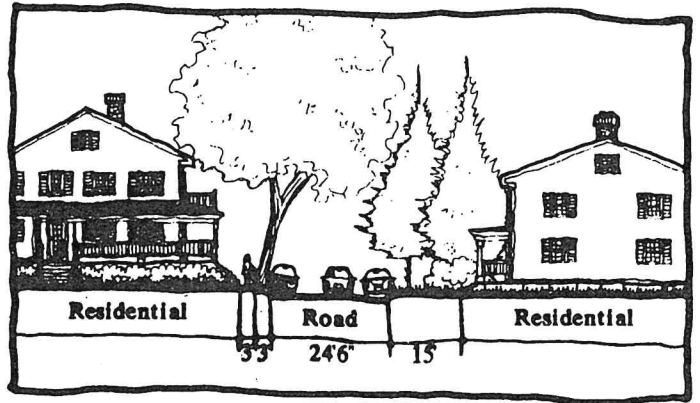


Section B - B'

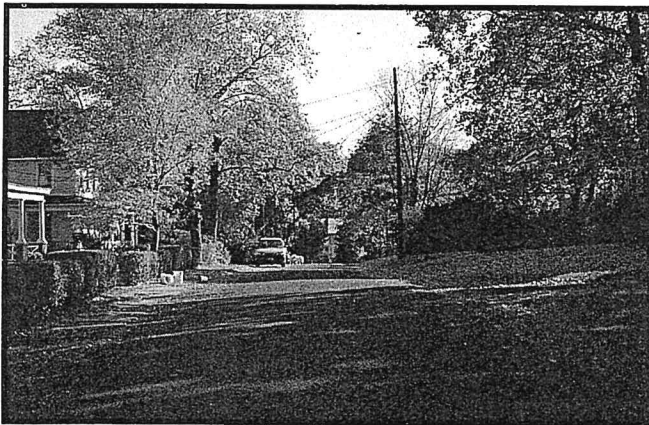




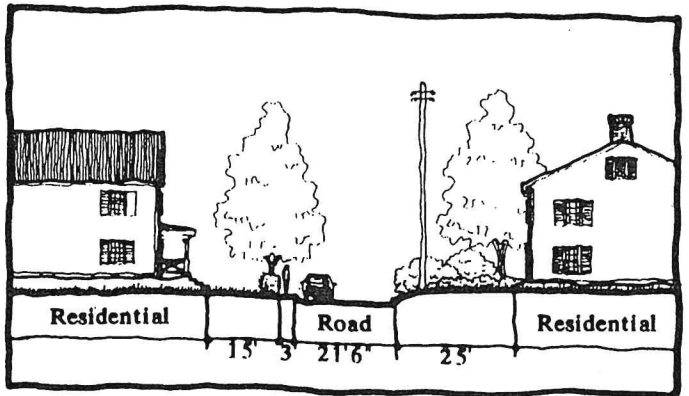
Section C - C  
Church Street, moderate to low ADT



Section C - C



Section D - D',  
Willcom Street.  
Very low ADT  
Residents can safely walk on the edge of the road.



Section D - D'

# S U M M A R Y

These case studies illustrate the design elements of several historic settlements that are both functional and economically viable today. They are important because they demonstrate that traditional design can be adapted to accommodate the changing needs of the community, while also pointing out which elements are important to the experience of place. The traditional elements which may have been used for very different reasons in the past are what make these villages successful, thriving small communities. It is my belief that by understanding and studying these visual and spatial characteristics, we understand those principles that are fundamental and must be incorporated in order to achieve the human scale and sense of place at all levels of small community. Once we understand these, it is possible to apply them to new, and larger places. If one does not understand planning and nurturing the social fabric at this basic level it will never be understood on a large scale, the neighborhood in a town or the urban village.

For the most part, the characteristics of the previous case studies match the elements of the small communities definition found in the Introduction. These communities are compact. They have streets which often accommodate curbside parking, yet are not over designed. Community facilities are often a part of the community focus, and open spaces are found both internally and externally. They all display a variety of building and lot sizes and contain a core that accommodates a mix of uses. All of these design features contribute to and underscore the individual sense of community.

Despite the many factors encouraging urban sprawl, a few communities have managed to escape these pernicious forces. In turning to them we are reminded not only of what life was like before the sprawl, but we can discover those elements that make it possible and desirable to revise our current practices. When we do so, we discover design elements and attributes that markedly contribute to the quality of life in these highly desirable and much admired communities. In them, inhabitants have staunchly fought against contemporary ideas of progress in order to preserve the community as the inhabitants want it to be, and as they see it. I believe that this dedication to historic development patterns should be an inspiration to all planners. We must carefully consider the design principles so prevalent in these communities and learn to apply them, learn to use them to restructure our thinking about design, planning, and zoning. I believe that these general design principles must be incorporated into our current and future design and planning processes if our labors are to succeed in creating and building truly livable communities. In doing so, I do not assume that we duplicate these places, but rather that we learn from the patterns and principles inherent in their forms and patterns. Planners can do a better job of designing new or retrofit places than current practice suggests.

These traditional villages are very important to future generations to see and experience. It is critical that those places be protected to preserve the streetscape and building fabric. Roads should not be widened, the building vernacular must be respected.

I have used many of these traditional places, which have received positive evaluations in the VPST<sup>TM</sup>, to illustrate many principles of good design and balanced planning. Many lay planners are concerned that these are old places and therefore cannot be recreated. I agree that the patina cannot be recreated, but certainly these places contain specific scales, proportions, densities, street scape standards, and design vocabularies which can be used and interpreted in new materials and building techniques. They contain a balance of residential to non-residential and uses which should be required in all communities.

New small communities designed with these inherent principles can be charming, interesting, affordable, and sustainable in their early stages and will mature to achieve greater value, worth, and status.

### SUMMARY CHART OF DESIGN FEATURES

APPROXIMATIONS BASED ON AVAILABLE DATA AND FIELD INSPECTION

	Califon	Cranbury	Crosswicks	Oldwick
Study Area	162 acres	230 acres	160 acres	230 acres
Open space	77 acres (48%)	110 acres (48%)	105 acres (65%)	175 acres (76%)
Developed	85 acres	120 acres	55 acres	55 acres
Dwelling units	156	265	110	60
Gross density	1.0 du/acre	1.2 du/acre	0.7 du/acre	0.3 du/acre
Net Density	4.2-8.7 du/acre	1.7-11.6 du/acre	2.9 - 14.5 du/acre	2.9 to 8.7 du/acre
Lot size	5,000-10,500 sq ft.	4,500-16,00 sq ft.	3000-15,000 sq ft.	5000-15,000 sq ft.
Width	30-70 ft.	30-100 ft.	30-80 ft.	40-80 ft.
Depth	90-225 ft.	125-250 ft.	75-235 ft.	135-200 ft.
Setback	12-20 ft.	12-25 ft.	8-40 ft.	6-24 ft.
Sidyard	5-20 ft.	0-15 ft.	5-15 ft.	5-20 ft.
Footprint	800-1500 sq ft.	800-1500 sq ft.	6000-1750 sq ft.	600-1200 sq ft.
Building Height (stories)	2-2 1/2	2-3	2-2 1/2	2 1/2-3
Parking	on-street rear yard	on-street rear yard	on-street rear yard	on-street rear yard
Pavement Width	22' - 26'	29' - 53'	18' - 25'	21' - 32'



## PROCESS STEP III CREATING A COMMON VISION

*It is impossible to think without a mental picture. Aristotle*

*Where there is no vision, the people shall perish. Proverbs*



Workshop participants starting to design a small community in a Hands-On Model Workshop.