The Neighborhood Unit Concept(1)
by Clarence A. Perry

- Clarence A. Perry (1929) was one of the first to give some consideration to the physical form of the neighborhood unit.
- Suggests that the maximum radius for walking distance from the home to the community center should be only 1/4 mile (400m).
- Shopping areas are situated at intersecting traffic streets on the outside corners rather than at the center of the unit.
The Neighborhood Unit Concept(2) by Clarence Stein

- The elementary school is the center of the unit and within a one-half mile radius of all residents in the neighborhood.
- A small shopping center for daily needs is located near the school.
- Most residential streets are suggested as cul-de-sac or "dead-end" roads to eliminate through traffic, and park space flows through the neighborhood in a manner reminiscent of the Radburn plan.
• Diagram shows the grouping of 3 neighborhood units served by a high school and one or two major commercial centers, the radius for walking distance to these facilities being one mile.
The Neighborhood Unit Concept (3)
Radburn City, New Jersey

• “The town of the motor age.”
• The cul-de-sac (dead-end) residential streets are service roads rather than traffic ways,
• The house being reversed so that the living rooms face on the rear gardens with pedestrian paths leading to the continuous park space.
• ‘A separated dual system of circulation’.
The Neighborhood Unit Concept (4)
Hierarchy of Neighborhood-Village-Town

- Model is used in the design of the new town of Columbia, Maryland (1967).
  -a. Housing cluster
  -b. Neighborhood
  -c. Village
  -d. Town
  form a nested system of spatial communities.
- The sizes are determined by the nature and size of commercial areas and community facilities (particularly schools) in the case of Columbia.
Neighborhood center
consists of a: kindergarten through elementary school supplemented by a day-care center, small store, multipurpose meeting room, park and playgrounds, and serves particularly the most place-bound residents: mothers and young children.

Village center
contains a high school, a cluster of local shopping establishments, community service facilities and institutions, and recreation facilities to provide the basic goods and services to support households in a trade area population of 10-15,000.

Pedestrian and bicycle, automobile, and bus circulation networks link the parts of the community.
The Neighborhood Unit Concept (5)
Transit-Oriented Development (TOD)

- “Pedestrian pocket” or ‘transit-oriented development’ (1990) is a cluster of housing, retail space and offices within a 400m of a transit station.
- Contains a mix of 2 to 3-story apartments, a mixed-use "main street“, day-care facilities, open space, regional shopping mall, office-homes employment areas and a transit station.
- The idea is to change the isolated land use components of a suburban environment.
• A TOD ranges from 20-40 ha in size, smaller than a new town but more heterogeneous and larger than many planned unit developments (PUDs).
• It contains about 2000 dwellings and about 9 ha of commercial and employment activities.
• It is meant to be home to a mix of income groups and household types: young singles, married couples, families with children, and the elderly.
• Include a light rail station; office space; neighborhood shopping; 1000 parking places; 400 units of townhouses/duplexes; 50 single-family detached dwellings; 150 units of elderly living facilities; house, town hall type meeting space, post office, library, churches; and parks and recreation facilities.
• the upper figure suggests how a hierarchy of TODs might be organized around a public transportation system.
(Sacramento, California 1990)
The Neighborhood Unit Concept(6) Suburban Neighborhood Model

- Model consists of low-density homogeneous neighborhoods comprised of single-family dwellings, lawns, garages and carports, curving streets, and culs-de-sac.
- Schools, office parks, shopping centers, and recreation areas are located within convenient distance for commuting by automobile.
- This model promotes mobility through the use of automobiles; thus it incorporates garages and driveways into residential layouts and generous off-street parking at shopping, employment, and other destinations.
- In Turkey, Kemerburgaz, Zekeriyaköy and Beykoz residential areas are examples of Suburban Neighborhood Model.
Residential Settlements in Turkey

BAHÇELİEVLER. ANKARA (1936)
Hermann Jansen
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Res. 6 Türkiye'de konut üretimi ve kooperatiflerin payı (İstatistik Yıllıkları; inşaat ruhsatlarına göre).

Fig. 6 Housing production and the share of cooperatives in Turkey (Statistics Annuals: based on building permits).
Fig 4. The urban fabric of apartment blocks in Ankara.
Res.5 Ankara, Batıkent kooperatif yerleşmesi (Foto: G. Çizgen).
Fig.5 Batıkent cooperative settlement, Ankara (Photo: G. Çizgen).
Zekeriyaköy. In Turkey Kemerburgaz, Zekeriyaköy and Beykoz residential areas are examples of Suburban Neighborhood Model.
CASABA.
Dudullu

- Criticized for creating auto-dependency, and isolating children, the elderly, and others who cannot drive or cannot afford a car and example of consumerism.
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