

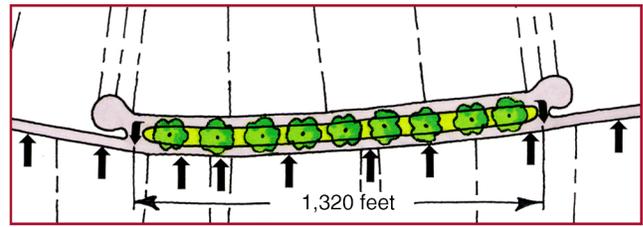
PREVENTING STRIP SUBDIVISIONS

Build new housing in the countryside off side roads or shared drives, screened from the public view, rather than lining rural roads with house lots or commercial uses.

Just a few new houses along an existing public road, subdividing less than five percent of the surrounding land, can block the views of 100 percent of the open landscape. Unfortunately, the cheapest way to develop is to take advantage of the public road system to provide direct access to newly cut-off parcels. Small subdivisions, usually less than ten lots at a time, are lining the roads with individual lots, each with a separate driveway spaced 100 feet or so apart. As a result, vast amounts of fields, forests and open land in Dutchess County are being hidden behind back yards.

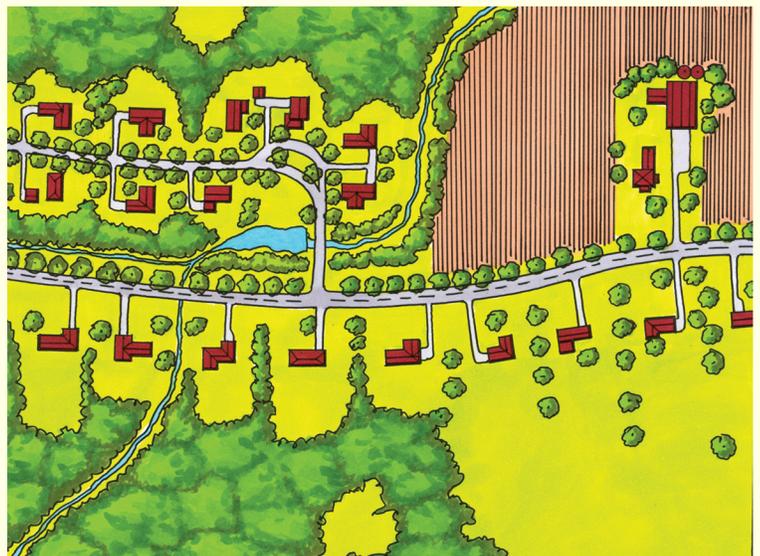
Similar to strip commercial development, strip residential subdivisions not only block views from the public roads, the rows of separate driveways create multiple conflict points for the flow of through traffic.

This piecemeal pattern of development is all too quickly stealing our rural heritage, destroying the scenic character of the road system, and making the roads less safe. Towns should encourage alternative patterns for minor subdivisions that gradually create a connected interior street system, or at the very least promote shared drives with provisions for possible future connections.



Ten residential parcels in the Town of Washington share a frontage road, providing a landscaped buffer and a safer, quieter street for the home owners, compared to multiple lots with potential driveways across the state highway.

Subdivisions should be designed to settle back into the countryside.



Conservation development off a side road system (top) preserves open space and farmland views and provides substantial green setbacks, rather than the same number of house lots facing the frontage (bottom).