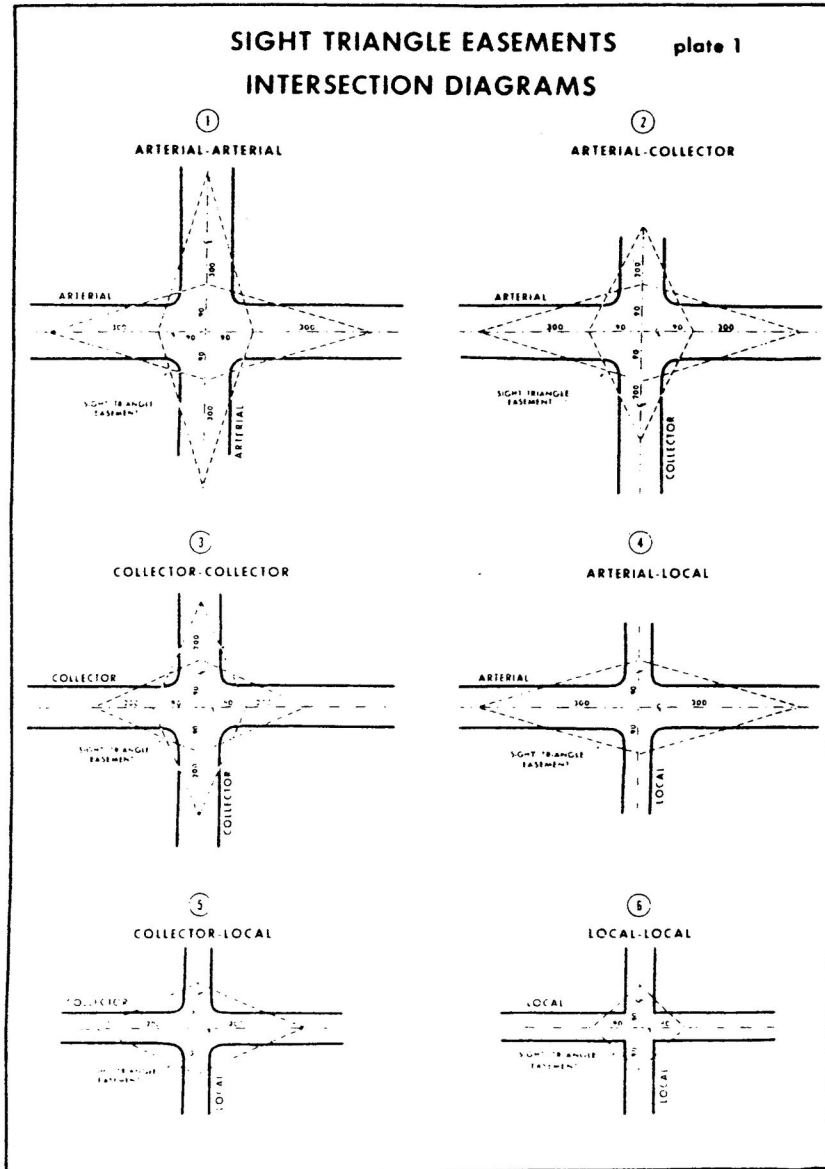


# LAND DEVELOPMENT

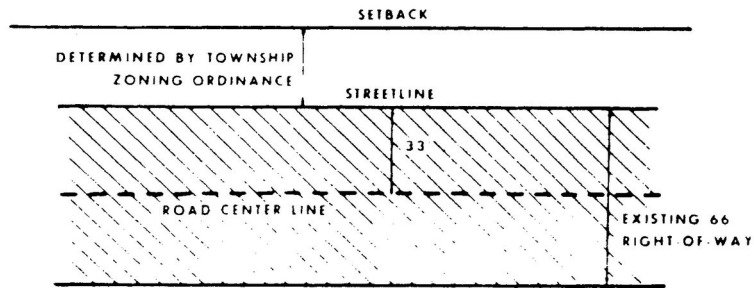




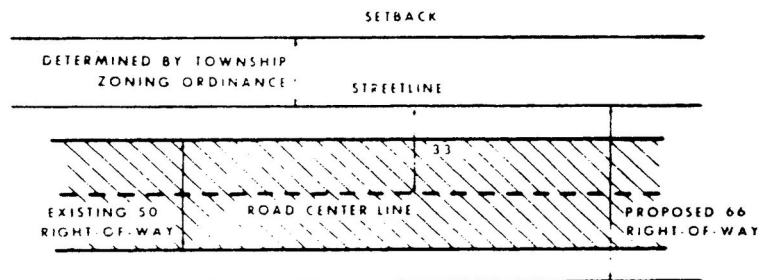
LAND DEVELOPMENT

plate 2

DETERMINATION OF STREETLINE  
AND BUILDING SETBACK LINE



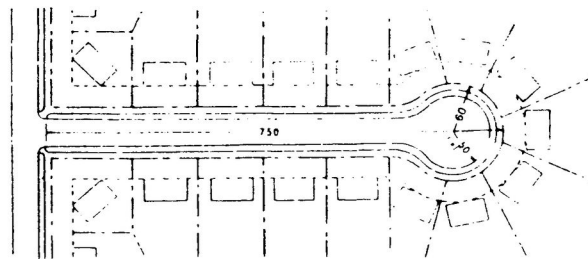
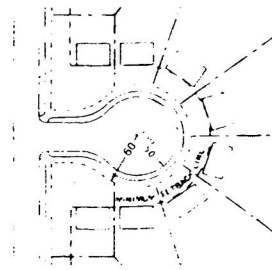
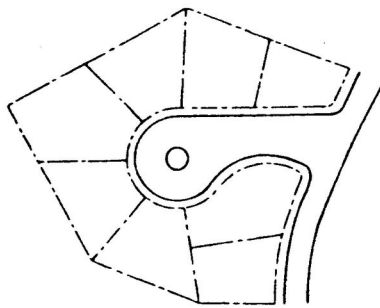
SITUATION IN WHICH EXISTING ROAD RIGHT-OF-WAY  
WIDTH COINCIDES WITH PROPOSED RIGHT-OF-WAY WIDTH



SITUATION IN WHICH ROAD IS LESS THAN  
WIDTH PROPOSED IN TOWNSHIP MASTER PLAN



VARIATIONS OF CUL-DE-SAC DESIGNS

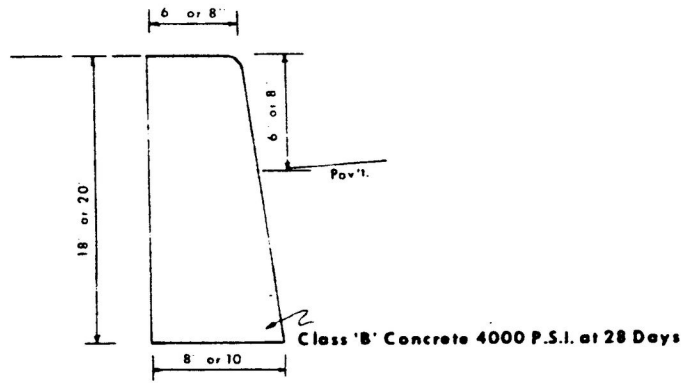




LAND DEVELOPMENT

plate 4

CONSTRUCTION DETAILS



CURB DETAIL

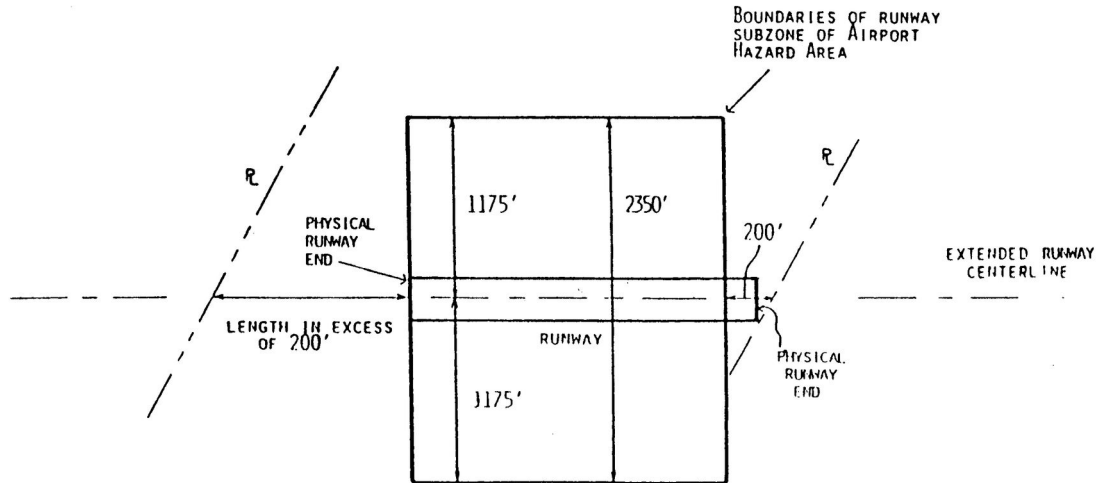
Scale 1 1/2" = 1'-0"



# LAND DEVELOPMENT

**FIGURE 5**  
**(§ 400-27)**

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE



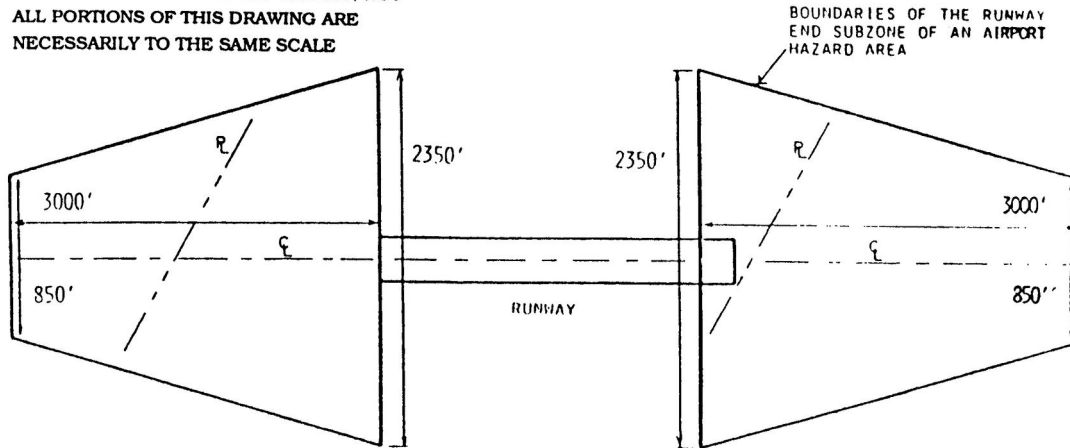
**GRAPHIC DEPICTION OF THE GENERAL CONSTRUCTION OF THE RUNWAY SUBZONE OF AN AIRPORT HAZARD AREA**



LAND DEVELOPMENT

FIGURE 6  
(§ 400-27)

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE

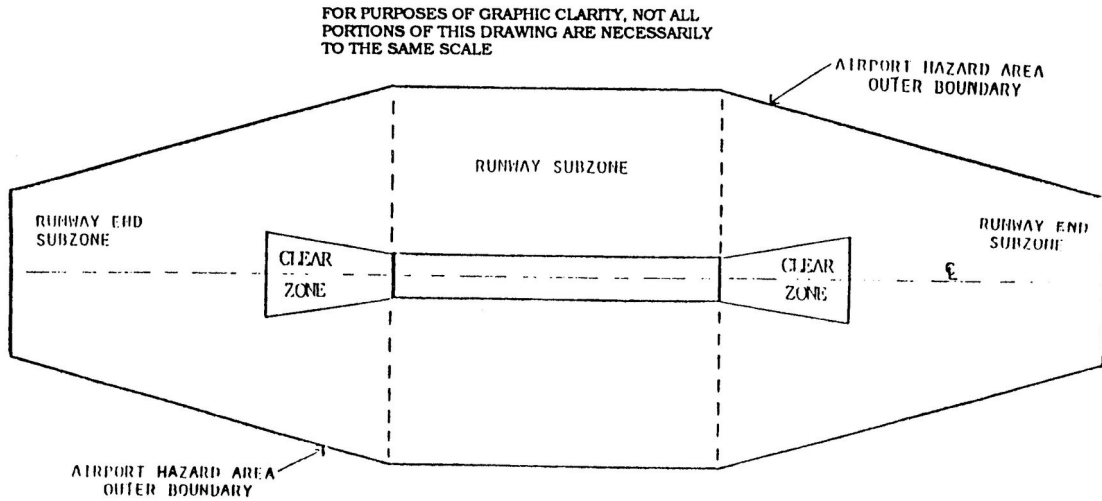


GRAPHIC DEPICTION OF THE GENERAL CONSTRUCTION OF THE RUNWAY SUBZONE (S) OF AN AIRPORT HAZARD AREA



# LAND DEVELOPMENT

**FIGURE 7**  
**(§ 400-27)**



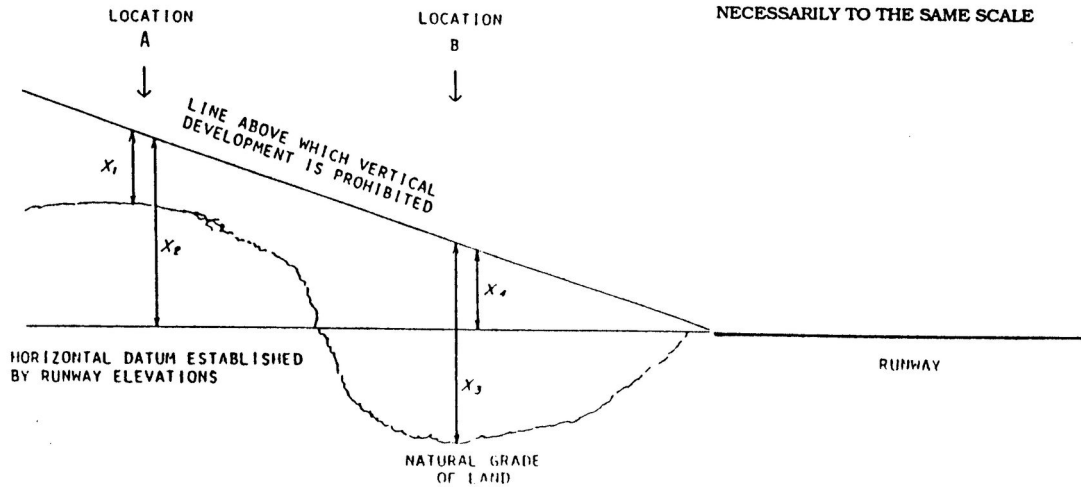
**GRAPHIC DEPICTION OF THE CLEAR ZONE**  
**DIMENSION:    INNER WIDTH 250 FEET**  
**OUTER WIDTH 450 FEET**  
**LENGTH 1000 FEET**



# LAND DEVELOPMENT

**FIGURE 8**  
**(§ 400-27)**

FOR PURPOSES OF GRAPHIC CLARITY, NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE



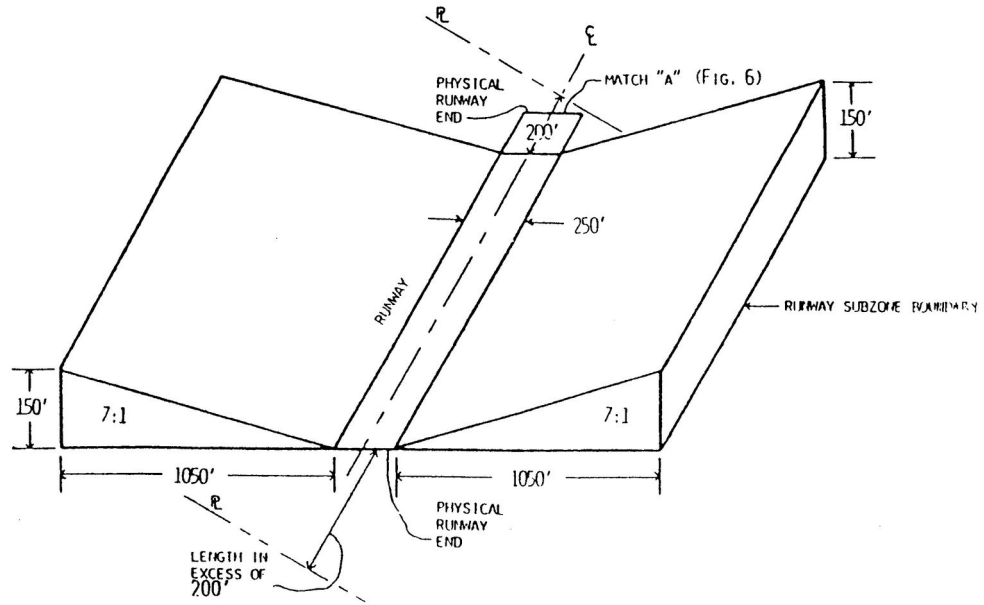
THE MINIMUM OBSTRUCTION ORDINANCE STANDARDS RELATE DIRECTLY TO THE HORIZONTAL DATUM ESTABLISHED BY RUNWAY ELEVATIONS AND NOT THE HEIGHT ABOVE THE NATURAL GRADE OF THE LAND. FOR EXAMPLE, AT LOCATION A AN ORDINANCE MAY REFERENCE A HEIGHT RESTRICTION  $X_2$  FEET, BUT AT THAT LOCATION THE DEVELOPABLE HEIGHT RESTRICTION ABOVE THE NATURAL GRADE OF THE LAND IS ACTUALLY  $X_1$  FEET. AT LOCATION B THE ORDINANCE HEIGHT RESTRICTION MAY BE  $X_4$  FEET BUT THE DEVELOPABLE HEIGHT RESTRICTION MAY BE  $X_3$  FEET.



LAND DEVELOPMENT

FIGURE 9  
(§ 400-27)  
VERTICAL AND HORIZONTAL PLANES OF RUNWAY  
SUBZONE OF AIRPORT HAZARD AREA

FOR PURPOSES OF GRAPHIC CLARITY, NOT  
ALL PORTIONS OF THIS DRAWING ARE  
NECESSARILY TO THE SAME SCALE









LAND DEVELOPMENT

AIRPORT HAZARD AREA  
(§ 400-27)

