

# DEVELOPMENT OF A SYSTEM OF MAJOR STREETS FOR EVANSVILLE

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INDIANA



Plans for the Development  
of a  
**System of Major Streets**  
Evansville, Indiana

Issued by  
**THE CITY PLAN COMMISSION**  
1925

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# Contents

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	Page.
Personnel.....	3
Foreword.....	5
Plate 1. Evansville and its Relation to Middle West.....	7
Plate 2. Population Curve.....	9
Plate 3. Growth of City in Area.....	11
Plate 4. Undeveloped Areas.....	13
Plate 5. Existing Street Jogs and Dead Ends.....	15
Plate 6. Existing Street Widths.....	17
Plate 7. Diagram of Major Streets.....	19
Plate 8. Major Street Plan.....	21
Plate 9. Regional Major Street Plan.....	23
Plate 10. Subdivision of Land.....	25
Plate 11. Street Cross Sections.....	27
Plate 12. Boulevard Cross Sections.....	29
Plate 13. Street Design.....	31
Plate 14. Traffic Flow and Parking.....	33
Plate 15. Existing House Numbering System.....	35
Plate 16. Proposed Numbering System and Street Name Changes.....	37
Appendix A—Tabulation of Major Streets.....	38
Appendix B—Subdivision Rules.....	49
Appendix C—Suggested Street Name Changes.....	54
Appendix D—Synopsis of City Planning Law.....	56

# Foreword

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The City Plan Commission of Evansville has been created by authority of the State of Indiana. The legislature passed a City Planning act in 1921. It realized the need of encouraging Indiana cities to devote more thought to the broad problems of growth.

It will be seen from an examination of this law, which is summarized in the appendix, that the primary duty of the City Plan Commission is to anticipate the future expansion of Evansville, to plan a larger, better city. It cannot directly involve the city in additional expense, cannot issue bonds, cannot raise taxes. It can only act as an impartial investigator of the effect of the physical structure of the city upon the health, comfort, and well-being of its citizens. It can only advise and recommend and urge the officials elected by the people themselves to make timely improvements, to do, a bit ahead of time, what a mounting population will eventually require them to do, according to orderly, economical plans. The experience of individuals teaches that there is nothing extravagant or wasteful in a proper exercise of foresight; if plans for a home, a factory or a store, mean economy, an investment in plans for the entire city is unquestionably sound.

Plans are of no value, however, if they are not carried out. A city plan, to be worth what it costs, must be followed. Its promises of benefit and advantage should be made so obvious and clear that a demand will be heard for its execution. This implies a full publication of all plans, recommendations and proposals. The City Plan Commission, recognizing the wide interest in its work, offers this first city planning study relating to Major Streets. The Commission is confident that the future growth of Evansville warrants the development of a complete system of heavy traffic thoroughfares such as is herein proposed.

As time permits the completion of other studies, already under way, reports will be issued on Parks and Recreation, Transportation, Transit, and Zoning, all of which matters likewise have a vital bearing on the upbuilding of a more practical and liveable city.

# The Advantages of Evansville's Position

Evansville is well placed with respect to those factors which encourage city development. The commercial and industrial opportunities due to its location are often pointed out.

The city has already made considerable use of these opportunities and as time goes on will value them even more highly. In view of the facts disclosed on the plate opposite it is reasonable to assume that the future growth of Evansville will be no less pronounced than that of the past, with every indication pointing to the ultimate development here of a large and prosperous city.

What makes a city grow? Transportation, availability of raw materials, fuel resources, food and water supplies, good living conditions. All except the last exist apart from the city itself, and are effective in promoting city growth only in so far as the placement of the city brings them within easy reach.

Transportation agencies of various kinds are already at the service of Evansville. The city lies on the Ohio River, which has in recent years scarcely been tried as a carrier. The importance of inland waterways, however, is becoming more widely appreciated each year, and a great movement to put them to better use is gaining headway. The Ohio, which gives eastern industries an outlet to the west and south, is among these navigable streams receiving first consideration. It is of considerable value to a city to be located on such a river.

Evansville is now served also by a splendid group of railroads. Through them the industries of Evansville may draw upon all the important natural resources of the nation. By the Illinois Central, the New York Central, the Southern, the L. & N., the L. H. & St. L., the C. & E. I., and the E. I. & T. H., the products of Evansville factories may be shipped without interchange into a vast, consuming territory. Facilities for the transportation of raw materials and finished products are required for the development of an industrial or commercial city, and Evansville has such facilities.

The fuel, food, water and similar important needs of a great city are also well met because of Evansville's position. The city stands directly over an almost untouched bituminous coal field and is only a few miles distant from enormous reserves of oil and natural gas. A riverside location gives it a great advantage from an industrial standpoint because of an unlimited water supply and opportunities for waste disposal. The vast southern timber resources, now within reach by direct rail and water connections, together with the supplies of hardwoods still left in southern Indiana forests, will supply the needs of industry for many years. There are brick-making clays within the city area, limestone in quantities outside, and sand and gravel in almost inexhaustible amounts in the river.

The entire section in which Evansville is located is noted for its agriculture. The state of Indiana is among the first in wheat and corn production, and Illinois ranks even higher. Kentucky leads in annual production of tobacco. The immediate surroundings of Evansville have unsurpassed possibilities for market gardening and fruit growing.

The advantages of Evansville's position are obvious. It remains now to be seen whether the city itself has been made fit for the responsibilities which attend the exploitation of these resources. Despite the stimulus of first-class transportation, unlimited fuel and food supplies and an abundance of raw materials for manufacturing, the growth of Evansville will be slow and uncertain so long as living and working conditions within the city are unsatisfactory. Such handicaps to future growth will not disappear unless greater interest is taken by the public in the very real and serious problems attending the upbuilding of a large city.

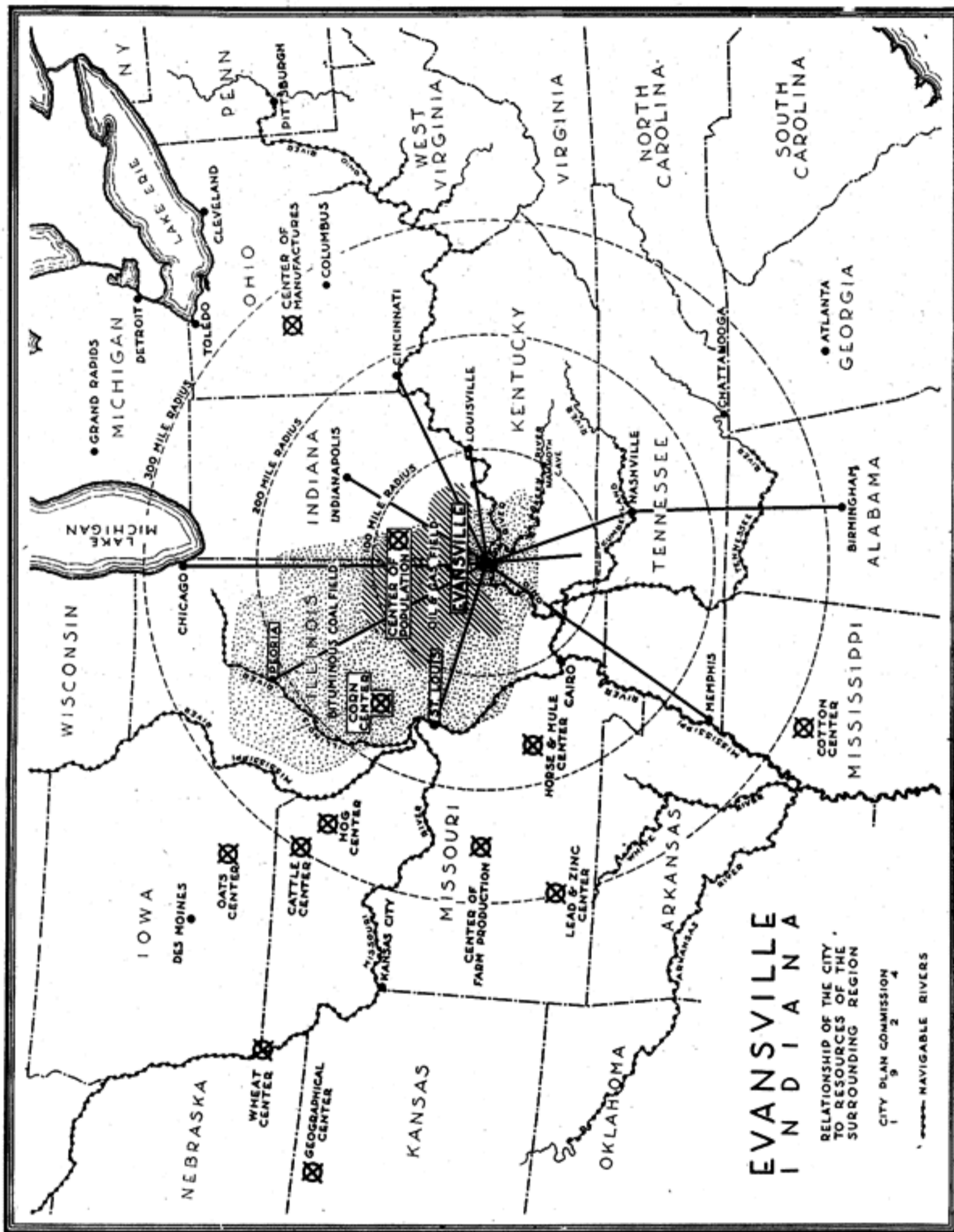


PLATE I

## Population Growth

As indicated on the plate opposite, there has been a fairly steady increase in the population of Evansville ever since the city was incorporated. It has never had a "boom" experience. Even when the Ohio River was at the zenith of popularity and Evansville was a commercial center of wide renown, its greatest population increase in any ten-year period was ninety per cent. Many western cities have grown two and three hundred per cent in ten years. The Evansville ten-year average since 1860 is 41 per cent.

Knowing the advantages of the city and its opportunities, it seems reasonable to expect in the future a *rate* of population growth at least equal to that of the past. A uniform 25 per cent increase would give the city 107,000 in 1930, 134,000 in 1940 and 167,000 in 1950. That such forecasts are conservative is proved by the experience of other cities. In 1900 Nashville, Grand Rapids, Dayton and Richmond, Virginia, had populations comparable to that of Evansville in 1920. The curves show how these cities actually grew in the twenty years prior to 1920, and the composite of the curves may be taken as an indication of what may be expected of Evansville in the next twenty years.

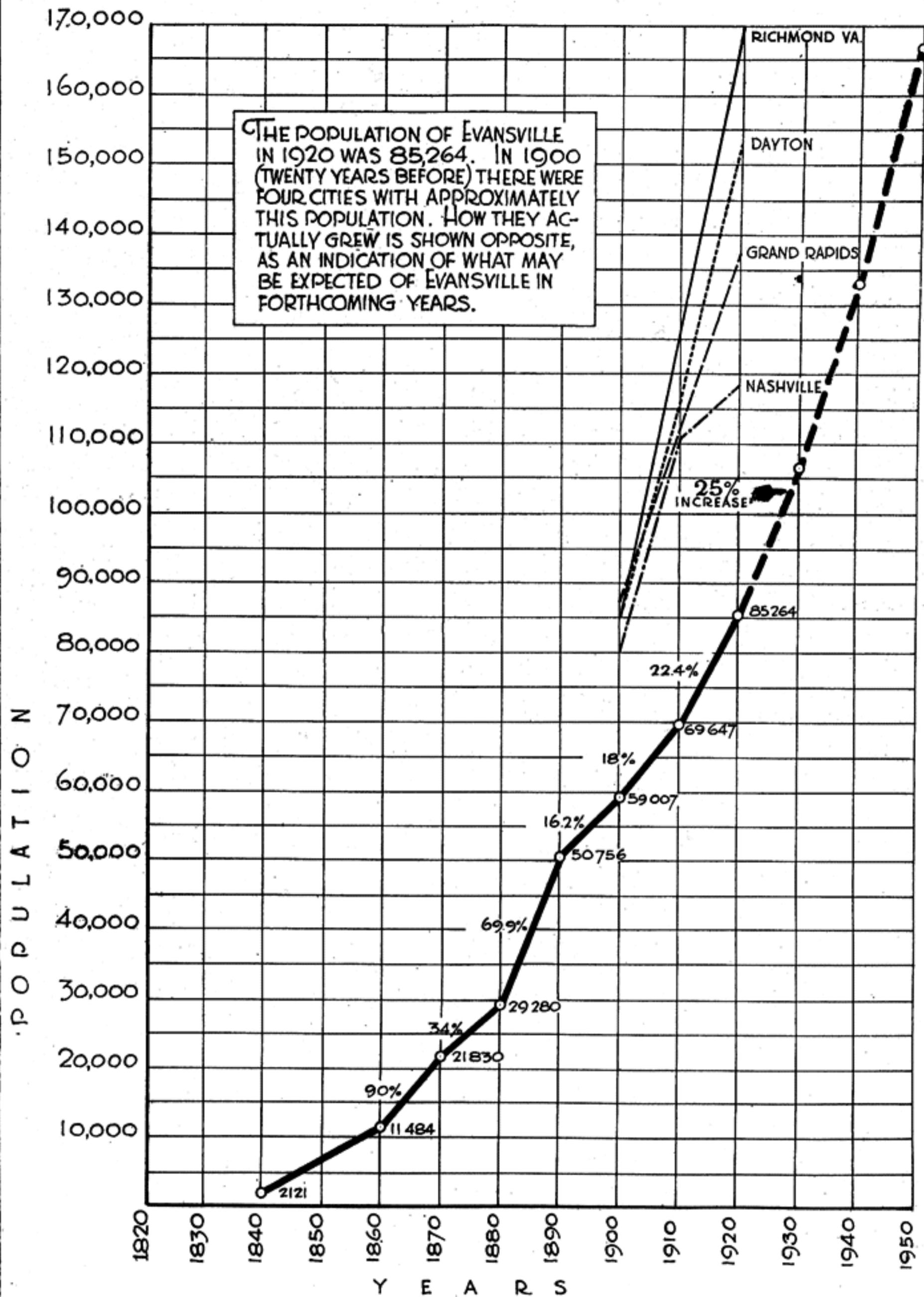
Twenty-one thousand new citizens from 1920 to 1930! Some of these will be country dwellers from nearby territory, attracted by the industrial and business opportunities of the growing city. Some will be citizens of other parts of the country, likewise seeking the special advantages offered by Evansville. Some will be newcomers from foreign lands. An increasing portion of them will be Evansville's own children. It is never possible to prophesy accurately the relative proportions of each group, but by studies of past records a reasonable forecast of the total may be attempted.

A prediction of population growth is of little value for city planning purposes, however, unless its consequences are understood. What does a twenty-five per cent. increase of population every ten years mean to a city of Evansville's size? It means approximately 475 new families annually, each family requiring a dwelling and certain incidental services which the city itself is called upon to supply.

In a single year the newcomers to Evansville require the platting of eighty acres or more of new land solely for dwelling purposes and the dedication of at least three miles of new residence streets. For each new family there will be one new pupil for the public schools; to care for these pupils the city will have to plan at least the equivalent of a new eight-room elementary school building every year. Parks and playgrounds will have to be furnished for all new citizens, transportation provided, sewer and water facilities brought to the new homes and to the new stores and industries which precede and follow population growth.

In all the activities incidental to expansion, an anticipating, guiding hand should be seen. It is just as absurd and as disastrous for a city to be caught unprepared in the matter of parks, schools, sewers and the like as it is for a householder to forget to lay in a coal supply. There are savings and advantages to be derived from timely action anticipating future needs. These savings and advantages should be eagerly sought by the city because of its size and complexity. The planning and looking ahead which is done by individuals and firms engaged in private business is never questioned. The concerns that neglect this important interest fall by the wayside. The same fate is likely to befall a city.





## The Growth of the City Area

The population increase traced in the preceding plate has had an effect upon the size of the city area. From time to time the boundaries of Evansville have been changed and more territory brought under municipal control. A chart of these successive additions illustrates, in a manner, the very important fact that the city is a living, growing thing.

Actually, however, it does not grow by such spasmodic jumps as this plate suggests. Growth is practically continuous. As Mr. Elihu Root expressed it, speaking of the growth of New York City:

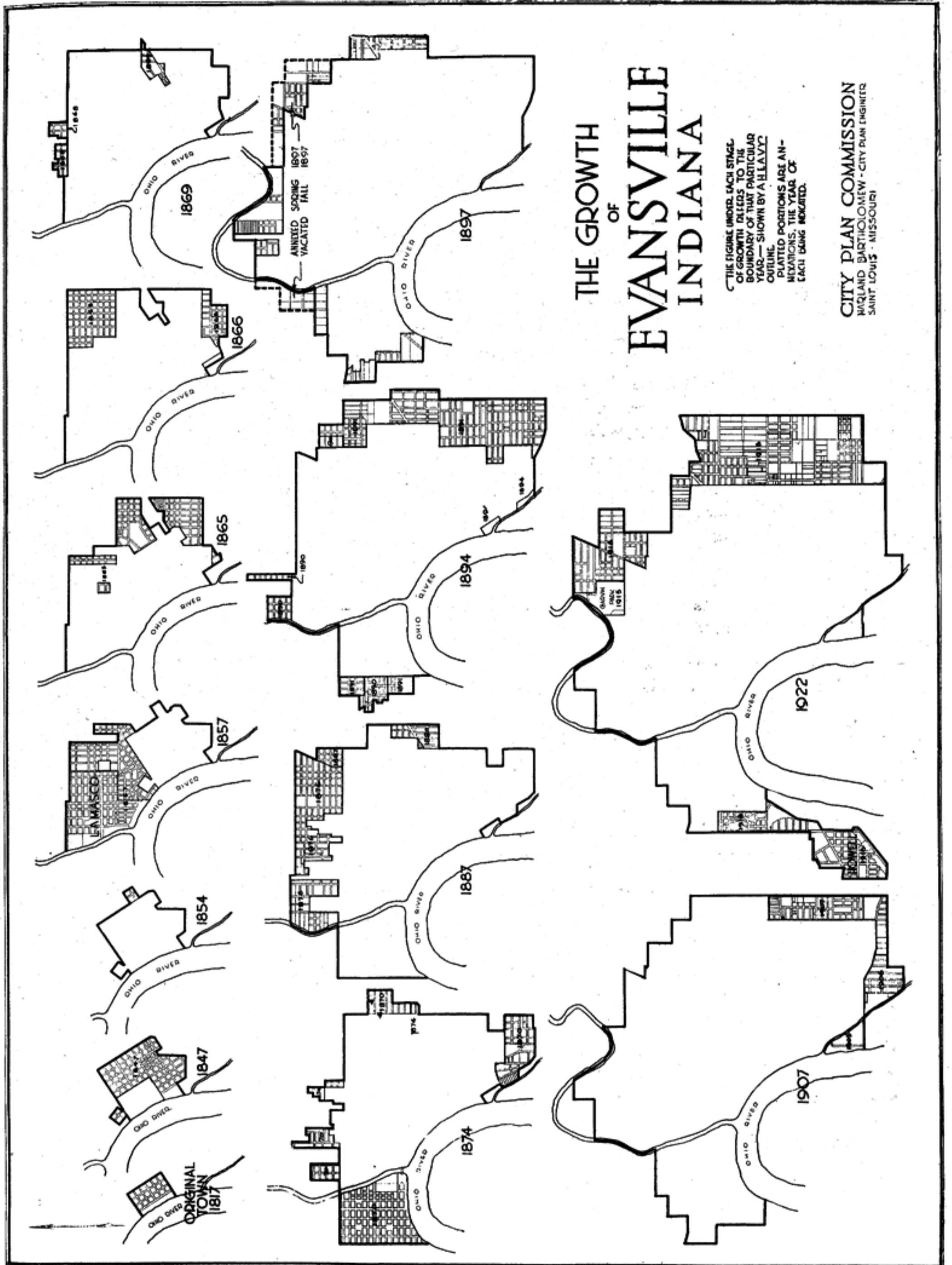
"It is not the result of political decree or control. You may draw all the lines you please between counties and states, a city is a growth responding to forces not at all political, quite disregarding political lines. It is a growth like that of a crystal responding to forces inherent in the atoms that make it up.

"And the force from which that growth comes is the force of individual enterprise, based on the desire for movement, the desire for a living, for wealth, for comfort, for society, all these desires existing in the hearts and acting on the minds of a vast number of units.

"Those are the forces that build up a city. The individual human beings, in response to whose urge cities grow, never think about the conditions that are to be created by the bringing together of a great mass of other people like themselves. If we build a house, we build it in what we think is a convenient and a comfortable, pleasant place to have a home. A thousand others, ten thousand, a hundred thousand, all have the same idea, but nobody thinks about the water supply; nobody thinks about the sewerage; nobody thinks what is it going to cost to deliver coal there; nobody thinks about how far it is going to be from market; nobody thinks about the multitude of difficulties that are created by a great aggregation of human beings within a small territory. As a result, the growth of the city is without any intelligent thought whatever regarding the great difficulties that a city has to meet.

"There is one other quite important influence added to this incessant reaching out for homes, and following the homes with stores, with schools, with hospitals, all without any thought about the fundamental needs of a city; and that is the real estate operator in pursuit of his honorable business. He gets hold of tracts of land here and there which he can map and cut up into blocks and building lots and advertise and sell. He is thinking about the people he can induce to come and buy the lots and build houses on them.

"Now, growth can be directed, just as trees can be trained and pruned and made to grow this way or that; if they are wanted for particular purposes they can be adapted to those purposes.. This project is to get an intelligent idea of how the growth of this city in the future may be directed, with common and general judgment about the way in which it is desirable that it should grow, so that it will meet as fully as possible the difficulties that are inseparable from mass human life. I think the project is practicable. I think that the existence of plans known to everybody will give just enough direction to the movement of the multitude of separate impulses to lead the growth along the right lines."



# THE GROWTH OF EVANSVILLE INDIANA

THE FIGURE UNDER EACH STAGE OF GROWTH RELATES TO THE BOUNDARY OF THAT PARTICULAR YEAR—SHOWN BY A BLANK OUTLINE. PLATTED PORTIONS ARE AN-EXHIBITS, THE YEAR OF EACH BEING INDICATED.

CITY PLAN COMMISSION  
MARLAND BARTHOLOMEW - CITY PLAN ENGINEER  
SAINT LOUIS - MISSOURI

## Undeveloped Areas Within The Present City Limits

In this plate attention is centered upon vacant property within the city. It is important to note the relation of the total amount of this property to the entire city area.

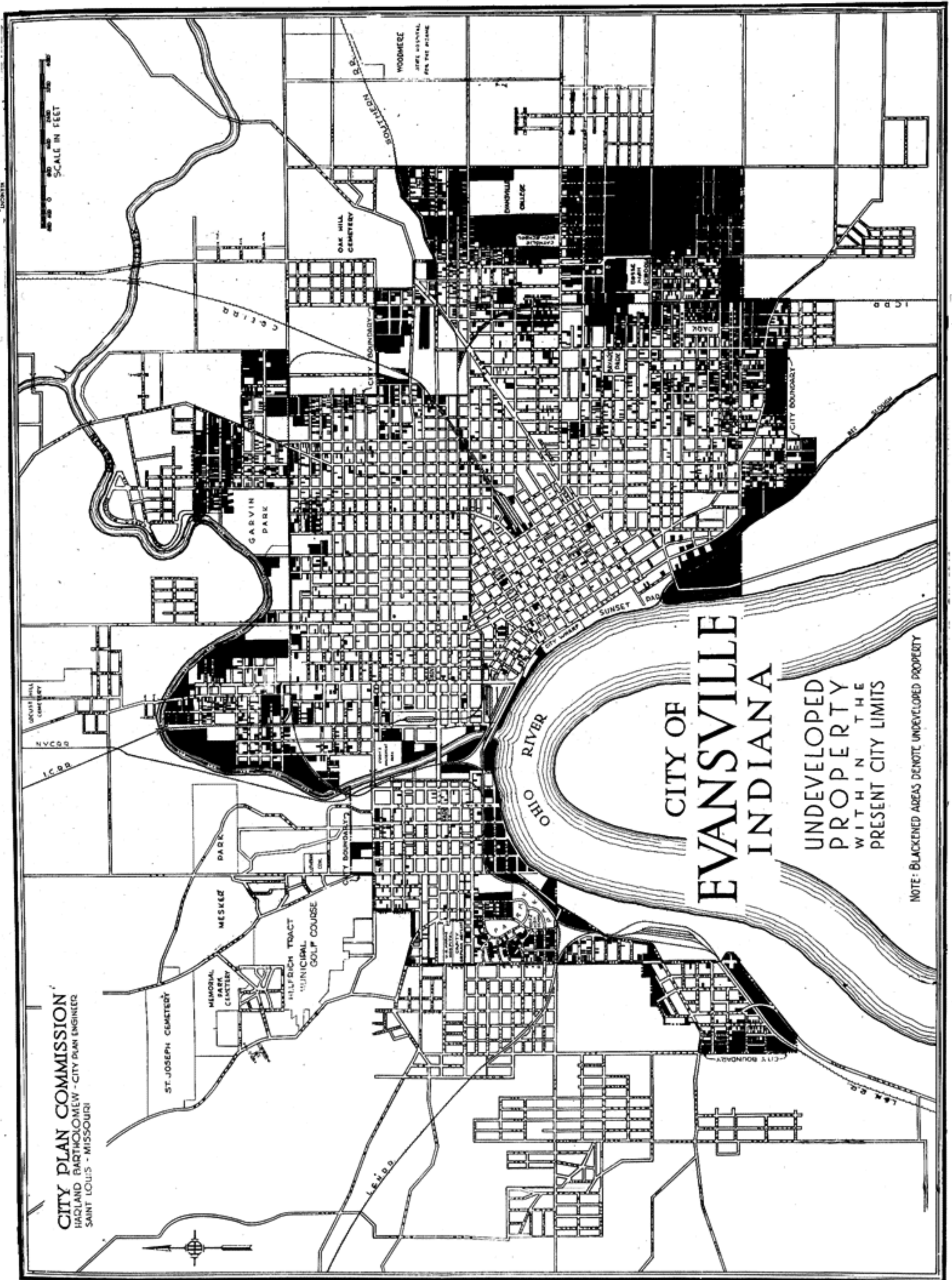
Two facts which have a bearing upon the Evansville city plan are disclosed in this study. First, the topographic characteristics of the site have had a marked effect upon the development of property. Second, the continued reduction of the number of desirable, unused parcels of land will force an increasing amount of city growth outside the present boundaries.

When a city like Evansville is being built upon ground that is hilly and rugged in some places and low and subject to overflow in others, the planning of the land for economical use becomes unusually difficult. There is a considerable proportion of the area shown as vacant on the map opposite which would long ago have been put to use if it had been properly handled by those who laid it out for city purposes. Hillsides can be made practically as useful for homes as flat land and more attractive if streets are properly laid out in such districts. Low areas instead of being platted into streets and building lots to remain valueless and unused for a period of years frequently can be converted into parkways that will enhance the value of other property nearby.

The effect of the decrease of desirable vacant property within the city is seen in the growing popularity of districts outside the city. It is impossible, however, for a city to make such frequent changes in its boundaries as would be required to keep all the new city growth under control. As far as the use of property for city purposes is concerned the present placing of the city boundary line has little significance. All outlying property which is affected by the activities and growth of Evansville and which reflects city land values, is really a part of Evansville. Developers seek every opportunity to capitalize this proximity and should therefore be willing to accept the obligations to the community which attend their dealings in land.

Proper subdivision of land in the vicinity of Evansville must be assured. Heretofore the responsibility has rested wholly upon real estate men or the owners of property. The city itself, failing to appreciate the social and economic significance of land subdivision and the public questions involved, has paid little attention to this important work. It is being realized now, however, that the city has a vital interest in the activities of land subdividers. For that reason authority\* has been secured, to require land subdivision plats to be submitted to the City Plan Commission. The purpose of this requirement is not to restrict or handicap the man who wants to plat his property, but to bring his work into harmony with that of others by means of a broad city-wide plan. If the efforts of the promoters of vacant property can be coordinated and properly directed, Evansville will be freed of the practice of laying out streets that are a public liability and platting lots that cost the community in health and well-being more than they are worth.

\*See Synopsis of State Enabling Act for City Planning, Appendix D of this pamphlet.



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**CITY OF  
 EVANSVILLE  
 INDIANA**

UNDEVELOPED  
 PROPERTY  
 WITHIN THE  
 PRESENT CITY LIMITS

NOTE: BLACKENED AREAS DENOTE UNDEVELOPED PROPERTY

PLATE 4

## Existing Street Jogs and Dead Ends

The word "street" as it is used in this pamphlet refers to the land between property lines, not the pavement or roadway. When a man lays off his property for city uses he generally dedicates certain strips of it to the public for street purposes. He usually arranges those strips primarily to suit himself. The city is called in after his scheme is determined and asked to accept the streets on behalf of the public. Questions of pavement and sidewalks usually come later.

An unusually large number of the streets in use in Evansville have been created in this way. The municipality has had little to say regarding them. It has had to take them as they were presented. It has found them in many cases faulty. When city growth has taken place and streets are put to daily use their deficiencies begin to appear. Some of the more prevalent short-comings are shown on the plate opposite and the one following.

Everyone in Evansville is familiar with the jogs or offsets and dead ends in streets. These are not faults of the pavement, but bad design in the street itself or in the street system. A careful planning of the pavement will sometimes correct slight offsets but the basic trouble lies in the land. Jogs would not have occurred if the land subdivider understood the full significance of his work. These traffic handicaps cause a tremendous waste of time and effort, to say nothing of annoyance. Many of them are serious hazards. As Evansville grows and traffic increases the city will have to correct the more serious of these faults. As a matter of economy it will also have to remove the conditions under which they appeared.

Cooperation between subdividers has not heretofore been developed to the fullest extent in Evansville. Yet this is the most effective means of stopping the creation of jogs and dead ends in streets. The City Plan Commission is one agency for the promotion of this much-needed regard for community interests. An observance of the rules for land subdivision and an understanding of the various ways and means by which land platting may be improved will often solve difficulties that in the past prevented proper correlation of effort among promoters of real estate.

Generally speaking street jogs are worse than dead ends in streets. Streets that have been permitted to miss connecting at a given point are the most annoying to the general public and the most productive of accidents. Dead ends in streets, of course, interrupt the flow of through traffic and throw it on to other streets. On certain residential streets where quiet and safety for the children are desirable, such interruptions may even be deliberately sought. Among the more than six hundred dead ends with which Evansville's street system is provided, however, are a good many that should never have been permitted to develop, as they stand in the way of through traffic on streets that ought logically to carry such traffic.

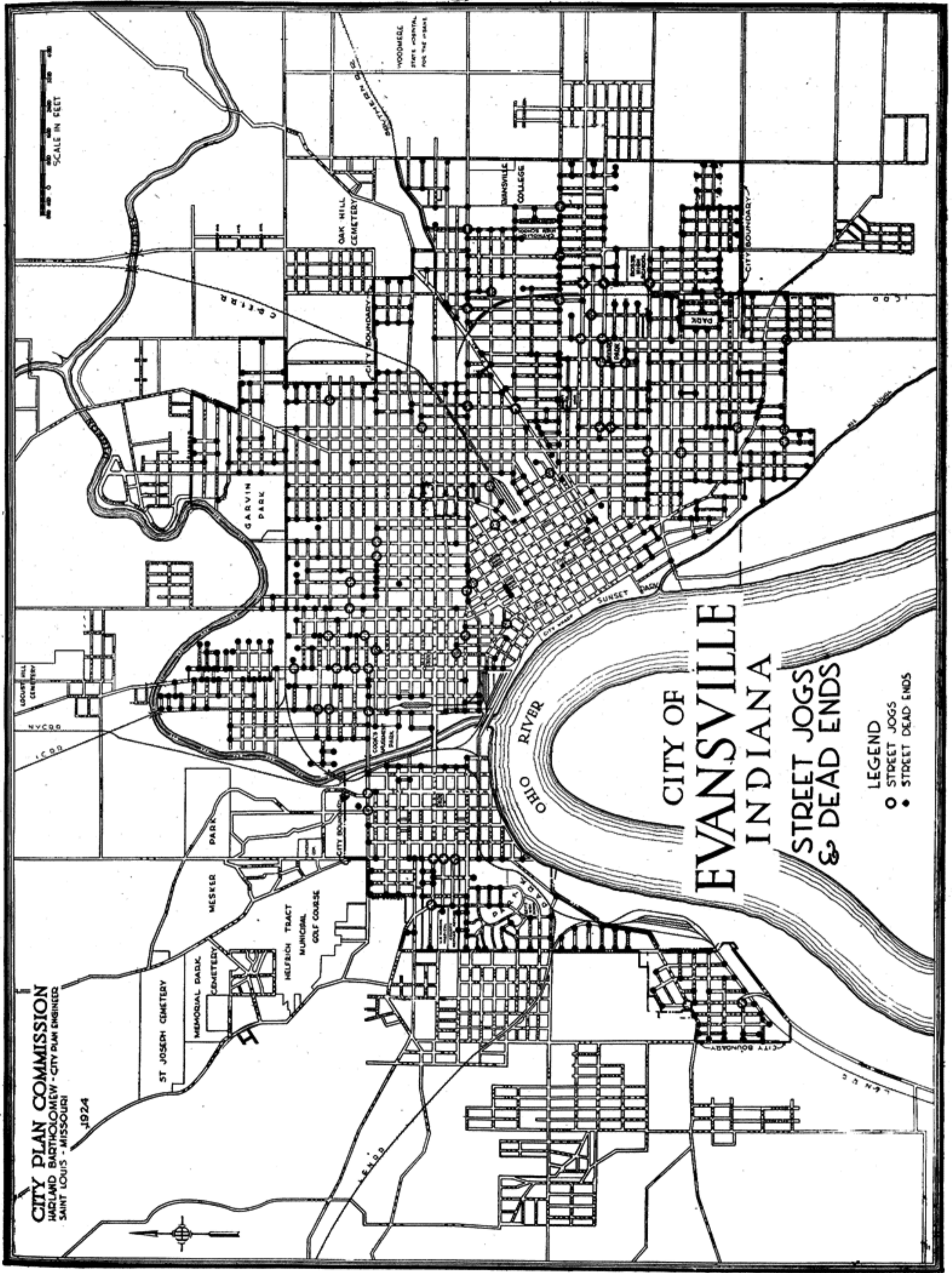


PLATE 5

## Existing Street Widths

The individuals who have been laying out streets and turning them over, good and bad alike, for public use, have been doing some peculiar things also in determining their width. Street widths have been established with very little regard for traffic needs. The vision of a large and growing city has not notably influenced street planning. The long straight thoroughfares that will act as the arteries of the city have not been considered particularly more important than dozens of other streets only a few blocks long. Haphazard, uncoordinated effort has produced the following conditions:

In that portion of the city that was formerly Lamasco, wide streets were popular. An 80-foot width was favored there throughout, except for three still wider streets: Franklin Street (120 feet), Fulton Avenue (100 feet north to Maryland St.), and Wabash Avenue (100 feet).

In all the remaining portion of the city, 60-foot streets are the rule. There are relatively few exceptions. East of First Avenue there are only fifteen short stretches of street having a width greater than 60 feet. The total length of all these sections is only four miles. Only one of the fifteen sections is over one-half mile in length—Main Street from Water to Eighth.

Furthermore, unjustifiable variations in width occur frequently on the city's most serviceable thoroughfares. Main Street, 75 feet wide in the business center, becomes 60 feet wide at Eighth Street. Walnut Street, in certain portions of its length is 60 feet wide, in others 50 and 80. Canal Street, admirably located to play a dominant part in the traffic flow, shows in various portions of its length widths of 35, 50 and 60 feet.

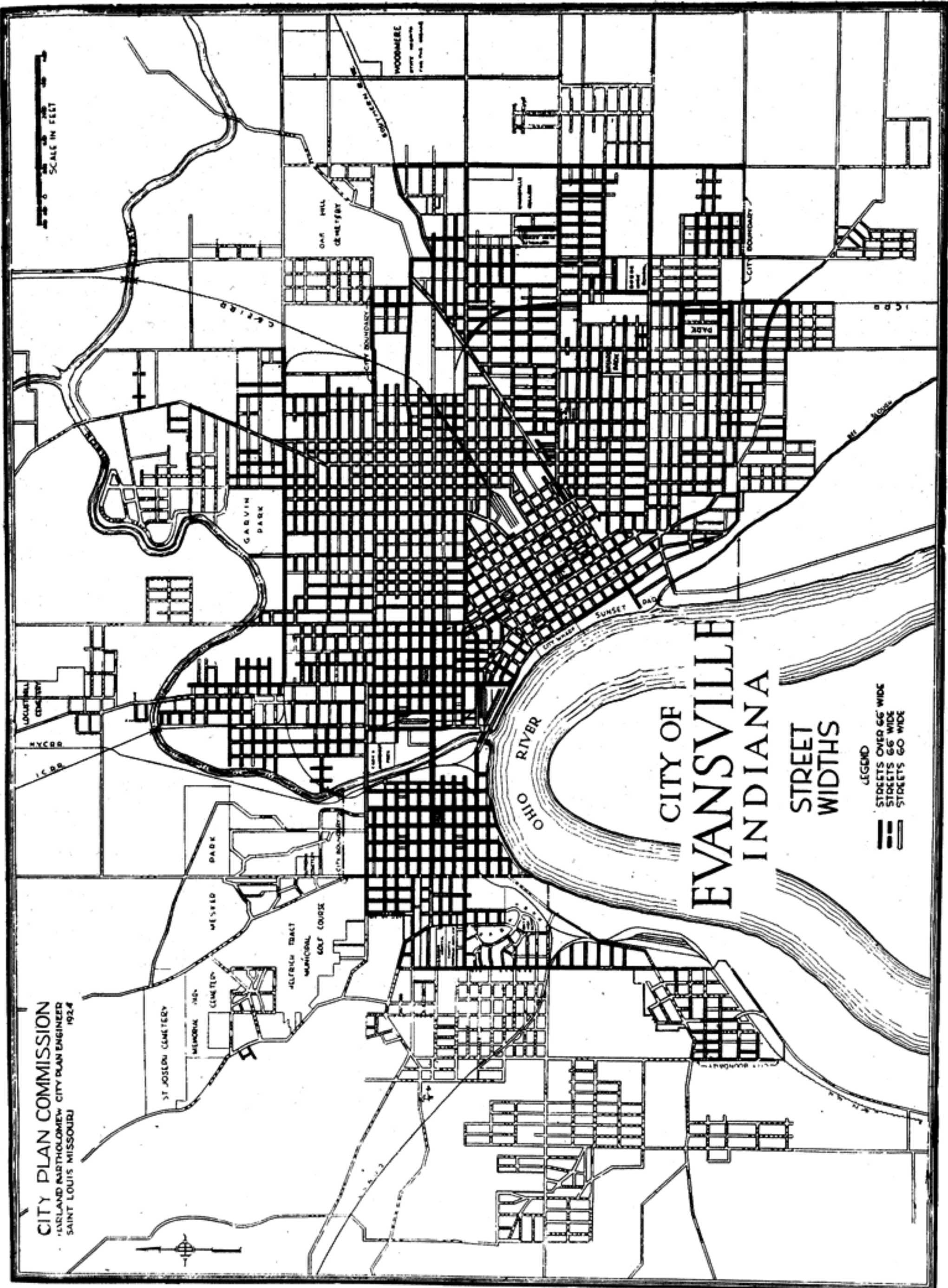
If the existing wide streets could be picked up and moved at will, the street system of the city might be improved. Such streets of Lamasco, now 80 feet wide, as serve only local needs, could be transferred and used to increase the carrying capacity of the thoroughfares of the city east of First Avenue. Enough streets unnecessarily wide for their present uses could be found to make a good start toward an adequate system of thoroughfares.

The fact that this theoretical rearrangement of streets is impossible should serve to emphasize the fact that the present unsystematic distribution of wide streets does little to facilitate traffic flow, and in no way helps the narrow, inadequate thoroughfares to carry the volume of traffic which seeks to flow upon them. The city must resort, therefore, to the widening of streets and similar devices for the development of a serviceable major street system.

True major streets or thoroughfares serve the city as a whole. They form channels for traffic circulation from one district to another. They fulfill this function properly only when they are both wide and continuous. They must start somewhere and go somewhere.

To urge the creation of a system of such streets is the fundamental purpose of this report.



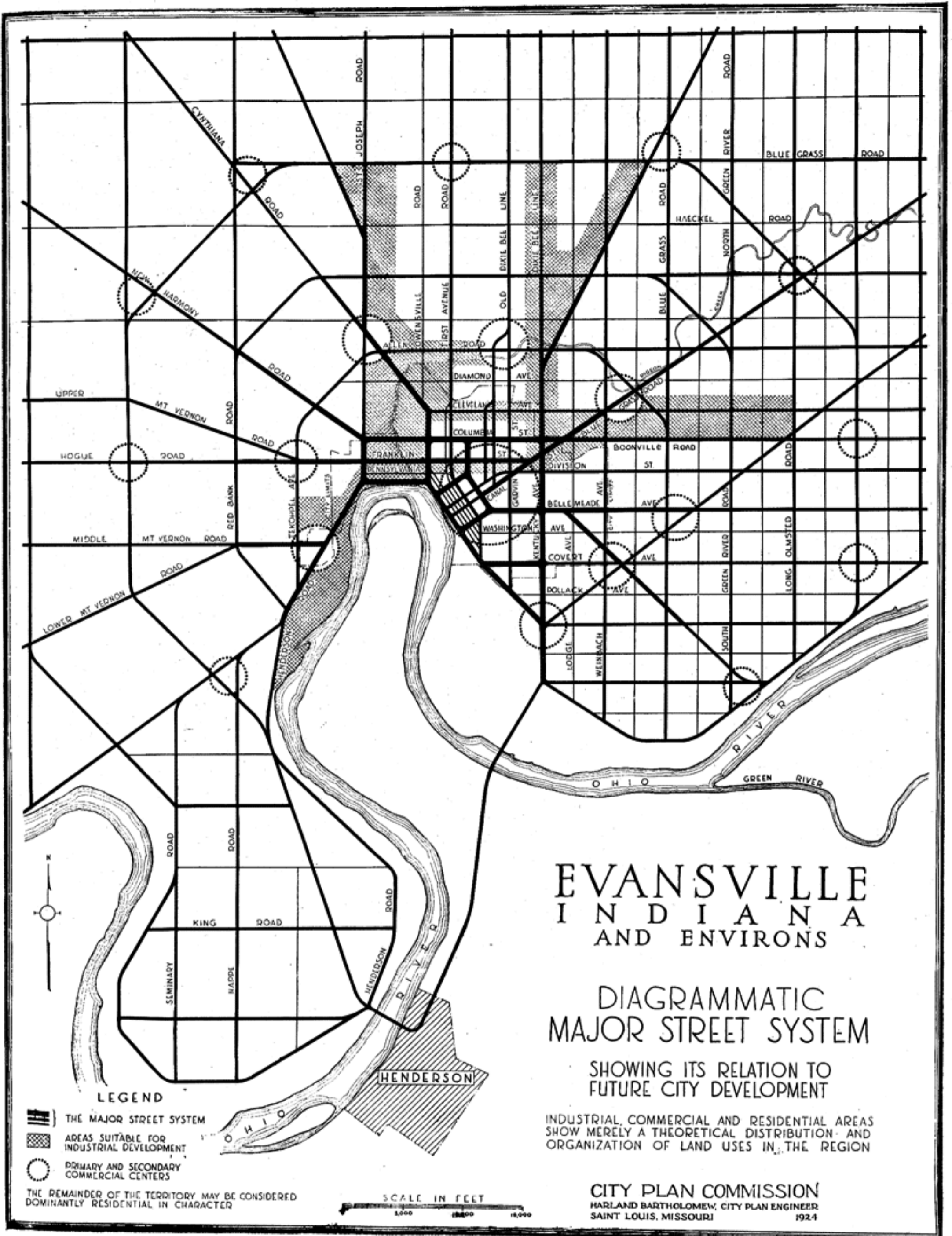


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 1924

CITY OF  
 EVANSVILLE  
 INDIANA

STREET  
 WIDTHS

- LEGEND
- STREETS OVER 66' WIDE
  - STREETS 66' WIDE
  - STREETS 60' WIDE



# Diagram of Major Streets

This diagram illustrates the general form of an efficient street system for the future city.

Existing streets suited to become parts of a major street system, and numerous desirable extensions to such a system in the future, are here shown in simplified lines, intended to bring out merely the approximate location and direction of such streets. The lines stand for actual streets, further details of which may be found in Plates 8 and 9.

Major streets are main traffic ways that lead to definite objectives. They should always have the following characteristics:

1. Continuity
2. Directness
3. Adequate width or traffic capacity
4. Easy gradient

Continuity means freedom from jogs and dead-ends; directness means the shortest reasonable route between points; widths should be based upon the volume of traffic ultimately to be accommodated; the grades on major streets should attract rather than repel traffic. Major streets furthermore should form a system. They should be so planned, so spaced, so interconnected, as to make free circulation possible throughout the whole urban body.

In seeking a satisfactory scheme of traffic arteries for Evansville it is necessary to visualize in rough outline the probable form of the future city. Districts likely to be predominantly industrial must be distinguished from those having residential possibilities. The local traffic demands of one are different from the other. The principal business nucleus must also be defined, for this district (See Plate Number 14) will always be the primary objective of a great volume of traffic. Local or secondary commercial centers have less significance in the problem of thoroughfare planning. Such districts should be determined by, rather than determine, the location of major streets.

As may easily be seen by tests applied to the diagram on the opposite page, such an arrangement of thoroughfares as is shown would permit direct and easy passage from one part of the city to another. Industrial areas are traversed by streets systematically arranged and continuous, some reaching residential areas, others the business center. From all directions broad arterial highways lead toward the city's heart. As they approach this section, these highways divide. Certain branches pass around the center. Others divide further for the purpose of distributing traffic upon all streets in the area. Congestion is reduced by making all streets of the business section equally attractive and usable.

Beyond the center and overlaid upon the main radiating arteries is a fairly regular pattern of cross-town thoroughfares. Some distance from the city, certain of these half-section major streets are wider, and so turned as to permit a circumferential traffic movement around the inner portion of the city.

It is at the outlying junctions of such primary traffic ways that local business centers may be expected and should be encouraged to develop. The present disjointed street equipment offers little inducement to the upbuilding of such centers. A haphazard street plan favors disorderly city growth, the scattering of stores through residential districts and the multiplication of out-of-place garages and filling stations.

A carefully conceived street plan wisely carried out insures order in city growth and results in stabilized property values. These are benefits of forethought and planning that deserve consideration along with the time economies that become so important as the city grows.

## Major Street Plan

The plate opposite illustrates the application of the fundamental principles of modern street planning to the present city of Evansville and its immediate environs. Plate Number 7 indicated primarily the structure of the major street system which should be sought. This map reveals in greater detail the action that will be required to secure an adequate system of thoroughfares.

The chief improvements needed to make existing streets more effective are widenings and certain short connections. The sixty-foot standard width prevailing on most of Evansville's streets has warranted the suggestion that many of the thoroughfares be widened. The expectation of city growth is sufficient to justify considerable work of this character.

Properly managed, these widenings need cost only a nominal sum. The actual taking of property may be accomplished in certain instances by establishment of set-back lines, looking toward the day when the wider street will be more urgently needed. Considering the enhancement of values resulting from increased traffic flow, much of the private property for the widening can be secured for the asking, the consideration being merely enough to make the contract valid. Only where serious property damages would result need there be any considerable expense, this expense to be properly distributed between the city at large and the property benefited. The successful widening of streets not yet thickly built up is to be accomplished chiefly by a full presentation of the necessity of the action and a demonstration of the wide benefits to be derived. If the city has had narrow streets laid out where there should be wide ones, and expects to grow and prosper, a street widening program becomes imperative.

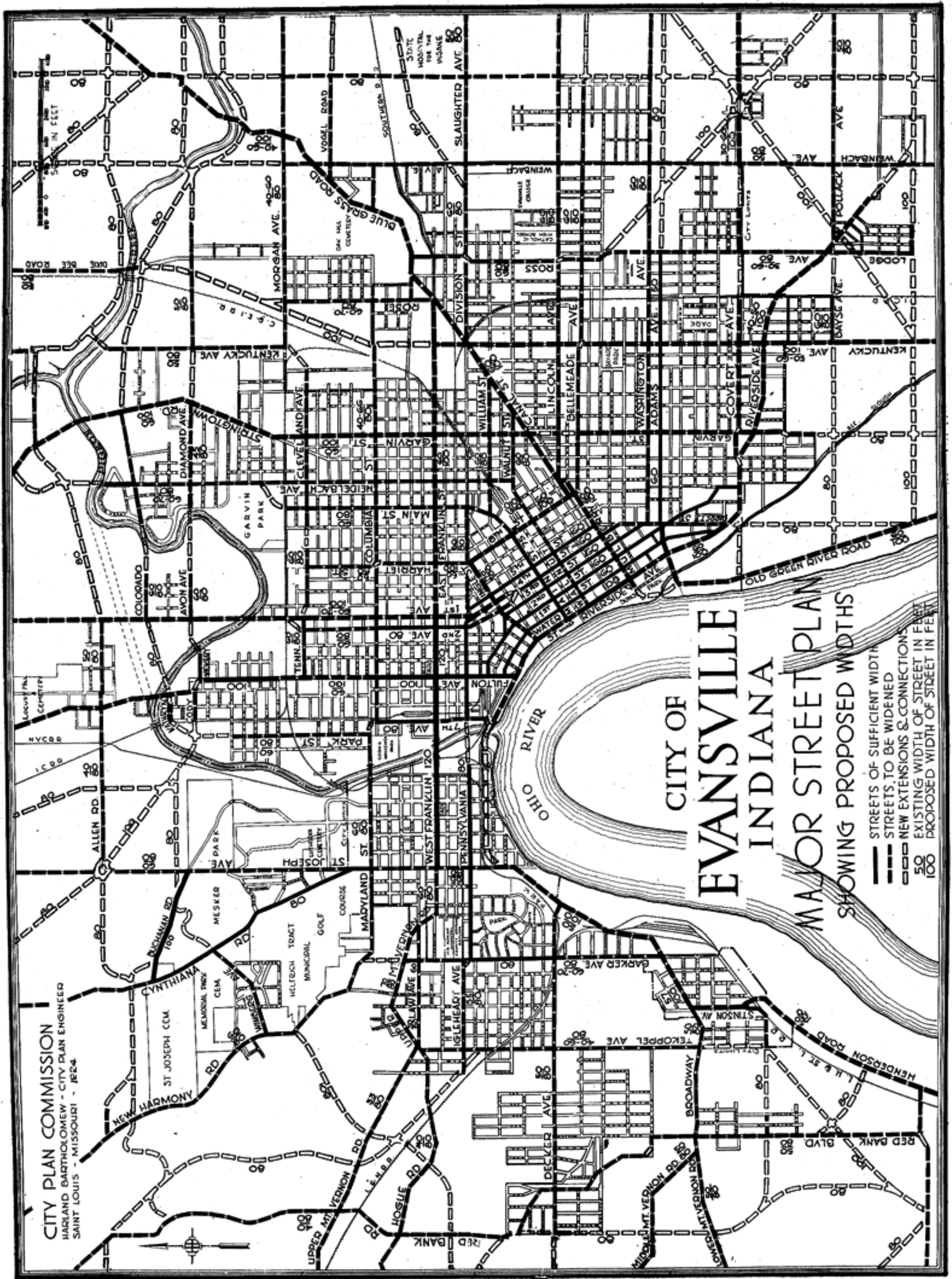
The circulation of traffic is hindered in Evansville now by the inaccessibility of certain streets. The opening of short entries to these streets is an important item of the major street plan. The systematic scheme of traffic ways upon which the practical major street plan is based, Plate Number 8, cannot be realized without these connections. Their special service in the major street system will be revealed in a consideration of certain streets of the system.

Consider, for example, the double right-angled turn that it is necessary to make to pass south-east along Fifth Street into Upper Fourth. By a short extension due south from the intersection of Fifth and Mulberry, a simple, easy connection to Upper Fourth would be obtained. Part of the constantly increasing traffic on Fourth Street would thereby be invited to use Fifth Street. The opening of this alternative route would lessen traffic congestion and incidentally create new property values. Fifth Street property today is of low value because the street is so little used.

Easier connections from Fourth Street to both First Avenue and Second Avenue would similarly facilitate traffic movement.

Again, consider the great saving of time that will be possible every day for all residents and for all delivery men who will be served, in a few years' time, by any one of the long diagonal thoroughfares provided for on the major street plan. Over twenty-five percent of the distance otherwise necessary to travel will be saved for them in that portion of their daily trip covered by the diagonal route.

Compare this plate with Plate 6, showing existing street widths. Contrast the present situation with the proposed ultimate conditions. Today there is a concentration of many wide streets where only a few are needed; a scattering of fragmentary wide streets through most of the city area. Out of these unorganized street fragments it is proposed to create a logical system of continuous wide thoroughfares. These traffic arteries will connect the business district with industrial and residential areas. They will greatly facilitate intercourse and movement between all parts of the city. A greater, more practical city of Evansville cannot be conceived without reference to the requirements of circulation, and circulation in the modern city demands adequate channels. Evansville must provide now for the development of a system of major thoroughfares.



CITY OF  
**EVANSVILLE**  
 INDIANA  
 MAJOR STREET PLAN  
 SHOWING PROPOSED WIDTHS

- STREETS OF SUFFICIENT WIDTH
- - - STREETS TO BE WIDENED
- ==== NEW EXTENSIONS & CONNECTIONS
- EXISTING WIDTH OF STREET IN FEET
- 50
- 100

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## Regional Major Street Plan

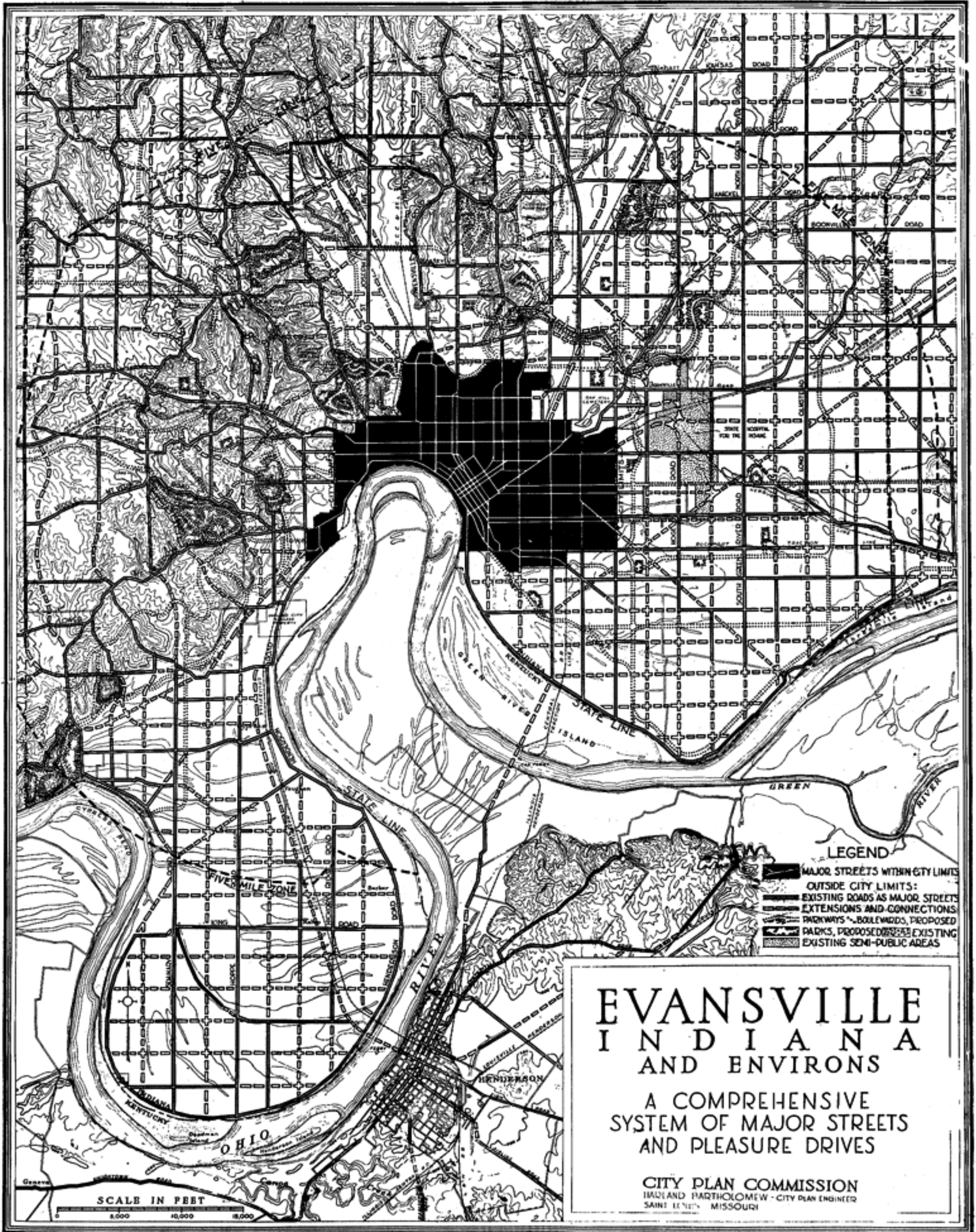
The statutory authority under which the City Plan Commission of Evansville is seeking to improve land subdivision practice covers all such operations within the city limits and five miles beyond. The state legislature of Indiana has established this five-mile zone around the city and given the Commission control over all land platting within the area.

It is not expected, however, that the city will be built up over this entire district for many years. The Plan Commission exists primarily for the purpose of anticipating growth, however large or widespread it may be. To secure the proper subdivision of land and to safeguard the interests of the entire community, as regards the development of Major Streets, the Commission must have as a guide a broad thoroughfare scheme devised with proper regard for all interests. The scheme must be extensive enough to cover all property which is likely to be subdivided. It must represent the best judgment of the present generation regarding the street and highway needs of the future city. However imperfect this judgment may eventually prove to be, it is far better for the city to grow according to some sort of plan than by none at all.

The scheme of streets which is shown opposite is designed merely to aid the Commission in passing upon land subdivision plats within the five-mile zone. That this district is not too extensive is already proved by the fact that subdivision plats of property almost this distance from the city have actually been submitted to the Commission since it was granted this authority.

It will be noted that the topographic features of the region surrounding Evansville are indicated on this map. Topography has an extremely important influence upon street planning and one important function of the City Plan Commission will be to encourage the opening up and development of land that is now generally considered unsatisfactory for city uses. This can be done by laying out additional arterial thoroughfares in the rugged areas west of the city. Major streets projected into terrain of this sort should not be straight thoroughfares running up hill and down like St. Joseph Avenue or West Pennsylvania Street, but should be curved and laid out upon the slopes in such a way as to secure at once easy grades and useful frontage. It will be noted in the plate opposite that wherever proposed major streets are shown in hilly country, they are fitted as closely as possible to the natural contour of the land.

It should be emphasized here that this major street plan is expected to serve as a general guide only. It has not been possible to make a detailed survey of the region indicated, and, until such survey is made, any scheme of streets proposed must be more or less diagrammatic and subject to change. It is expected, however, that this plan in the hands of the City Plan Commission will meet all requirements. The land subdivision rules by which the Commission will judge all plats require that complete detailed information be presented at the time the subdivision plan is submitted for approval. As each plat comes before it, the Commission will be given the opportunity of testing the practicability of its general plan. Whenever it appears, as a result of more careful investigation of actual conditions along the line of some proposed new major street, that the general scheme as proposed is impracticable, a revised layout, to conform more closely with the real conditions, will have to be made. The important point always to be considered is the maintenance of the general scheme, which, as may be seen, provides for (1) a complete system of radiating arteries, and (2) a fairly regular system of crosstown thoroughfares, spaced approximately one-half mile apart. This general scheme is formulated with full regard for the requirements of traffic, and adherence to it will be a guarantee that the future needs of circulation in and around Evansville will be well satisfied.



## Modern Land Subdivision

The City Plan Commission is trying to help the future Evansville to become a better city. As a means toward accomplishing this end, it is urging that greater interest be taken by the general public in the practice of land subdivision. The impression has prevailed in Evansville in years past that straight streets and square blocks are always more desirable and serviceable than any other kind. The adherence to this belief has brought about serious circulation problems which will increase as the city grows.

So far, in the development of Evansville, the problem of street grades has been relatively unimportant. East of Pigeon Creek, and for a short distance west of it, the land admits the application of a rigid, mechanical pattern of streets; beyond this level area, however, there are hills and valleys which demand a street layout of the utmost freedom and lack of conventionality.

Over certain portions of this rugged area the square pattern has already been laid. The consequences are apparent. There are impassable streets and numerous building lots that are inaccessible and practically useless. In the district known as Forest Hills, however, an effort has been made to adapt streets to contour. This principle should be followed in the street arrangement of all territory of a similar nature. The county roads, moreover, offer, to a certain extent, a hint of the adjustment which must be made in planning the thoroughfares of the hilly areas.

In the future it will be the aim of the Evansville Plan Commission to secure diversity and attractiveness, as well as economy of space, in new subdivisions, wherever possible. In this endeavor it seeks no gain for itself and no personal advantage for any of its members. Its motive is solely that which brought about its creation, a desire to improve the city of Evansville and to make it more worth living in.

The Plan Commission has a set of rules by which it will judge land subdivision plats submitted to it. These rules are printed in the appendix together with appropriate explanatory comments.

Supplementing these rules is the major street plan. This plan has already been referred to. It represents the broad, general requirements of the Commission with respect to the thoroughfares and principal traffic arteries of the city.

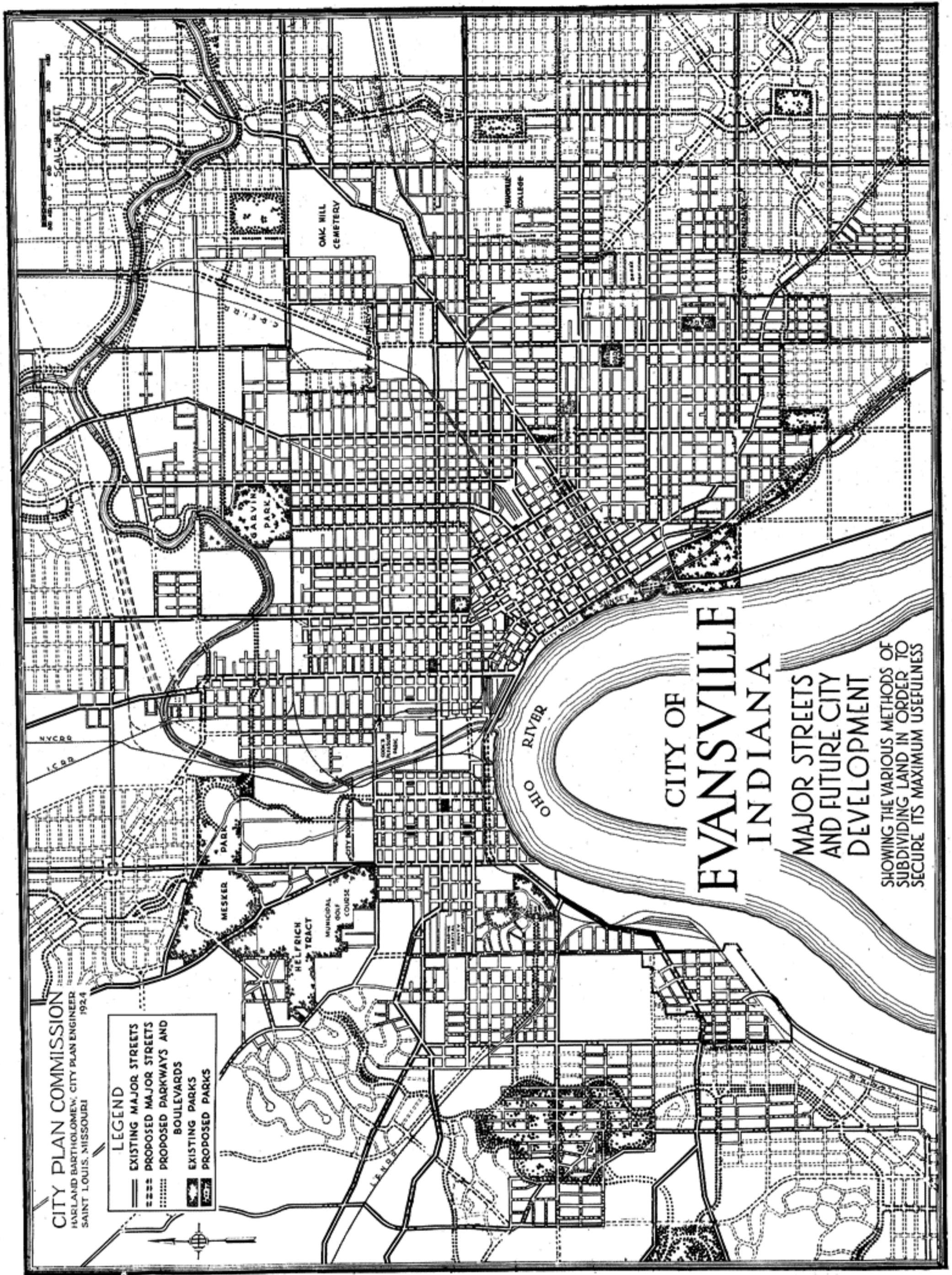
It is the aim of the Commission to carry out the major street plan substantially as shown. This plan is so organized and coordinated with the other phases of the city plan that it cannot be radically changed. The local or minor streets, however, are only of incidental interest to the Commission. It will be concerned with them only insofar as is necessary to protect the general welfare, and to show the subdividers of land how they may better serve their own ends.

In any area, such as that southeast of the city, toward which growth is now directed, the major street plan will determine, in a general way, the manner in which the entire area will later be subdivided. Pleasure drives, however, will be interwoven with the major streets so as to connect the various outlying parks and provide additional means of approach to the heart of the city. All other streets, however, will be secondary to the thoroughfares. The layout of minor streets, in the areas between major streets, may be varied. Those in one district may be altogether different in arrangement from those in another. The map opposite illustrates merely how certain sections *might* be subdivided.

The local streets shown on the plate opposite are not given the Commission's stamp of approval for development precisely as shown. The map is illustrative only. Detailed information as to local conditions are required with each subdivision plat. The approval of a scheme of minor streets cannot be secured without presentation of this detailed information regarding the area covered. In all cases where practicable it will be noted that secondary streets are made to cross major streets and pleasure drives at right angles. Minor streets should, as a general rule, always be turned and brought in upon major streets in such a way as to avoid creating small triangular lots. These latter reduce the value of frontage upon these important streets, and make diagonal thoroughfares objectionable, as sometimes laid out.

In the planning of a street system for any district, moreover, it will often be found desirable to provide, at the time the land is platted, sites for local store groups at important street crossings, for churches and schools, for neighborhood parks, for interior playgrounds in the centers of large blocks that do not lend themselves to further subdivision, for small triangular parks in residential areas at the angular intersections of minor streets. The City Plan Commission will not insist upon the production of such features in every subdivision plat, but, by pointing out from time to time how subdivisions may be improved by the application of modern principles, will aim to elevate the general practice in this important field, and incidentally to bring about a general betterment of conditions in all parts of Evansville.





CITY PLAN COMMISSION  
 HARLAND BARTHOLOMEW, CITY PLAN ENGINEER  
 SAINT LOUIS, MISSOURI  
 1924

- LEGEND
- EXISTING MAJOR STREETS
  - ==== PROPOSED MAJOR STREETS
  - ..... PROPOSED PARKWAYS AND BOULEVARDS
  - EXISTING PARKS
  - PROPOSED PARKS

CITY OF  
**EVANSVILLE**  
 INDIANA

MAJOR STREETS  
 AND FUTURE CITY  
 DEVELOPMENT

SHOWING THE VARIOUS METHODS OF  
 SUBDIVIDING LAND IN ORDER TO  
 SECURE ITS MAXIMUM USEFULNESS

## Street Cross Sections

Previous plates have pointed out the need for wide major streets. The proportion of the street width devoted to roadway and sidewalks should always be dependent upon the traffic demands. The plate opposite presents a practical design of narrower residential streets for economy and attractiveness, and of major streets, both residential and commercial, based upon the number of lines of vehicles to be accommodated. The use of lines of vehicles as a basis for planning pavement widths is further discussed under Plate 13.

The notes on the diagram are self-explanatory. It should be emphasized that 50 feet is the accepted minimum width for local streets under normal conditions, and 80 feet for major streets.

Most of the major streets in the system, as proposed in Plate 8, are recommended for 80 feet in width. Streets of that width are ample for four lines of traffic, and later, with widening of the pavement, may carry six lines, including street cars. Diagonal thoroughfares, tapping many ordinary major streets, should be of extra width—100 or 120 feet. Both of these types are here shown, with suitable subdivision of their widths for both six and eight lines of traffic.

Evansville has a great many streets with sidewalks next to the curb. In the older sections, where houses have been built right at the property line, this placing of sidewalks has benefited many lots by providing a little front yard space out of street area. Nowadays it is recognized that a generous setback of houses from the front property line is a great benefit to house lots. In all new planning such a setback is expected, and the sidewalks should be placed near the property line.

This will make fewer feet of private walk necessary for every owner along the street. It will protect the pedestrian, for whose sole use sidewalks exist, from the splash of mud from automobiles, and at night from the direct glare of their headlights. It will provide him with a smooth walk not cut up by countless sloping driveways, as is the case with walks next to the curb. It will make the future streets of Evansville far more attractive, especially if trees are placed in the planting strip between curb and sidewalk.

Trees should be made a feature of the street improvement in every residential area, for the sake of relief from the boiling sun of summer as well as for the general liveableness of streets.

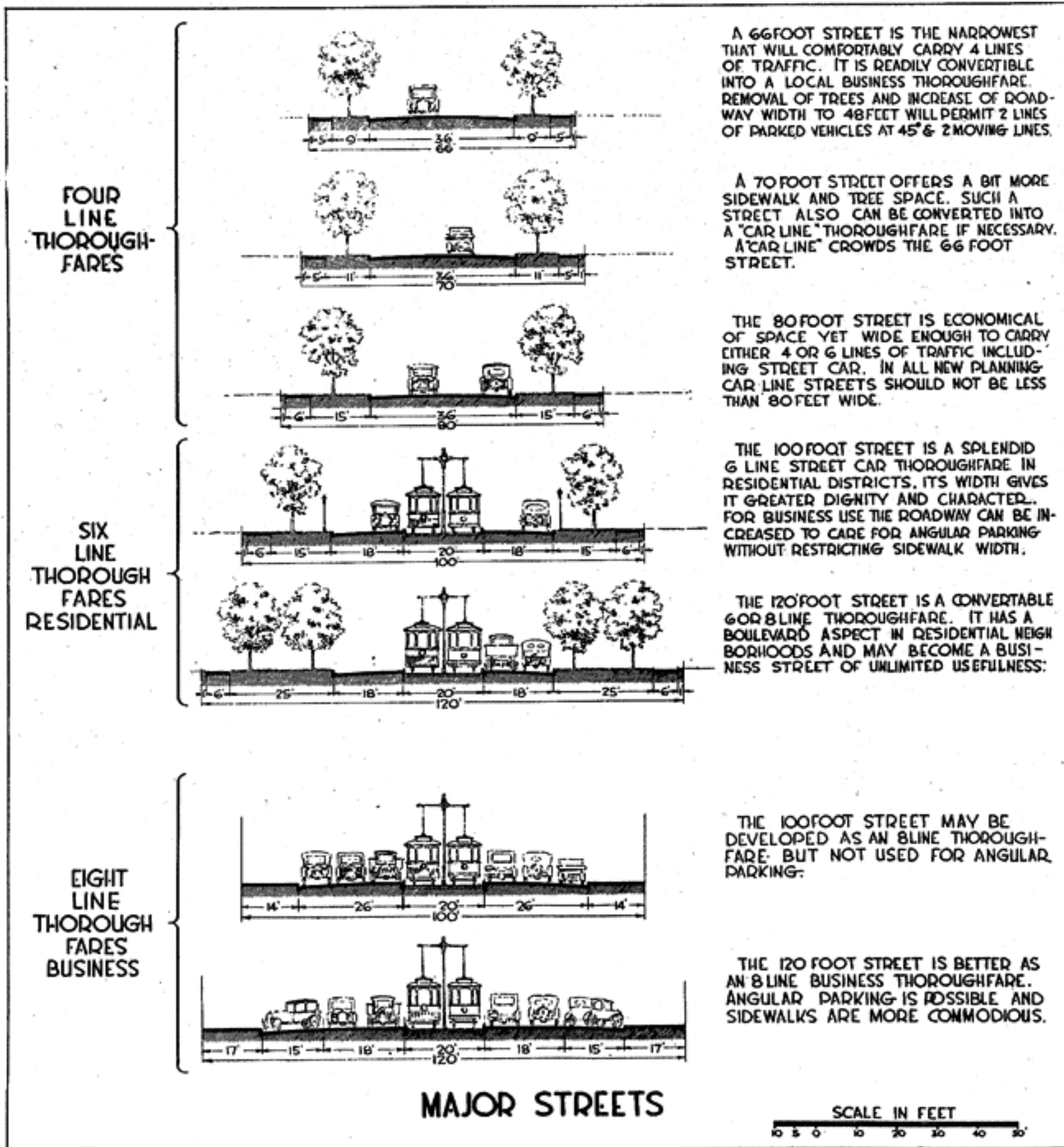
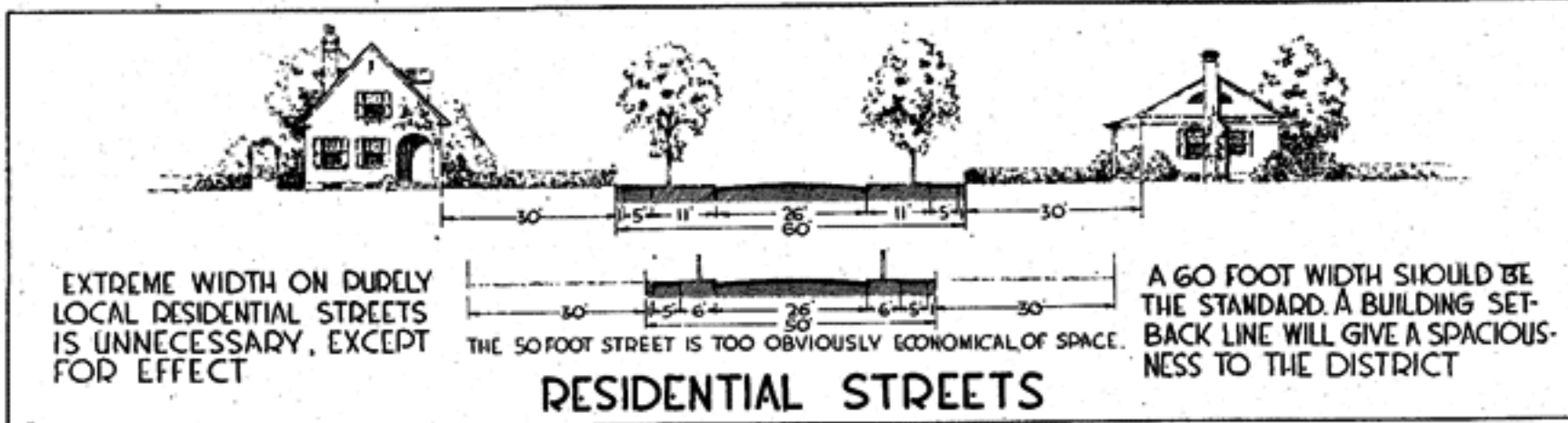
Every major street improved from now on should, in any event, be developed with sidewalks back from the curb, even if for the sole purpose of reducing the cost of future pavement widening. Turf is easier to remove than concrete.

# PROPOSED DEVELOPMENT OF MAJOR AND MINOR STREETS EVANSVILLE - INDIANA

HARLAND BARTHOLOMEW

ST. LOUIS MO.

CITY PLAN ENGINEER



# Cross Sections of Proposed Pleasure Drives

In Plate Number 10 it was shown how the future city of Evansville might look if the major street scheme were carried out as proposed, if the continuous pleasure drive system were coordinated with it, and if all intervening areas were subdivided into streets and building lots, according to modern practice.

It will be seen, by reference to the above mentioned plate, that three distinct types of pleasure drives are proposed: (1) inner reconstructed and specialized streets, (2) new restricted boulevards in outlying sections, and (3) informal parkways of varying width and direction.

Four existing streets have been chosen to tie both present and future parks and the proposed new pleasure drives more closely to the central portion of the city. Baker Avenue and Division Street are joined to afford a distinctive approach to Garvin Park. Lincoln and Oak are likewise joined to offer pleasure traffic from the eastern section—a special route to Sunset Park. In the southeastern portion of the city, Sweetser Avenue has been chosen to lead the system into the country, and on the west side Wabash Avenue suggests itself as a boulevard connecting the river front with Mesker Park. Altogether these streets make up a total of approximately seven miles within the city limits.

The new lengths of drive are found chiefly in land not yet platted. In the development of these sections lies the city's greatest opportunity. By enlisting the support of the real estate operators who will plat the land through which these lines run, the city should secure a boulevard system of great attractiveness.

The plate opposite illustrates in detail how various types of pleasure drive may be developed. While special boulevard treatment may be given to an 80-foot street, if necessary, the recommended widths vary from 100 to 200 feet. The minimum pavement should be 36 feet, which is adequate for four lines of vehicles. Center planting with double roadway should be provided on some boulevards. In all such cases the center strip should be at least as wide as the total width of the two roadways. Under special circumstances, an extra wide boulevard with triple roadway for separation of heavy and light pleasure traffic should be considered. Two rows of trees in each side parking will add greatly to the impressiveness of the street and to the value of the home sites facing upon it.

These are in no sense fixed proposals. A closer study of existing conditions at the time of making detailed plans will doubtless suggest modifications of proportion and general treatment.

The fundamental principles to be followed in the design of the system may be summarized as follows:

The point to be kept firmly in mind is that boulevards and parkways are to be created for a distinct purpose—*PLEASURE*. This pleasure may come from living upon them or driving or walking on them. The pleasurable effect is to be secured by special treatment and attention to matters not usually considered in the development of ordinary streets.

- (1) Pleasure drives should be wide—which means dignity, impressiveness, comfort.
- (2) Traffic should be restricted—to preserve the street scene from incongruous, disturbing notes.
- (3) Paving should especially contribute to the pleasure of using these thoroughfares.
- (4) Private building development should be regulated—to secure unity and harmony.
- (5) Planting should be of the highest type, for upon this one feature depends a considerable portion of the effectiveness of either formal or informal pleasure drives.
- (6) Special care should be given the lawn areas, and planting and proper maintenance of roadway should be assured.
- (7) A generous building setback will add spaciousness to the pleasure drive and permit a wider planting of trees.
- (8) Car lines, if need be, can be accommodated on streets of this type, but they should be planned for and isolated, as much as possible, in a wide central strip bordered by planting.

All these measures will contribute to the creation of a first-class pleasure drive system. Most of them cost little or nothing beyond the regulation cost of an ordinary street.

SCALE OF CROSS SECTIONS  
 0 5 10 15 20 25 30  
 ONE INCH EQUALS TEN FEET.  
 1922

# SUGGESTED CROSS SECTIONS OF PLEASURE DRIVES EVANSVILLE - INDIANA

HARLAND BARTHOLOMEW  
 CITY PLAN ENGINEER  
 SAINT LOUIS MISSOURI

## SINGLE ROADWAY BOULEVARDS SIX LINES



A BUILDING SET BACK OF 30 FEET OR MORE ADDS GREATLY TO THE DIGNITY OF THE STREET - PROPER TREE PLANTING WILL GIVE IT CHARACTER.

THE FOUR LINE BOULEVARD CAN BE REDUCED TO A MINIMUM OF 80 FEET IF NECESSARY BUT THIS WIDTH DOES NOT PROVIDE FOR A FIRST-CLASS TREE PLANTING

## DOUBLE ROADWAY BOULEVARDS

EIGHT LINES



SIX LINES



FOUR LINES



THE CENTER STRIP OF DOUBLE ROADWAY BOULEVARDS SHOULD BE GENEROUS. A THOROUGHFARE OF THIS TYPE SHOULD NOT BE LESS THAN 100 FEET WIDE

## DOUBLE ROADWAY BOULEVARDS WITH STREET CAR LINE

EIGHT LINES



SIX LINES



SIX LINES

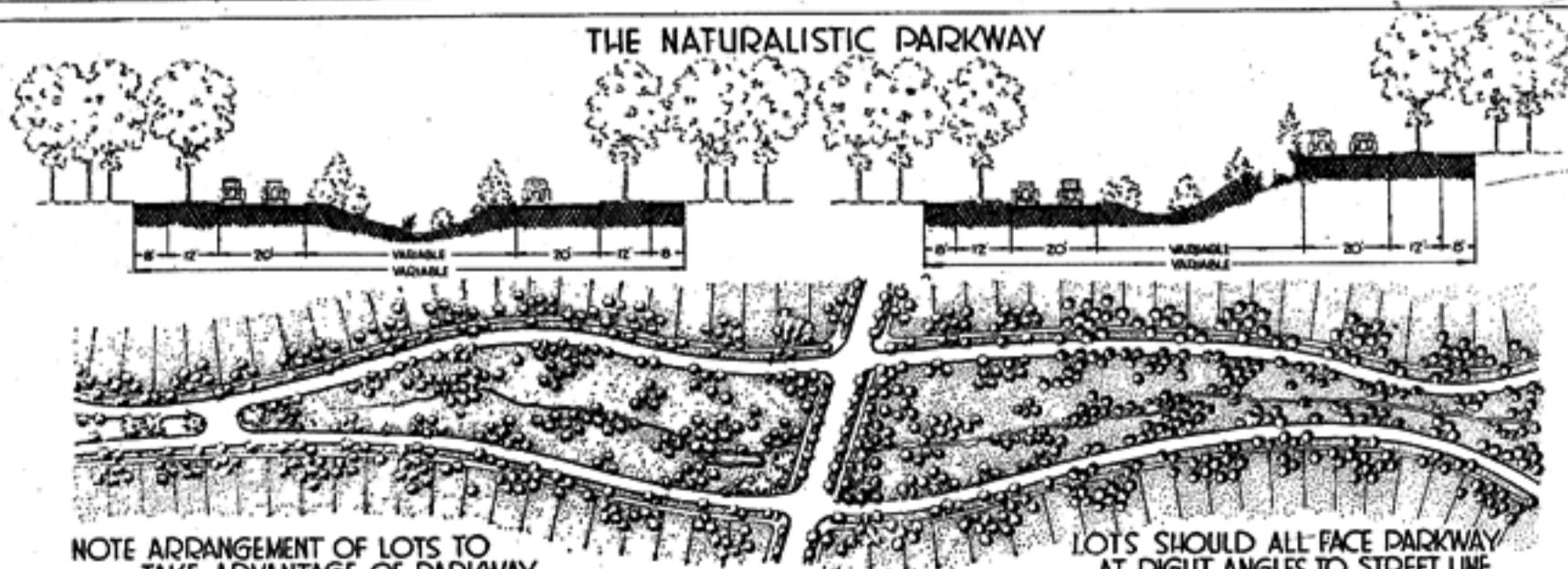


IF STREET CARS ARE TO BE ACCOMMODATED ON A DOUBLE ROADWAY BOULEVARD, THEY SHOULD BE IN THE CENTER STRIP AND OBSCURED BY PLANTING

## TRIPLE ROADWAY BOULEVARDS



## THE NATURALISTIC PARKWAY



NOTE ARRANGEMENT OF LOTS TO TAKE ADVANTAGE OF PARKWAY.

LOTS SHOULD ALL FACE PARKWAY AT RIGHT ANGLES TO STREET LINE

## Street Design

All new pavements laid in Evansville in the future should be given an appropriate width to accommodate the traffic using the street. It is as essential to avoid excess pavement as it is to get width enough. The laying of pavement by arbitrary formula, taking no account of the particular service of the street, is an expensive method. Traffic needs today, unlike those of earlier periods, can be computed with considerable accuracy. This is due to the tendency of automobile movement to follow straight lines.

The amount of roadway or pavement space needed for a moving vehicle is generally nine feet, or ten in warehouse or factory districts, where several trucks may often come abreast, or upon streets where bus lines operate. Pleasure vehicles, standing at the curb, rarely need more than eight feet. In view of these widely accepted standards the following pavement widths are now becoming common:

- Three Line Roadway—residence district—26 feet,
- Four Line Roadway—residence district—36 feet,
- Four Line Roadway—double track car line—40 feet,
- Six Line Roadway—54 feet,
- Six Line Roadway—double track car line—56 feet.

Roadways of these widths will comfortably carry the volume of traffic designated. Excess pavement in many cases merely adds to traffic confusion.

If we could expect all cars on a given street to be small cars, the 36 foot width for four lines of vehicles might be reduced somewhat. With an allowance of one foot at each curb for parked vehicles, a 30 foot pavement will allow for four narrow cars abreast, and give a space of two feet between cars. To restrict streets requiring four lines of traffic to 30 feet, however, is putting far too great reliance on the care of drivers, and discounting the fact that trucks with an over-all width of seven and one-half feet must be expected and planned for in calculating pavement capacities, especially on any street with enough through traffic to require four lines of vehicles. On quiet residential streets, with little or no through traffic, a 30-foot pavement serves the community no better than one 26 feet wide, and adds to the burden of tax payers an amount equal to the cost of 2300 square yards of pavement for each mile laid. The same unnecessary expense is involved in laying a 40-foot pavement where a 36-foot pavement would serve. The plate opposite gives the basic formula for the determination of roadway widths at once efficient and economical.

# STREET DESIGN

IN PLANNING NEW STREETS AND RECONSTRUCTING OLD ONES TO MEET REQUIREMENTS OF MODERN TRAFFIC OBSERVE THE FOLLOWING PRINCIPLES.

DEVELOP SYSTEM OF MAJOR STREETS - WIDE DIRECT THOROUGHFARES

RELATE ALL STREETS TO TOPOGRAPHY SO THAT EASY GRADES MAY BE SECURED AND ALL STREET FRONTAGE MAY BE USED

ASSIGN WIDTH TO STREETS ACCORDING TO VOLUME OF TRAFFIC THEY ARE TO BEAR  
BASE WIDTH ON NUMBER OF LINES OF MOVING AND STANDING VEHICLES ULTIMATELY TO BE ACCOMMODATED.

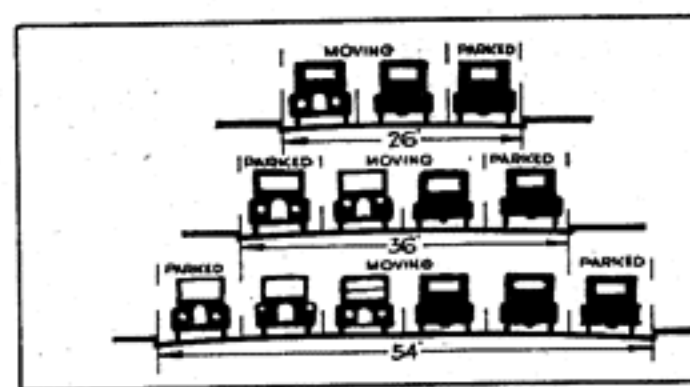
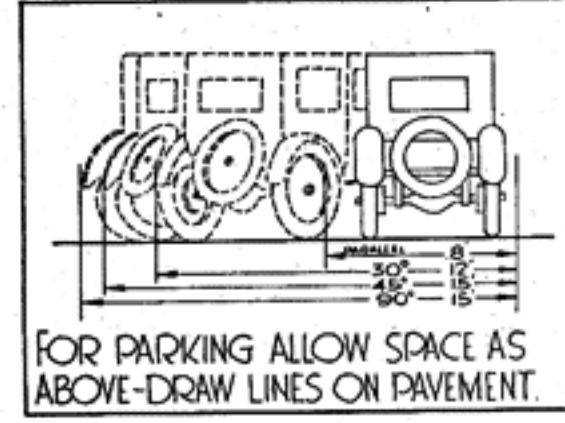
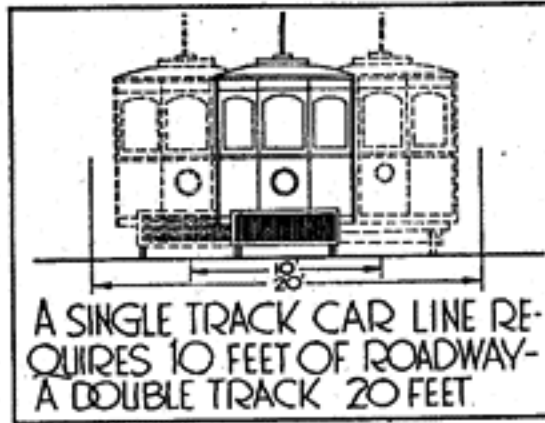
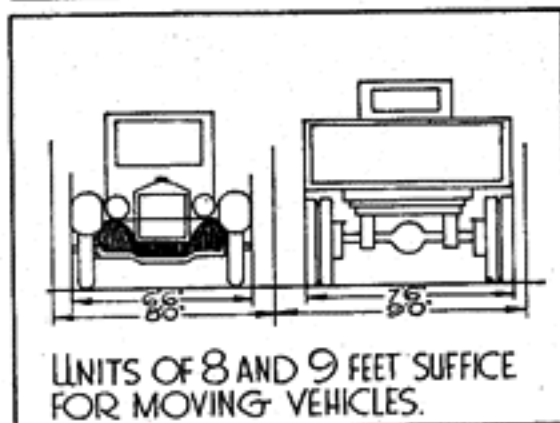
ADJUST ROADWAY AND SIDEWALK PROPORTIONS OF EACH PARTICULAR STREET TO NORMAL DEMANDS.



SEVERAL EXAMPLES ARE SHOWN BELOW TO ILLUSTRATE THE INTERRELATIONSHIP OF STREET AND ROADWAY WIDTHS AND TRAFFIC REGULATIONS.

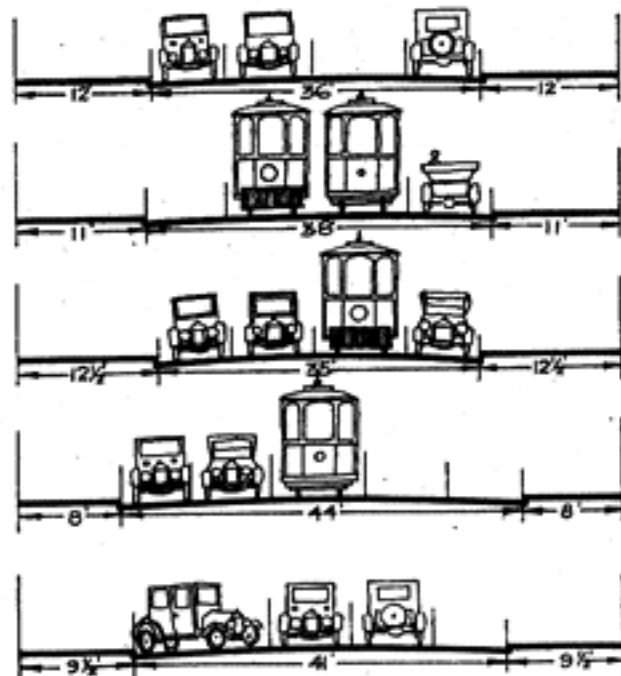
IN ANALYZING THE DIAGRAMS IT SHOULD BE BORNE IN MIND THAT THE "STREET" IS THE ENTIRE SPACE BETWEEN PROPERTY LINES.

## STANDARDS FOR ROADWAY DESIGN AND TRAFFIC REGULATION



A 3 LINE ROADWAY (26 FEET) IS STANDARD FOR QUIET RESIDENTIAL STREETS.  
A MINOR STREET WITH SOME THROUGH TRAFFIC OR CONSIDERABLE PARKING SHOULD HAVE A 4 LINE ROADWAY (36 FEET) GREATER WIDTH OF ROADWAY IS GENERALLY WASTED UNLESS THE STREET IS MADE A FULL 6 LINE THOROUGHFARE WHICH REQUIRES A 54 FOOT PAVEMENT.

## ECONOMICAL ROADWAYS FOR EXISTING 60 FOOT STREETS.



1. THE NORMAL DEVELOPMENT  
FOUR LINES - PARKING PARALLEL TO CURB OR PROHIBITED ENTIRELY ROADWAY 36 FT. SIDEWALKS 12 FT
2. WITH DOUBLE CAR TRACK  
FOUR LINES - ALL MOVING - NO PARKING ROADWAY 38 FEET, SIDEWALKS 11 FEET EACH
3. AS ABOVE ONE TRACK REMOVED  
ONE WAY STREET - TWO LINES MOVING - PARALLEL - PARKING ON EACH SIDE ROADWAY 35 FEET, SIDEWALKS 12 1/2 FEET
4. SINGLE CAR TRACK IN CENTER  
FIVE LINES TWO STANDING PARALLEL TO CURB - THREE MOVING - ROADWAY 44 FEET, SIDEWALKS, 8 FEET
5. VARIATION OF NUMBER ONE  
ONE LINE PARKED AT 45° - ONE LINE PARALLEL - TWO MOVING ROADWAY 41 FEET, SIDEWALKS 9 1/2 FEET

EVANSVILLE CITY PLAN COMMISSION  
HARLAND BARTHOLOMEW  
CITY PLAN ENGINEER - ST. LOUIS - MISSOURI

## Traffic Flow and Parking

The central business district of Evansville is, in effect, the heart of the city. Toward it and through it flows an increasing stream of traffic. The property values in this district have been built up, and business opportunities are valued, with regard to this flow. In order to preserve the vitality and the usefulness of this district it is absolutely necessary that nothing should be permitted to hinder that circulation upon which it depends. It is important, therefore, that special attention be given the channels of approach to the district, and to the use of such streets as now exist within the district itself.

Whenever the arteries leading to the business district from any direction become clogged, either because of the narrowness of the streets, the unanticipated volume of traffic or the abuse of street space, measures for the relief of such a condition should be considered immediately. These measures may take the following forms:

1. The abolition of the parking privilege.
2. The separation and rerouting of pleasure vehicles and trucks.
3. The rerouting of street cars.
4. The widening of roadways by the setting back of curbs.
5. The widening of the street itself.
6. The construction of subways or elevated streets.

It will be noted that the devices enumerated above are arranged with respect to their cost to the city. Before the public at large can be asked to bear the expense of improvements designed to increase the traffic-carrying capacity of certain streets, the city itself should so manage existing streets that all of them are put to the most effective and economical use. Those interests which are located in the central business district should be the first to encourage the city to take timely action along such of these lines as seem most logical. A delay in correcting street conditions which affect circulation in the central business district will result in the dispersal, to outlying commercial centers, of business that logically should be central, and prevent the development of property in that section of the city where it means the most to the community at large.

These and other fundamental principles of street planning have been kept in mind in preparing the plan shown opposite. It is not difficult to foresee the day when practically the entire area here shown will be devoted to business and light industry. In anticipation of this day, it is believed that Evansville could be justified in undertaking certain important street improvements, such as the widening of Walnut Street, to provide the district with another north and south entry comparable to Main Street. William Street would be a tributary of Walnut Street from the north. Both Main and Walnut then would be approachable with equal facility from east and north, and would provide the business district with what might be called a double back bone.

No other major street improvements are proposed within the district itself, but it is believed that the streets which bound this area should be increased in width, in order to carry traffic not concerned with the district itself, around it, to do away with all interference between this and local traffic, and also to permit a more thorough distribution of vehicles through the entire area.

It is believed that the time will come when it will be considered necessary to prohibit parking entirely, at least during certain hours of the day, on the thoroughfares serving this section. The plate opposite shows parking permitted only on streets of secondary importance. Walking time zones are shown from the intersection of Fourth and Locust Streets. Within five minutes of this corner, by parking only upon secondary streets, approximately seven hundred vehicles may be accommodated. This number might even be increased by the widening of roadways on side streets, at the expense of sidewalks, in order to accommodate vehicles parked at forty-five degrees. In view of the importance of preserving opportunities for free circulation, it is believed that ultimately the general restriction of parking will prove a smaller hardship than is generally supposed, and much less of a financial burden upon the city than expensive street widenings within the district of high property values.



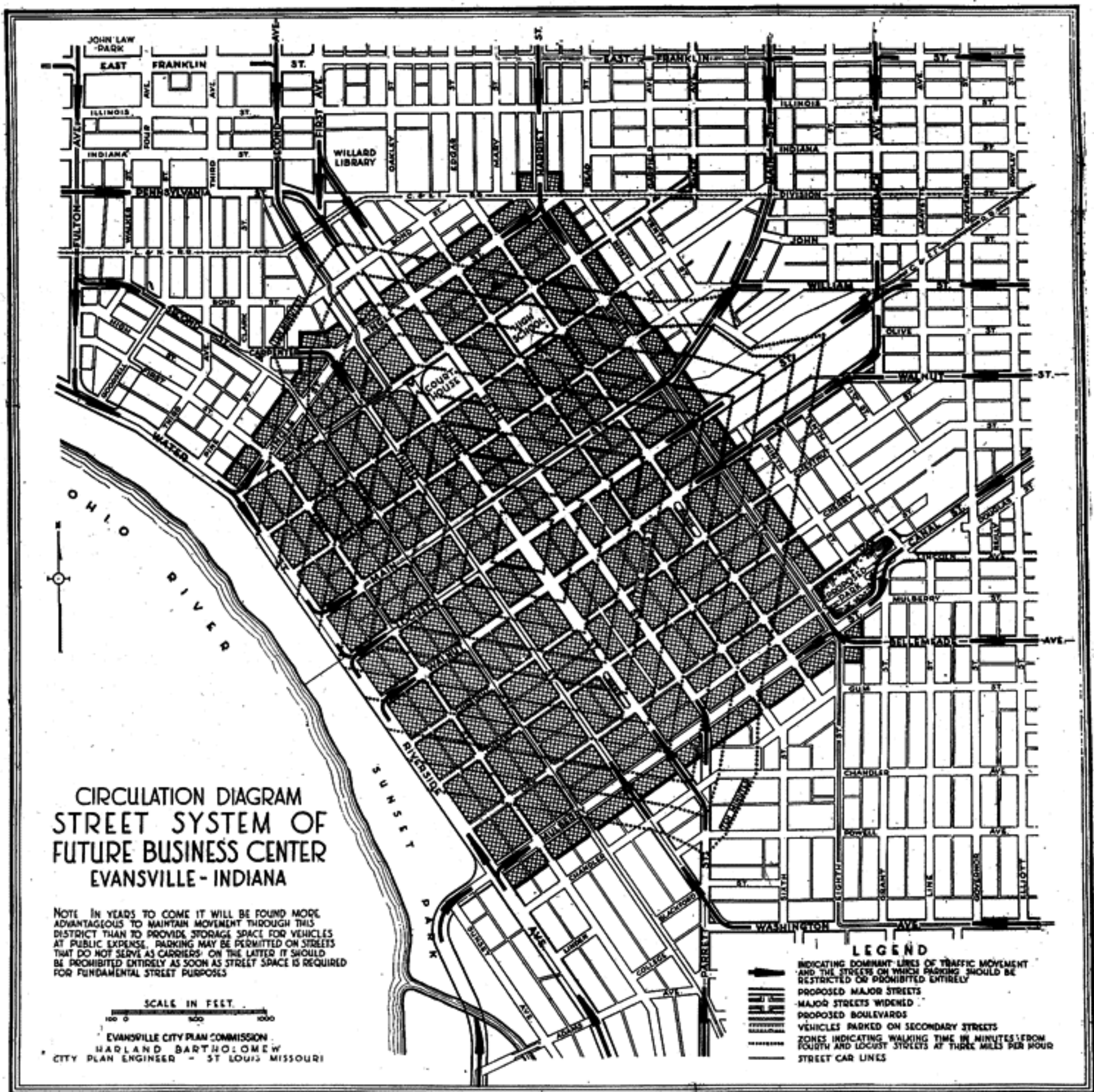


PLATE 14

## Existing House Numbering System

The naming of streets and the numbering of houses, while not strictly city planning, are nevertheless matters that affect the character and reputation of the city. Evansville has been criticized by both visitors and residents because of peculiarities in the names of streets and because of unsystematic house numbers. It has been suggested that the City Plan Commission propose a remedy for the present unsatisfactory conditions. This the Commission is glad to do, for it realizes that haphazardness and lack of system, whether in the actual layout of the streets or in their naming and numbering, reflect no credit upon Evansville.

Plate 15 opposite shows, as clearly as possible, the house numbering plan now in effect. Its complications are obvious. There are no less than eight streets that are used as a basis for numbering. An attempt to follow the line marking the 500-blocks is all that is needed to convince one of the inconsistencies of the present arrangement. The 500-block on Third Avenue is just north of Pennsylvania, on Fourth it is five blocks farther north, and on Heinlein, which is parallel to Third and Fourth and close to them, it is still farther north, between Nevada and Florida. The only evident regularity in the present numbering is found in the east-and-west streets north of Division and Pennsylvania, the north-and-south streets north of Division and east of First Avenue, and the streets of the downtown section.

## Proposed Numbering System and Street Name Changes

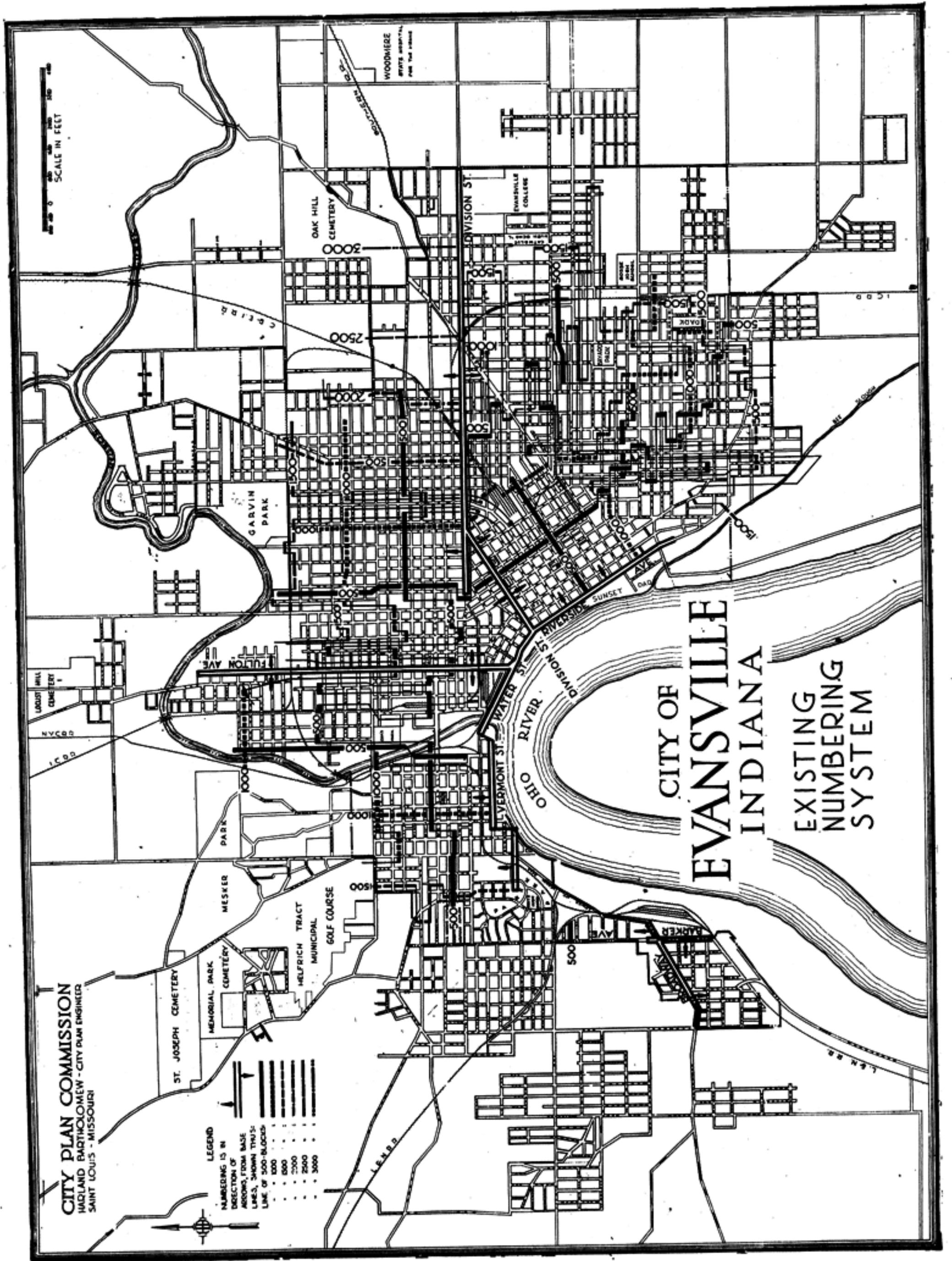
In revising the present numbering system, Division Street should remain as the base line at which to commence numbering to the north and to the south, and its continuation, Pennsylvania Street, should likewise be the dividing line in the western part of the city. It would be well to make the name "Pennsylvania St." continuous across the city, changing "Division" to "Pennsylvania" east of the point where the two streets join.

Main Street is the backbone of the business district, and the numbering on cross streets—Water, First, Second, and so on—should commence here instead of at Division. Main Street should, in fact, be selected as the dividing line for numbering not only for cross streets in the downtown section, but for all east-west streets in the city. North of Division Street, Main Street would thus replace Fulton Avenue as a base line for east-west numbering. Fulton Avenue is not a logical dividing line. It should give way to Main Street for the sake of simplicity and convenience for the general public.

Adjustment of the east-west numbering system of the major portion of the city to that in the irregular down-town section constitutes the real problem. Numbering in the southeastern portion of the city, as well as the portion lying north of Division Street and east of Garvin, must be revised if we are to have a logical numbering system.

Under the proposed plan, the problem of bringing the numbering system of such streets as Walnut, Chandler and Mulberry into conformity with the east-west numbering system for streets north of Division is solved by renaming these streets East Walnut, East Chandler, East Mulberry, and so on, as shown on the plate opposite, at or close to the point where the street suddenly changes direction to run due east, and, commencing there, a new set of numbers to correspond with blocks to the north and south.

Walnut, Chestnut, Cherry, Canal, Mulberry and Oak Streets would retain their 800-blocks just northeast of Eighth, and numbering on these streets would remain in conformance with the present logical down-town system, until the abrupt change of direction occurred. Canal Street, of



## PROPOSED NUMBERING SYSTEM AND STREET NAME CHANGES (*Continued*)

course, has no abrupt change of direction. It would, therefore, change to the new set of numbers and to the designation "East Canal Street" at Tenth, the last intersecting street on Canal that conforms with the downtown street layout.

Bellemeade, Gum, Chandler, and Powell would have their 200-blocks just east of Eighth Street. To avoid any possible confusion from this fact, it is proposed that the portion of Eighth Street in question, namely: from Washington Avenue north to its sharp angle at Bellemeade, be changed in name to "Emmett Street" with which it is nearly in line.

Sixth Street similarly should be known as "Putnam Street" from Washington Avenue to its angle close to Gum Street. These sections of Sixth and Eighth Streets suggested for renaming are logically portions of the predominating east-and-west, north-and-south street system of the city as opposed to the downtown section, the layout of which conforms to the Ohio River. The proposed changes would thus simplify matters by removing these streets in name, as they are in fact, from the street systems to which they do not belong.

Only the following ten streets will require the prefix "East," as mentioned above—Walnut, Cherry, Canal, Mulberry, Gum, Chandler, Powell, Blackford, Adams, and Riverside.

The only three streets parallel with the river which extend into the area of true north and south streets, namely Second, Sixth, and Eighth Streets will conform to the proposed numbering system without special adjustment.

A great deal of time and effort must be spent in working out the details of the system, and adjusting them to the main scheme as outlined above. Where blocks are of unequal length on opposite sides of any street (see Washington Avenue, for example, on plate opposite), a departure is necessary from the practice of giving one hundred numbers to every block. The blocks most nearly conforming in size with the majority of those similarly located on other parallel streets must be used to determine the numbering. The opposite side of the street in question can then be made to conform by giving a long block more, or a short block less than one hundred numbers, as the case may be. In this way numbers may be kept nearly uniform on opposite sides of every street. In any case, the numbering should return to normal at every major street.

When the renumbering is carried out, the City Engineer or the Commissioner of Buildings should be authorized by the City Council to assign house numbers in accordance with the system as adopted.

Aside from a few special conditions, such as the above-mentioned adjustments for blocks of varying lengths, the provision made for nine streets already named, the numbering of Bond Street and Ohio in opposite directions, the numbering of streets in the down-town section consistently toward instead of away from Division Street—aside from these irregularities, which are unavoidable in a city of irregular layout, like Evansville, the system of numbering here proposed will bring comparative simplicity into the street numbering. In a relatively short time residents will get used to the commencing of numbers at just three different lines instead of eight, as at present—(1) Pennsylvania and Division Streets, (2) Main Street and Parrett, (3) Water Street and Riverside Avenue—and visitors will be able to find their way with far greater ease than at present.

The renaming of streets so that names shall be continuous where streets are continuous or essentially so, and so that two streets of the same name or confusingly similar names do not occur in two different places, will also serve as a great aid to both citizens and strangers. A list of suggested changes in street names, the need of which is apparent, appears on pages 54--55 of the Appendix. These changes are also incorporated in the plate opposite.

It is further proposed that Main Street be given a new name in keeping with the character and dignity of an ambitious, growing city. Various substitute names have been considered but the Commission feels that the selection of a new name for the principal street of the city should be made only after a thorough consideration of the matter on the part of the citizens of Evansville, and the offering of all possible suggestions. The name which is finally adopted by the city should be simple, dignified, and appropriate. It should preferably give recognition to some outstanding character, event, or place connected with the history of Evansville or Southern Indiana.

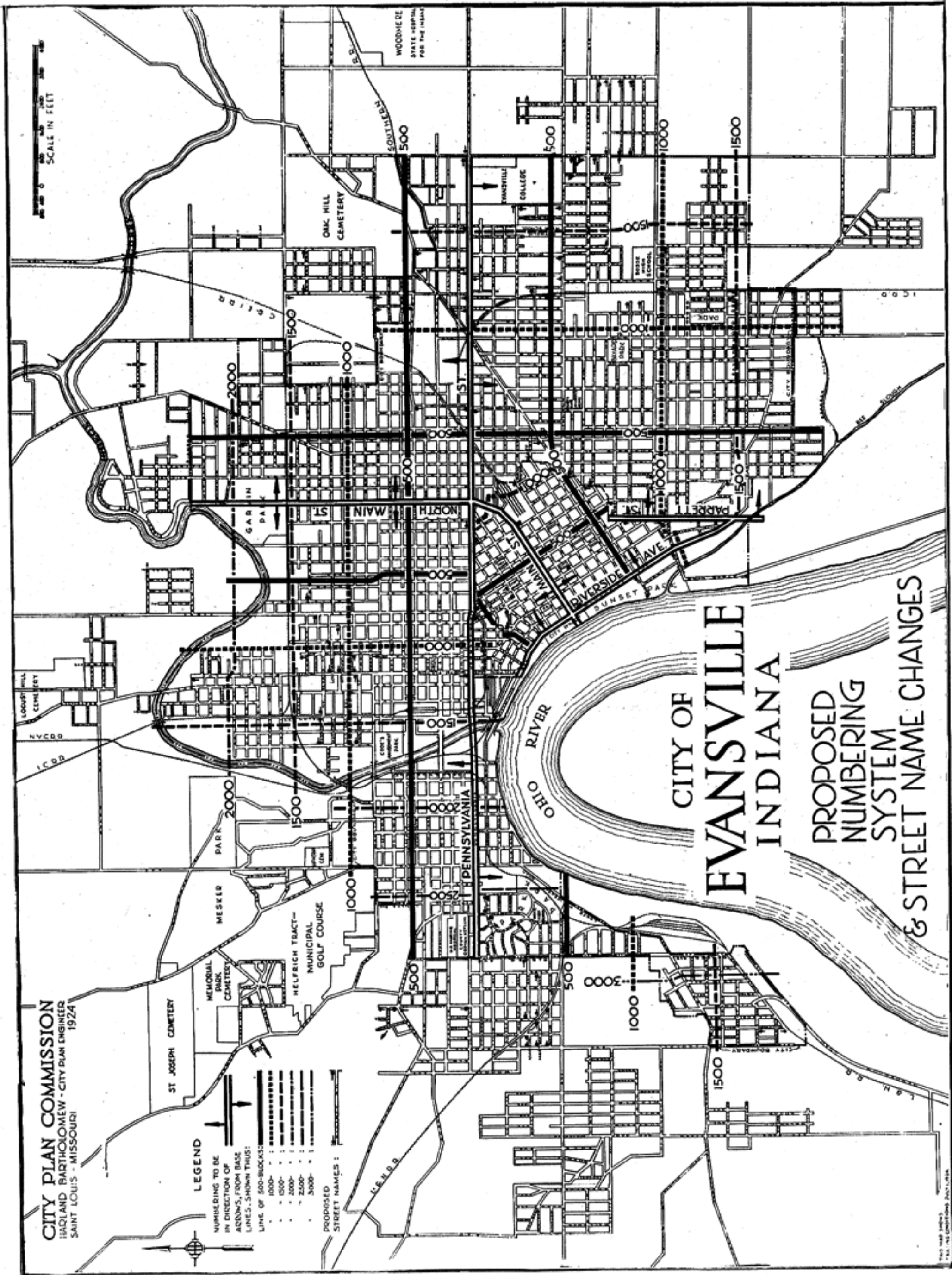


PLATE 16

Appendix A.

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY

NOTE: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EXISTING STREET	ULTIMATE CAPACITY NEEDED		
<b>ADAMS AVENUE</b>							
Riverside to Garvin.....	60 ft.	30 ft.	3+	4		N. C.	To be extended eastward from Lodge Avenue, 80 feet wide.
Garvin to Lodge.....	50 ft.			3		N. C.	
Garvin to Linwood.....		30 ft.	3+				
Linwood to Grand.....		28 ft.	3+				
Grand to Gilbert.....		30 ft.					
Grand to Lodge.....		N. P.					
East from Lodge.....					6	80 ft.	
<b>ALLEN ROAD</b>							
St. Joseph Ave. to Fulton Ave.....	40 ft.			2+		6	To be widened to 80 feet throughout and extended as shown on Major Street Plan.
Fulton Ave. to point 400 feet east..	40 ft.	14 ft.	1+	2+			
400 ft. east of Fulton to First Ave..	50 ft.	14 ft.	1+	3			
<b>AVON AVENUE (See also Diamond Avenue)</b> .....	60 ft.	N. P.		4		6	80 ft. To be widened to 80 feet and extended as shown.
<b>BARKER AVENUE</b>							
Broadway to Dennison.....	60 ft.	16 ft.	1+	4		6	Extend to Maryland Street and widen throughout to 80 feet.
Dennison to Decker.....	70 ft.	16 ft.	1+	5+			
Decker to Franklin.....	80 ft.	16 ft.	1+	6		N. C.	
Franklin to Upper Mt. Vernon Rd..	45 ft.	N. P.		3			
<b>BAYSE STREET</b> .....	60 ft.	N. P.		4		6	80 ft.
<b>BELLEMEADE AVENUE</b> .....							
Mulberry to Weinbach and east....						6	Eliminate jog at Harlan Avenue and at Kentucky Avenue.
Mulberry to Evans.....	60 ft.	N. P.		4			
Evans to Kentucky.....	60 ft.	36 ft.	4	4			
Ky. to alley w. of St. James Blvd.	60 ft.	N. P.		4			
*Alley w. of St. James to alley e. of Villa Drive.....	70 ft.	N. P.		4			
Alley e. of Villa Drive eastward .	60 ft.	N. P.		4			
<b>BLUE GRASS ROAD</b>							
Ross to Weinbach.....	60 ft.	30 ft.	3+	4		8	100 ft. Widen to 100 feet.
Weinbach to County Line.....	40 ft.	16 ft.	2—	2			
<b>BROADWAY (See also Lower Mt. Vernon Rd.)</b>							
Barker to Stinson.....	57 ft.			4		8	100 ft. Widen to 100 feet west to Stinson Ave.; 80 feet thence westward.
Barker to Delmar.....		36 ft.	4				
Delmar to Stinson.....		25 ft.	2+				
Stinson to Tekoppel and westward.	50 ft.	25 ft.	2+	3		6	
<b>BUCHANAN ROAD</b>							
St. Joseph Ave. to Little Cynthiana Road.....	100 ft.	N. P.		8		8	N. C.

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

NOTE: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
<b>CANAL STREET</b>					8	100 ft.	Should be 100 feet wide throughout and made an entry for Blue Grass Road traffic. (See Blue Grass Rd.) Can be made 100 feet wide from Walnut to Franklin by acquiring 40 feet traction right-of-way.
Eighth St. to Tenth St.....	100 ft.			8		N. C.	
Eighth to Grant.....		25, 25	6—				
Grant to Tenth.....		76 ft.	8+				
Tenth St. to Governor.....	60 ft.	N. P.		4	8	100 ft.	
Governor to Walnut.....	50 ft.	N. P.		3	8		
Walnut to Virginia.....	60 ft.	N. P.		4	8		
<b>CLEVELAND AVENUE</b>					6	80 ft.	Connections needed: First Ave. to Oakley, Read to Baker.
Oakley to Read.....	60 ft.	N. P.		4			
Baker to Crown.....	60 ft.			4			
Baker to Stringtown Rd.....		N. P.					
Stringtown Road to Rowley.....		30 ft.	3+				
Rowley to Crown.....		N. P.					
<b>CODY STREET (See also Vickery, Avon and Diamond Avenues)...</b>	60 ft.	N. P.		4	6	80 ft.	New 80-foot extension across Pigeon Creek proposed.
<b>COLORADO AVENUE (See also Olmstead Ave.)</b>	60 ft.	N. P.		4	6	80 ft.	New connection 80 ft. wide proposed to Olmstead Ave.
<b>COLUMBIA STREET, west of Oak Hill Cemetery.</b>					6	80 ft.	Cutoff needed to Maryland at 7th.
Seventh Ave. to Fulton.....	80 ft.	N. P.		6			Side lines of street not parallel.
Fulton to Third Ave.....	82-66	40 ft.	4+	6-4			
Third Ave. to Second Ave.....	75 ft.	40 ft.	4+	6			
Second Ave. to First Ave.....	68 ft.	30 ft.	3+	4			
First Ave. to Crown.....	60 ft.	30 ft.	3+	4			
Crown to line of Kentucky Ave.....	40 ft.	20 ft.	2+	2			
Kentucky Ave. to New York Ave..	60 ft.	20 ft.	2+	3			
New York Ave. to point 175 ft east.	60 ft.	20 ft.	2+	4			
*175 ft. east of New York Ave. to Rose.....	70 ft.	20 ft.	2+	4			
<b>COLUMBIA STREET, east of Oak Hill Cemetery</b>							
Blue Grass Rd. to Weinbach.....	50 ft.	N. P.		3	6	80 ft.	
<b>COVERT AVENUE (Including Hazel Avenue)</b>					8	100 ft.	Cutoff needed at Governor. Cutoff needed at Garvin. Traction Co. owns 50-ft. right-of-way in center of proposed 130-ft. street, east of Kentucky Ave.
Governor to Garvin.....	60 ft.	30 ft.	3+	4			
Garvin to Shadewood.....	55 ft.	30 ft.	3+	4			
Shadewood to Kentucky Ave.....	60 ft.	30 ft.	3+	4			
Kentucky to Gilbert.....	30 ft.	N. P.		2		130 ft.	
Lodge to Rickwood.....	35 ft.	N. P.		2			
East from Weinbach.....	50 ft.	16 ft.	2—	3			
<b>DECKER AVENUE</b>					6	80 ft.	Widen to 80 feet throughout.
Lower Mt. Vernon Rd. to Craig....	50 ft.			3			

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

NOTE: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
<b>DECKER AVENUE (Continued)</b>							
Lower Mt. Vernon to Barker.....		N. P.					
Barker to Craig.....		15 ft.	1+				
Craig to Bosse.....	65-70	15 ft.	1+	4	6		
Bosse to Sorensen.....	70 ft.	15 ft.	1+	4	6		
Sorensen to Koch.....	50 ft.	15 ft.	1+	3	6		
Koch to alley west of Boehne.....	70 ft.	15 ft.	1+	4	6		
Alley west of Boehne to McLaren..	50 ft.	15 ft.	1+	3	6		
<b>DIAMOND AVENUE (See also Cody, Vickery and Avon Aves.)</b>							
*Garvin Park to Heidelberg.....	40 ft.	N. P.		3	6	80 ft.	New connections to Avon Ave. and to street east of Kentucky. Widen to 80 feet throughout.
Heidelberg to Stringtown Rd.....	45 ft.	N. P.		3			
Kentucky to Harding.....	50 ft.			3			
Kentucky to Ross.....		14 ft.	1+				
Ross to Harding.....		N. P.					
<b>DIVISION STREET (See also Slaughter Avenue).....</b>							
Canal to Weinbach.....	60 ft.	N. P.		4	6	80 ft.	Widen to 80 feet from Canal east.
<b>EIGHTH STREET</b>							
Pennsylvania to Bellemeade.....	60 ft.	40 ft.	4+	4	8	100 ft.	Widen to 100 feet throughout.
<b>FIFTH AVENUE</b>							
North from Cody.....	60 ft.	18 ft.	2	4	8	100 ft.	Widen to 100 feet throughout.
<b>FIFTH STREET</b>							
Pennsylvania to Mulberry.....	60 ft.			4		N. C.	Extension across Chandler to Fourth needed. Connecton to First Ave. at Pennsylvania.
Pennsylvania to Sycamore.....		36 ft.	4				
Sycamore to Locust.....		40 ft.	4+				
Locust to Mulberry.....		36 ft.	4				
<b>FIRST AVENUE</b>							
Division to Columbia.....	70 ft.			6	8	100 ft.	Widen to 100 feet throughout.
Division to Pennsylvania.....		50 ft.	5+				
Pennsylvania to Columbia.....		40 ft.	4+				
Columbia to Pigeon Creek.....	60 ft.	40 ft.	4+	4			
North from Pigeon Creek.....	60 ft.	16 ft.	2+	4			
<b>FIRST STREET</b>							
Fulton to Riverside.....	60 ft.			4		N. C.	
Fulton to Main.....		40 ft.	4+				
Main to Walnut.....		40.5	4+				
Walnut to Ewing.....		36 ft.	4				
<b>FOURTH STREET (See also con- tinuation, Third St. and Parrett St.)</b>							
Division to Locust.....	60 ft.	40 ft.	4+	4	4	N. C.	Cutoffs to First Avenue and Second Avenue at Division needed.



LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

NOTE: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EXISTING STREET	ULTIMATE CAPACITY NEEDED		
<b>FOURTH STREET (Continued)</b>							
Locust to Chestnut.....	100 ft.	60 ft.	6+	8	4		
Chestnut to Cherry.....	60 ft.	36 ft.	4	4	4		
Cherry to Oak.....	143 ft.	36-20	6+	12	4		
Oak to Washington.....	60 ft.	36 ft.	4	4			
Oak to angle north of Powell.....					4		
Angle north of Powell, to Wash..					6	80 ft.	Connection from Fourth to Fifth, needed at angle.
<b>FRANKLIN STREET, EAST</b>							
Fulton to First Ave.....	120 ft.	22,22	4+	8		N. C.	
First Ave. to Canal.....	60 ft.			4	8	100 ft.	Widen to 100 feet from 1st Avenue to Canal.
First Ave. to Main.....		40 ft.	4+				
Main to Garvin.....		30 ft.	3+				
Garvin to Canal.....		N. P.					
<b>FRANKLIN STREET, WEST</b>							
Fulton to St. Joseph.....	120 ft.	77 ft.	8+	8		N. C.	Widen to 80 feet from St. Joseph to Upper Mt. Vernon Road.
St. Joseph to Upper Mt. Vernon Rd..	60 ft.	40 ft.	4+	4	6	80 ft.	
<b>FULTON AVENUE</b>							
Water to Maryland.....	100 ft.	65 ft.	7+	8		8	100 ft. New connection to Fifth Avenue.
Maryland to Morgan.....	60 ft.	40 ft.	4+	4	8	N. C.	
Morgan to Twenty-seventh St.....	100 ft.	55 ft.	6	8		100 ft.	
<b>GARVIN STREET</b>							
Sweetzer to Riverside.....	60 ft.	N. P.		4	6	80 ft.	Widen to 100 feet from Riverside Ave. north; 80 feet from Riverside south.
Riverside to Madison.....	60 ft.	30 ft.	3+	4	8	100 ft.	
Madison to Washington.....	50 ft.	30 ft.	3+	3	8		Cutoff at Sweetser to Barnett. Connection needed from Mulberry to Canal.
Washington to alley south of Gum.	60 ft.	30 ft.	3+	4	8		
Alley south of Gum to Bellemeade.	55 ft.			4	8		
Alley south of Gum to Gum.....		30 ft.	3+				
Gum to Bellemeade.....		N. P.					
Bellemeade to Mulberry.....	30 ft.	N. P.		2	8		
Canal to Stringtown Road.....	60 ft.			4	8		
Canal to Morgan.....		N. P.					
Morgan to Stringtown Road.....		40 ft.	4+				
<b>GRANT STREET</b>							
Mulberry to Canal.....	60 ft.	30 ft.	3+	4	8	100 ft.	Widen to 100 feet.
<b>GREEN RIVER ROAD (See also Riverside Avenue)</b>							
Gilbert to angle 1000 feet west of Weinbach.....	50 ft.	N. P.		3	8	100 ft.	New connection to Weinbach Ave.
<b>HARRIET STREET</b>							
Pennsylvania to Cleveland.....	60 ft.			4			Cutoff at Columbia Street.
Pennsylvania to Franklin.....		30 ft.	3+		8	100 ft.	
Franklin to Columbia.....		30 ft.	3+		6	80 ft.	

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

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NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
HARRIET STREET (Continued) Columbia to Cleveland.....		25 ft.	3—		6	80 ft.	
HAZEL AVENUE (See Covert Ave.)							
HEIDELBACH AVENUE Walnut to Pigeon Creek Boulevard	60 ft.			4	6	80 ft.	Widen to 80 feet throughout, and extend across Pigeon Creek according to Major Street Plan.
Walnut to Division.....		N. P.					
Division to Louisiana.....		30 ft.	3+				
Louisiana to Morgan.....		40 ft.	4+				
Morgan to Pigeon Creek Blvd...		N. P.					
HENDERSON ROAD Southwest from Stinson Avenue Viaduct.....	50 ft.	20 ft.	2+	3	8	100 ft.	Widen to 100 feet.
HOGUE ROAD Upper Mt. Vernon Rd. to Tekoppel	70 ft.	20 ft.	2+		6	80 ft.	Widen to 80 feet throughout.
Tekoppel to Elm.....	30 ft.			4			
Elm to Woods.....	37 ft.			2			
*Woods to Standard Brick Co. Switch	80 ft.			6		N. C.	
Standard Brick Co. Switch, west...	50 ft.			3			
IGLEHEART AVENUE Barker to Tekoppel.....	55 ft.	12 ft.	1+	4	6	80 ft.	Cut off to Pennsylvania. Extend parallel to L. & N. R. R. as on Major St. Plan.
Tekoppel to Woods.....	70 ft.	N. P.		4			
*Woods to Standard Brick Co. Switch.....	80 ft.	N. P.		6			
INGLE STREET Water to Third Street.....	60 ft.	40 ft.	4+	4	8	100 ft.	Widen to 100 feet throughout.
Third St. to Pennsylvania.....	70 ft.			4			
Third St. to Second Avenue.....		40 ft.	4+				
Second Ave. to First Avenue.....		45 ft.	5				
First Ave. to Pennsylvania.....		40 ft.	4+				
KATHRYN STREET Sixth Ave. to Devon St.....	60 ft.	N. P.		4	6	80 ft.	Widen to 80 ft. and extend to Park St., and to Colorado Ave.
KENTUCKY AVENUE, South of C. & E. I. R. R. South of Bayse.....	50 ft.	N. P.		3	8	100 ft.	Widen to 100 feet throughout and connect with Dixie Bee Line.
Bayse to Lincoln.....	55 ft.			4			
Bayse to Riverside.....		N. P.					
Riverside to Taylor.....		36 ft.	4				
Taylor to Adams.....		32 ft.	3+				
Adams to Washington.....		30 ft.	3+				
Washington to Powell.....		35 ft.	4—				

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

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NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
<b>KENTUCKY AVENUE; South of C. &amp; E. I. R. R. (Continued)</b>							
Powell to Lincoln.....	60 ft.	40 ft.	4+	4			
Lincoln to Franklin.....							
Lincoln to Division.....		36 ft.	4				
Division to Franklin.....		N. P.					
<b>KENTUCKY AVENUE, North of C. &amp; E. I. R. R.</b>							
Morgan to Pigeon Creek.....	50 ft.	14 ft.	1+	3	6	80 ft.	Widen to 80 feet, Morgan to Pigeon Creek and beyond.
Morgan to alley s. of Dixieland Ave.	65 ft.			4			
*Alley s. of Dixieland to alley n. of Same.							
North to Pigeon Creek.....	50 ft.			3			
<b>LAW AVENUE</b>							
Upper Mt. Vernon to Riggs.....	60 ft.			4		N. C.	Slight jog to correct at Barker.
Upper Mt. Vernon to Barker....		30 ft.	3+				
Barker to Riggs.....		N. P.					
Riggs to Hogue.....	50 ft.	N. P.		3		60 ft.	
<b>LINCOLN AVENUE</b>							
Canal to Weinbach.....	60 ft.	38 ft.	4+	4	6	80 ft.	NOTE: To be developed as a boulevard.
East from Weinbach.....		24 ft.	3-				
Weinbach to alley w. of St. James Boulevard.....	60 ft.			4	6		
*Alley w. of St. James to alley e. of Villa Drive.....	70 ft.			4	6		
Alley e. of Villa Drive eastward	60 ft.			4	6		
<b>LITTLE CYNTHIANA ROAD</b>							
St. Joseph Ave. to n. e. cor. St. Joseph Cemetery.....	80 ft.	22 ft.	2+	6		N. C.	
North from St. Joseph Cemetery...	40 ft.	12 ft.			6	80 ft.	
<b>LODGE AVENUE</b>							
South of Green River Road.....	50 ft.	N. P.		3		80 ft.	To be widened to 80 feet north to Bayard Park Drive where it joins Ross Avenue to form one major street.
Green River Rd. to Covert.....	30 ft.	N. P.		2			
Covert to Washington.....	50 ft.	N. P.		3			
Washington to Powell.....	60 ft.	N. P.		4			
Powell to Chandler.....	30 ft.	N. P.		2			
Chandler to Bayard Park Drive....	60 ft.	N. P.		4			
<b>LOWER MT. VERNON RD.</b>							
St. Joseph to Barker.....	50 ft.	25 ft.	2+	3	8	100 ft.	
Barker to Stinson (Section called "Broadway").....	57 ft.			4	8	100 ft.	
Barker to Delmar.....		36 ft.	4				
Delmar to Stinson.....		25 ft.	2+				

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

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NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
<b>LOWER MT. VERNON ROAD</b> (Continued)							
Stinson to Tekoppel.....	50 ft.	25 ft.	2+	3	6	80 ft.	
West from Tekoppel.....	50 ft.	18 ft.	2	3	6	80 ft.	
<b>MAIN STREET</b>							
Water to Eighth St.....	75 ft.	52 ft.	6—	6		N. C.	Should be widened to 80 feet north of Eighth Street.
Eighth to Morgan.....	60 ft.	40 ft.	4+	4	6	80 ft.	
<b>MARYLAND STREET</b>							
New Harmony Rd. to Park St.....	60 ft.			4	6	80 ft.	Cutoff needed at Park St. to Columbia at corner of Seventh Avenue.
New Harmony Rd. to St. Joseph.		18 ft.	2				
St. Joseph to Ninth Ave.....		30 ft.	3+				
Ninth Ave. to Park St.....		35 ft.	4—				
<b>MIDDLE MT. VERNON ROAD</b>							
	50 ft.	14 ft.	1+	3	6	80 ft.	
<b>MORGAN AVENUE</b>							
Kentucky Ave. to Rose.....	40 ft.	16 ft.	2—	2+			Widen to 80 feet throughout.
Rose to Ross.....	60 ft.	16 ft.	2—	4			
East from Ross.....	40 ft.			2+			
Ross to Blue Grass Road.....	40 ft.	16 ft.	2—	2			
East from Blue Grass Road.....	50 ft.	18 ft.	2	3			
<b>MULBERRY STREET</b>							
Riverside to Grant.....	60 ft.	30 ft.	3+	4	8	100 ft.	Widen to 100 feet throughout.
<b>NEW HARMONY ROAD</b>							
Maryland St. to County line.....	60 ft.	24 ft.	2+	4	6	80 ft.	Widen to 80 feet throughout
<b>OLMSTEAD AVENUE</b>							
*Pigeon Creek Blvd. to Heidelbach.	80 ft.	N. P.		6		N. C.	Widen to 80 feet throughout. Extend across Pigeon Creek to Colorado Ave. Extend eastward.
Heidelbach to Stringtown Rd.....	50 ft.	N. P.		3	6	80 ft.	
<b>PARK STREET</b>							
Maryland to Keller.....	60 ft.			4	6	80 ft.	Widen to 80 feet and extend north. New connection to Columbia.
Maryland to Shanklin.....		30 ft.	3+				
Shanklin to Keller.....		N. P.					
<b>PARRETT STREET (See also continuation, Third St. and Fourth Street)</b>							
Riverside to Adams.....	60 ft.	30 ft.	3+	4	6	80 ft.	Widen to 80 feet throughout.
<b>PENNSYLVANIA ST., EAST</b>							
Fulton to First Ave.....	80 ft.	40 ft.	4+	6		N. C.	New connection to West Pennsylvania.
First Ave. to Eighth St.....	60 ft.	40 ft.	4+	6		80 ft.	

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

NOTE: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
<b>PENNSYLVANIA ST., WEST</b>							
Fulton to Seventh Ave.....	80 ft.	40 ft.	4+	6		N. C.	New connection to East Penn. Cut-off needed from Penn. to Igleheart at Barker.
Eighth Ave. to Barker.....	80 ft.			6		N. C.	
Eighth Ave. to St. Joseph.....		N. P.					
St. Joseph to Barker.....		36 ft.	4				
<b>POLLACK AVENUE</b>							
East from Lodge.....	50 ft.	N. P.		3	6	80 ft.	New connection to Bayse Ave.
<b>RED BANK ROAD</b>					6	80 ft.	Cutoff needed at Pennington Ave.
Perry Township Line to Lower Mt. Vernon Road.....	50 ft.	12 ft.	1+	3			
Lower Mt. Vernon to Decker.....	30 ft.	12 ft.	1+	2			
Decker to Upper Mt. Vernon Rd.....	40 ft.	N. P.		2			
North from Upper Mt. Vernon Rd.....	40 ft.	14 ft.	1+	2			
<b>RIVERSIDE AVENUE (Including VAN BUREN AVENUE and GREEN RIVER ROAD southeast to city line)</b>					8	100 ft.	This street should be uniformly 100 feet wide.
Locust to 160 ft. s. e. of Chandler..	100 ft.			8		N. C.	
Locust to Walnut.....		40 ft.	4+				
Walnut to 160 ft. s. e. of Chandler..		60 ft.	6+				Cutoff at Mulberry.
160 ft. s. e. of Chandler to Governor (inc. former Van Buren Ave.)..	60 ft.			4	8		
160 ft. s. e. of Chandler to 340 ft. s. e. of Adams.....		36 ft.	4				
340 ft. s. e. of Adams to Ewing...		30 ft.	3+				
Ewing to Parrett.....		36 ft.	4				
Parrett to Governor.....		40 ft.	4+	4			
Governor to Shadewood.....	50 ft.	N. P.		3			
Shadewood to Kentucky.....	60 ft.	N. P.		4			
Kentucky to Gilbert.....	50 ft.	N. P.		3			
<b>ROSE AVENUE</b>					6	80 ft.	
Morgan to Columbia.....	60 ft.	14 ft.	1+	4			
*Columbia to Virginia.....	70 ft.	N. P.		4			Continue northward from Morgan to new proposed street.
Virginia to Franklin.....	30 ft.	N. P.		2			
<b>ROSS AVENUE</b>							
Bayard Park Drive to Walnut.....	60 ft.			4	6	80 ft.	
Bayard Park Drive to Lincoln...		36 ft.	4				Cutoffs needed to correct: jog at Division Street, jog at Lincoln Avenue.
Lincoln to Walnut.....		N. P.					
Walnut to Virginia.....	80 ft.	N. P.		6		N. C.	

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

NOTE: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED		
<b>ST. JOSEPH AVENUE</b>							80 feet throughout.
Lower Mt. Vernon Rd. to Mary-land.....	66 ft.			4	6	80 ft.	
Lower Mt. V. Rd. to L. & N. R.R.		25 ft.	3—				
L. & N. R. R. to Maryland.....		40 ft.	4+				
Maryland to Little Cynthiana Rd..	80 ft.	N. P.		6		N. C.	
North from Little Cynthiana Rd...	60 ft.	10 ft.	1+	4	6	80 ft.	
Little Cynthiana Rd. to Allen.....		16 ft.	2—				
North from Allen Road.....		12 ft.	1+				
<b>SECOND AVENUE</b>							Cutoffs needed to Fourth St. at Di- vision; and to First Ave. at Tennessee
Division to Ingle.....	77 ft.	50 ft.	5+	6		N. C.	
Ingle to Bond.....	120 ft.	100 ft.	11+	10		N. C.	
Bond to Pennsylvania.....	60 ft.	40 ft.	4+	4	6	80 ft.	
Pennsylvania to Columbia.....	80 ft.	50 ft.	5+	6		N. C.	
Columbia to Tennessee.....	60 ft.	30 ft.	3+	4	6	80 ft.	
<b>SECOND STREET</b>							
Fulton to Riverside.....	60 ft.	40 ft.	4+	4		N. C.	
<b>SEVENTH AVENUE</b>							Should be 80 ft. wide throughout.
Water to Illinois.....	60 ft.	N. P.		4	6	80 ft.	
Illinois to Columbia.....	80 ft.	N. P.		6		N. C.	
<b>SLAUGHTER AVE. (See also Di- vision Street)</b>							
East from Weinbach.....	50 ft.	16 ft.	2—	3	6	80 ft.	
<b>STINSON AVENUE</b>							
Broadway to Viaduct over L. & N.. R. R.....	60 ft.	30 ft.	3+	4	8	100 ft.	
<b>STRINGTOWN ROAD</b>							
Garvin to alley s. of Dixieland Ave..	60 ft.	25 ft.	3—	4			
*Alley s. of Dixieland Ave. to alley n. of same.....	70 ft.	25 ft.	3—	4			
Alley n. of Dixieland Ave. to Pig- eon Creek.....	60 ft.	25 ft.	3—	4			
North from Pigeon Creek.....	60 ft.	18 ft.	2—	4			
<b>TEKOPPEL AVENUE</b>							Extend 80 feet wide south from Low- er Mt. Vernon Rd. to Koressel.
Lower Mt. Vernon Rd. to Decker..	40 ft.	8 ft.	1—	2	6	80 ft.	
Decker to Hogue Road.....	60 ft.	15 ft.	2—	4			
<b>TENNESSEE STREET</b>							
Fulton to First Ave.....	60 ft.	30 ft.	3+	4	6	80 ft.	
<b>THIRD STREET</b>							Cutoff from Third St. to Washington Ave. at So. Fourth needed.
Ingle to Washington.....	60 ft.			4		N. C.	

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

Note: \*denotes section of street whose extra width has been so dedicated to the public use by subdivider in accordance with Major Street Plan up to January 1925. N. P.—Not paved. N. C.—No change.

NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			MAXIMUM EX-ISTING STREET	ULTIMATE CAP-ACITY NEEDED	PRESENT ROADWAY		
<b>THIRD STREET (Continued)</b>							
Ingle to Locust.....		40.5	4+				
Locust to Washington.....		40 ft.	4+				
Washington to Adams.....	52 ft.	36 ft.	4	4	6	80 ft.	
(See also Parrett and Fourth Sts.)							
<b>UPPER MT. VERNON ROAD</b>							
Franklin to Barker.....	60 ft.	36 ft.	4	4			
Barker to Hogue Rd.....	70 ft.	20 ft.	2+	4			
Northwest from Hogue Rd.....	33 ft.	N. P.		2			
<b>VAN BUREN AVENUE (See Riverside Avenue)</b>							
<b>VICKERY STREET</b>							
Fulton to Pigeon Creek.....	40 ft.	N. P.		2	6	80 ft.	Cutoff to Cody needed between Ful-ton Ave. and Fifth Avenue.
<b>VIRGINIA STREET</b>							
Rose to Ross.....	60 ft.	40 ft.	4+	4			
Rose to Canal.....					6	80 ft.	
Canal to Ross.....					8	100 ft.	
<b>VOGEL ROAD</b>							
East from Blue Grass Road.....	50 ft.	12 ft.	1+	3	6	80 ft.	
<b>WALNUT STREET</b>							
Riverside to Heidelberg.....	60 ft.			4			
Riverside to Third St.....		30 ft.	3+				
Third St. to Sixth St.....		40 ft.	4+				
Sixth St. to Eighth St.....		30 ft.	3+				
Eighth to Heidelberg.....		40 ft.	4+				
Heidelberg to Lafayette.....	55 ft.	36 ft.	4	4			
Lafayette to Canal.....	60 ft.	36 ft.	4	4			
<b>WASHINGTON AVENUE</b>							
Fourth St. to Lodge Ave. and east..					6	80 ft.	Widen to 80 feet throughout.
Fourth to Lodge.....	60 ft.	40 ft.	4+	4			
Lodge to alley w. of St. James Boulevard.....	60 ft.	20 ft.	2+	4			
*Alley w. of St. James to alley e. of Villa Drive.....	70 ft.	20 ft.	2+	4			
Alley e. of Villa Drive eastward..	60 ft.	20 ft.	2+	4			
<b>WATER STREET</b>							
Fulton to Locust.....	60 ft.			4	8	100 ft.	Widen to 100 feet throughout.
Fulton to Division.....		45 ft.	5				
Division to Locust.....		40 ft.	4+				

LIST OF MAJOR STREETS FOR EVANSVILLE AND VICINITY (Continued)

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NAME OF STREET	EXISTING WIDTH	WIDTH OF PAVEMENT	TRAFFIC CAPACITY IN LINES OF VEHICLES			PROPOSED ULTIMATE WIDTH OF STREET	STREET CHANGES NEEDED
			PRESENT ROADWAY	MAXIMUM EXISTING STREET	ULTIMATE CAPACITY NEEDED		
<b>WEINBACH AVENUE</b>							
South of Pollack.....	50 ft.	N. P.		3	6	80 ft.	Extend north from Morgan St. 80 feet wide.
Pollack to Covert.....	50 ft.	14 ft.	1+	3			
Covert to alley n. of Ravenswood Drive.....	55 ft.	18 ft.	2	3			
Alley n. of Ravenswood to Morgan (Boonville Rd.).....	50 ft.	18 ft.	2	3			
<b>WILLIAM STREET</b>							
Main to Canal.....	60 ft.			4	6	80 ft.	Widen to 80 feet throughout.
Main to Elsas.....		40 ft.	4+				
Elsas to Canal.....		N. P.					
<b>WIMBERG AVENUE</b>							
New Harmony Rd. to Little Cynthia Road.....	40 ft.	16 ft.	2—	2	6	80 ft.	Widen to 80 feet throughout.



Appendix B  
RULES OF THE CITY PLAN COMMISSION  
FOR THE  
SUBDIVISION OF LAND

**NOTE:** The major street plan outlined in preceding pages has two objectives; first, the correction of mistakes that have been made in the planning of streets in years past, and second, the prevention of further mistakes. The corrective measures proposed may not be carried out for many years; prevention, however, need not be delayed. The City Plan Commission realizes that even if it succeeds in doing nothing more than guiding the future growth of Evansville along the right lines it will have fulfilled its mission. It aims, therefore, to establish a certain definite policy with regard to the subdivision of land, the control of which is placed, by state law, in the hands of the Board of Public Works and the City Plan Commission. The street plans shown in preceding pages are to guide the Commission in passing upon land plats submitted to it. The rules presented here set forth the requirements of the Commission as to procedure and the general standards which it seeks to introduce. The Commission is confident that these rules, which merely carry the fundamental principles of scientific city planning into effect, will meet with general approval.

**1. Preliminary Plan.**

In seeking to subdivide land into building lots and to dedicate streets, alleys, or other lands for public use, the owner shall submit two copies of a preliminary sketch plan to the City Plan Commission before submission of final plan. The preliminary plan shall be at 100 feet to the inch or larger scale, and shall show:

- (a) The location of property lines, buildings, water courses, and other existing features.
- (b) The proposed location and widths of streets, alleys, lots, and building lines, and similar facts regarding existing conditions in property immediately adjacent.
- (c) The title under which the proposed subdivision is to be recorded, and the name of the allotter and of the engineer or surveyor platting the tract.
- (d) The names of all adjoining subdivisions.
- (e) Available data as to location and size of existing sewer and water mains accessible to the subdivision. This information should be requested from the City Engineer and the Water Works Department, and an allowance of ten days should be made for obtaining it.

**NOTE:** Such data has to be kept on record by the Engineering and Water Works Departments, which should be requested for the information as soon as possible after the subdivider decides to plat a piece of land. Ten days should normally be an ample allowance for obtaining this information.

- (f) The Commission may require a contour map, showing contour intervals of three (3) or more feet.

The approval of the preliminary plan does not constitute an acceptance of the subdivision.

**NOTE:** The purpose of requiring submission of a preliminary plan is to give the subdivider of land an opportunity to secure the judgment of the Commission regarding his scheme of streets and lots before he has carried the matter too far. The observance of this requirement may mean a considerable saving to the promoter. Two copies are required so that one may be corrected or altered by the Plan Commission and returned to the subdivider and the other retained in the files of the Commission.

These preliminary plans should not be unchangeable. They should be rough sketches giving all the information which will be required for a proper estimate of the merits of the subdivision. The necessary data is specifically requested under a, b, c, d, e and f above. If the subdivider has followed the general rules of the Commission with respect to lot sizes, street widths, alleys and the like and has observed the requirements of the major street plan as it affects his property, his preliminary plan in all likelihood will be approved by the Commission and he will be able then to go ahead with his final plans. If the final plan is merely a refinement of the preliminary and does not differ from it in essentials its acceptance will be a matter of course.

**2. Final Plan.**

The original and three copies of the final plan shall be submitted to the City Plan Commission. This plan shall be made at 100 feet to the inch or larger scale from an accurate survey drawn on a sheet whose dimensions are 8" by 11" or multiples thereof.

**NOTE:** After a land subdivision plan in preliminary form has been checked over and approved by the City Plan Commission, the owner is free to have his final plan prepared, the accurate, fully-

## SUBDIVISION RULES—(continued)

detailed one which he will record. When this is finished, the original and three copies must be brought before the Commission. The final approval of the Commission is placed upon the original and it is passed on to the Board of Public Works for approval. It is then returned to the owner, ready to be filed with the county recorder. The three copies are then distributed among the files of the Commission, the Board of Public Works, and the City Engineer. The sizes specified are merely for the purpose of securing uniformity among plans.

The final plan shall show:

- (a) The boundaries of the property; the lines of all proposed streets and alleys with their width and names; and of any other portions intended to be dedicated to the public use. In the case of branching streets, the line of departure from one street to another shall be indicated.

**NOTE:** These facts and those below are required to be shown upon the final plan in order that the record of each subdivision may be complete. It is sure to lead to confusion and expense if plats are recorded while they lack information telling where they are located, how wide all streets are platted, who made the plat, who surveyed the property, the dimensions of the tract, the location of corner stones, and similar facts which ought to be on record. It is to safeguard private interests quite as much as those of the general public that the Plan Commission seeks to elevate and standardize subdivision practice, and to require each plat to bear certain basic information. The requirements which follow are more or less self-explanatory.

- (b) The lines of all adjoining properties; the lines of adjacent streets and alleys, with their width and names.
- (c) All lot lines, and numbers for all lots and blocks; building lines and easements with figures showing their dimensions.
- (d) All dimensions, both linear and angular, necessary for locating boundaries of subdivision, lots, streets and alleys, easements and building line set-backs, and any other areas for public or private use. The linear dimensions shall be expressed in feet and decimals of a foot.
- (e) Radii, arcs and chords, points of tangency, central angles for all curvilinear streets; and radii for all rounded corners.
- (f) All monuments together with their descriptions. All monument locations must receive the City Engineer's approval.
- (g) Curb levels, as approved by the City Engineer, sufficient to determine suitable building elevations in all parts of the subdivision.
- (h) Title and description of property subdivided, showing its location and extent, points of compass, scale of plan, and name of subdivider and of engineer platting the tract; also classification of property under the zoning law.
- (i) Profiles may be required of all streets and alleys where topography makes it advisable (forty feet horizontal scale and four feet vertical, or fifty feet horizontal and five feet vertical recommended). Major streets shall in so far as possible conform to the contours to avoid grades in excess of three (3) per cent, unless special conditions make it advisable to alter this rule; minor streets, to avoid grades in excess of ten (10) per cent.
- (j) Any private restrictions shall be shown on plat or reference to them made thereon; and plats shall contain proper acknowledgments of owners accepting said platting and restrictions.

**NOTE:** A subdivision which the owner wishes to put upon the market with certain restrictions should have those restrictions summarized or indicated in a general way upon the plan which is filed for record.

### 3. Acre Subdivisions.

Where the parcel is subdivided into larger tracts than for building lots, such parcels shall be divided so as to allow for the opening of major streets and the ultimate extension of adjacent minor streets.

**NOTE:** Owners of real estate on the outskirts of the city frequently wish to plat their property in tracts somewhat larger than the ordinary city lots. These acre subdivisions or "small city farms," as they are often called, usually remain in that state only so long as it is possible to preserve their semi-agricultural character. Whenever the growth of the city seems to demand the cutting up of the "small farms," the owners are quick to take advantage of the opportunity. Unless the tract originally has been laid out with the idea of being subdivided later, each individual goes about making a small subdivision of his particular holdings without reference to the others. The result is generally the misplacement of streets, confusion among the lots and frequently a squeezing of the land, which is detrimental to the community. This provision of the rules aims to secure consideration of the ultimate subdivision of every tract, regardless of the intermediate stages through which it may pass.

SUBDIVISION RULES—(continued)

4. Relation to Adjoining Street System.

The arrangement of streets in new subdivisions shall make provision for the continuation of the principal existing streets in adjoining additions (or their proper projection where adjoining property is not subdivided) in so far as they may be necessary for public requirements. In general such streets shall be of a width at least as great as the existing streets. The street and alley arrangement must also be such as to cause no hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it.

**NOTE:** The requirement above is to prevent the creation of unnecessary and absurd jogs and offsets. Evansville is afflicted with more than its proper share of these impediments to traffic.

5. Street and Alley Widths.

- (a) The widths for major streets shall conform to the widths designated on the major street plan.
- (b) The minimum width for minor streets shall be fifty (50) feet, except that in cases where the topography or special conditions make a street of less width more suitable the City Plan Commission may waive the above requirement.

**NOTE:** The most satisfactory width for minor streets is 60 feet. (See Plate Number Ten.) When the requirements of the major street plan seem to absorb an unreasonable amount of an owner's land in the view of the City Plan Commission, they will be quick to advise the platting of 50-foot streets as a compensation. The Commission likewise reserves the right to permit streets less than 50 feet wide on hillsides, along streams or bordering parkways, where the requirements of traffic are never likely to make a wide street necessary. In general, however, it will be the aim of the commission to establish a 60-foot standard for residence streets.

- (c) Alleys, where provided, shall have a minimum width of fourteen (14) feet with a five-foot cut-off at all acute and right-angle alley intersections. Alleys in rear of business lots shall be at least twenty (20) feet wide.
- (d) Where alleys are not provided, easements of not less than four (4) feet in width shall be provided on each side of all rear lot lines and side lines where necessary, for poles, wires, conduits, storm and sanitary sewers, gas, water and heat mains. Easements of greater width may be required along lines or across lots where necessary for the extension of main sewers and similar utilities.

**NOTE:** Modern subdivision practice requires the placing of all poles and wires along the rear lot lines instead of the street. It is often more economical to place sewers, especially trunk sewers, along these lines. For such purposes an easement must be indicated upon the subdivision plat. The easement widths required above are generally accepted as standard.

6. Blocks.

- (a) No blocks shall be longer than one thousand (1,000) feet between street lines. In blocks over seven hundred fifty (750) feet in length a right-of-way shall be dedicated for a cross walk near the center of the block. The right of way for such walks shall be not less than ten (10) feet.

**NOTE:** In the days of the horse-drawn vehicles it was customary to make all blocks rather short. The automobile has made longer blocks unobjectionable. Modern street traffic, however, has made wider streets necessary; so there is a sort of compensation formula to be applied to each subdivision. The minor streets can be made narrow in order that the major thoroughfares may be wide, and the number of cross streets through a given area may be reduced and the space thus gained also added to the width of the principal arteries. To overcome the disadvantage of long blocks to pedestrians, cross walks are needed for their convenience. It is recommended that the subdivider lay the pavement in such public walks and spread the cost among the lot owners benefited.

- (b) In new subdivisions at a distance from property already platted, block widths shall be established, except for special reasons, at from two hundred forty (240) to three hundred (300) feet.

**NOTE:** When land is being subdivided at a considerable distance from other subdivisions, there is often a temptation to make lots extra deep and of unusually generous width. The plan of streets adopted under such circumstances will, in any probability, not be of the sort that subdividers of adjacent land can follow without serious loss. The rules above require that the street system of a new subdivision conform to that existing in adjacent subdivisions. If a man platting a piece of property two miles beyond the city limits lays out lots 175 feet deep, his streets become 350 feet apart. It may be a number of years before any others plat near him, but when they eventually do so, they may object, and with reason, to conforming to the street system already established. If

SUBDIVISION RULES—(continued)

all blocks are made between 240 and 300 feet wide, regardless of where they are platted, it will not be difficult to require conformity.

- (c) Where it is desired to subdivide a parcel of land, which, because of size or location, does not permit an allotment directly related to a normal street arrangement, there may be established a "Place." Such a "Place" may be in the form of a court, a non-connecting street or other arrangement, provided, however, that proper access shall be given to all of the lots from a dedicated place (street or court) and the maximum number of lots for each allotment of this sort shall be permanently established so as to assure a building arrangement commensurate with the foregoing requirements for normal additions.

**NOTE:** This provision makes it possible for an owner of an odd-shaped parcel surrounded on all sides by built up property to lay out a self-contained court or place. The rule is amplified so as to make it impossible, after such a court or place is laid out and all other regulations complied with, for someone else to step in and further subdivide the lots or change the scheme so as to do harm to the community. These courts or places, especially where dead-end streets are involved, are to be avoided if possible. In all cases provision should be made for the free movement of vehicles in and out. A stub-end street should be wide enough for vehicles to pass, even if two are standing abreast at the curb and there should be a turn-around at the end having an outside diameter, between curbs, of not less than 90 feet.

7. Lots.

- (a) In all rectangular lots and so far as possible all other lots, the side lines shall be at right angles to the street on which the lot faces. Lots with double frontage shall be avoided.

**NOTE:** This is a requirement which should be especially emphasized. When lot lines are not at right angles to the street there is confusion in the mind of the builder who wishes to use the lot. If he places his building parallel to the street, it stands askew across his lot, cutting down his space for a drive and making hedges and walks run at peculiar angles to the street. If he places his house square upon the lot, with its sides parallel to the side lines of the lot, his neighbor may do something different. If his neighbor follows his example, the houses stand in saw-tooth fashion along the street, the rear of each one exposed to the front of the one next to it. All this annoyance can be avoided if land subdividers will but give reasonable consideration to the problems of those who will make use of the property they expect to sell.

- (b) The minimum dimensions for lots shall be forty (40) feet for width and one hundred and twenty (120) feet for depth and in no case shall a rectangular or irregular-shaped lot contain less than forty-eight hundred (4800) square feet.

**NOTE:** It is not desirable to establish a standard size for all lots. The requirements of lot purchasers differ. The precedent already established in a certain district is hard to break. The effect of topography upon platting cannot always be foreseen. The Commission does realize however, that many lots have been planned in Evansville that are wholly unsuited to the uses now made of them. Narrow, deep lots which should bear only one dwelling have two and sometimes three. Lots planned for residence are now in use for industry and commerce, yet it is a well-known fact that the property requirements of these latter interests differ notably from the requirements of residence.

It is the aim of the Commission to direct attention to the importance of proper lot planning, and to enforce only those requirements which seem to be necessary to protect the public interest. The Commission is convinced that the custom in Evansville of platting 25-foot lots has been productive of building conditions which are not a credit to the city. It supports a 50-foot standard for the average lot but has written into its rules a 40-foot minimum to cover instances where a 50-foot requirement would be a hardship upon the platter.

The Commission also believes that the tendency to plat extremely deep lots should be corrected. In the day of the horse and carriage, when stables were common, a deep lot was required in order to keep these nuisances as far from the dwellings as possible. In the present age, however, an excessively deep lot is not particularly advantageous. This is especially true in districts where alleys, in response to modern ideas, have been left out. In the judgment of the City Plan Commission a lot 120 feet deep is adequate for all ordinary residential requirements, yet not so deep as to invite rear dwellings. It is such over-intensive use of land with its accompanying vice and unsanitary conditions that the Commission seeks to remove and protect the city from in the future. The unregulated, unstandardized lot platting of the past has been a prolific source of much of Evansville's population congestion.

SUBDIVISION RULES—(continued)

- (c) Where reversed frontage occurs in any block, the corner lots shall have sufficient width to meet the requirements of the zone ordinance.

**NOTE:** It is the intention of the Commission to promote a wider use of building lines in new subdivisions. The city has suffered in the past through the tendency of builders to crowd out to the street lines with stores and dwellings. It is impossible to make a first-class city under such conditions. A building line of at least 20 feet should prevail upon every residential street.

At corners where reversed frontage occurs, i. e. where some lots in a given block face one street and one or more lots face an intersecting street, the building line should be carried around the corner as required by the zone ordinance. The store or home on the corner lot has no right to injure the adjoining lot by projecting out to the street line, either on the front or on the side. A slightly larger lot at the corner is recommended in cases of reversed frontage as a means of correcting this condition. A corner lot from two to six feet wider than the general run of those fronting the same direction will permit this setback at the side of the lot equal to 50 per cent. of the setback on the side street, as provided for in the zone ordinance. Provision should also be made at least in the restrictions filed with the plat, that accessory buildings on such corner lots be made to observe the full setback required on the lots facing the side street. It would be well to provide that accessory buildings on all corner lots should keep as far back as possible from the street. By these methods, each new street intersection will become at once safer and more attractive and will do justice to the lots adjacent to those on the corner.

- (d) Lots on major street intersections and at all other points likely to be dangerous shall have a radius of not less than fifteen (15) feet at the street corner.

**NOTE:** The reason for this provision is obvious. There is no more urgent need in American cities today than the adaptation of roadway and street planning practice to the requirements of modern traffic. Sharp projecting curb corners at thoroughfare crossings are decidedly dangerous to pedestrian and driver alike, due to the sweeping turn that quickly takes an automobile to the wrong side of the intersecting street. A rounding of the corner of each lot at a street intersection will not lessen the value of the lots a particle; but the roadway can thereby be made much safer.

8. Building Lines.

Building lines shall be shown on all lots intended for residential use of any character, and they shall not be less than required by the zone ordinance.

All enclosed parts of buildings shall be set back of such building lines. (See Rule 7-(c).)

9. Grading of Streets.

A grading plan may be required with the final plan, showing grades approved by the City Engineer and Board of Public Works.

**NOTE:** If the Commission questions the adaptability of a street layout to the land which it is to serve, a grading plan of the subdivision may be required. The mere preparation of such a plan may convince the developer of the tract that his scheme is impracticable and more costly than he realized. Grading plans for certain Evansville subdivisions, long unsold, would probably have saved a large portion of the investments in them.

10. Parks, School Sites, etc.

In subdividing property, due consideration shall be given to the dedication of suitable sites for schools, parks and playgrounds, so as to conform as nearly as possible to the recommendations of the City Plan Commission in its General Plan of the city and nearby areas. Such provision should be indicated on the preliminary plan in order that it may be determined when and in what manner such areas will be dedicated to the city.

**NOTE:** The opportunities for cooperation of the sort implied in the rule above have scarcely yet been touched in Evansville. Any subdivision of reasonable size is almost certain to have a church, or a school in it at some time. A neighborhood park of at least twenty acres should be made available for development in each square mile of residential area; and a small park of at least one acre should be laid out for each ten acres of residential property. These incidental features of every residence district should be planned for at the time the land is platted. A distribution of a portion of the selling value of these areas among the remaining lots will generally make it possible for the promoter of the subdivision to offer such areas at prices that will permit immediate acceptance. Small areas for parks, if of usable size, may, with profit to the subdivider, be dedicated free to the city, under agreement by the latter to improve the park when the resident population warrants the expense. The advantages of the park may be capitalized in the sale of lots and generally enough additional realized to more than pay the original cost of the land given to the city.

SUBDIVISION RULES—(continued)

11. Street Names.

Streets that are obviously in alignment with others already existing and named shall bear the names of the existing streets.

**NOTE:** This matter has heretofore received too little attention in Evansville and as a result there is much confusion in street names in certain parts of the city. The City Plan Commission is confident that this requirement will receive wide approval and general acceptance.

12. Change to More Restricted Use District.

Wherever property is subdivided with the intention that it shall have a use more restricted than that designated on the Zone Plan, such use shall be stated and the building lines and other rules affecting such more restricted use shall be shown and noted on the plat. Such designation shall also constitute a petition to the city to change the use designation for such property on the Zone Plan.

**NOTE:** Evansville has no zone plan at the time this is published, but expects to have one shortly. It is practically impossible in zoning unplatted areas to determine precisely the uses of property which will be most suitable to the district. The subdivider of the plan must be allowed some latitude in this. The purpose of the rule above is to permit him to request a change in the zoning regulations if he thinks a more restricted classification of his property desirable.

APPENDIX C  
SUGGESTED CHANGES IN STREET NAMES  
WITHIN THE CITY LIMITS

Present Name	Proposed Name	Part of Street to be Renamed
Adams Ave. 3	East Adams Ave.	East from Fourth St.
Adams Ave. 3	State Line Rd.	West from Riverside Ave.
Allen St. 2		East from I. C. R. R.
Bartlett Ave. 1	Ross Ave.	Division St. to Virginia St.
Blackford Ave. 3	East Blackford Ave.	East from Parrett St.
Broadway 1	Ross Ave.	Lincoln Ave. to Division St.
Campus Rd. 1	Rotherwood Ave.	Lincoln Ave. to Walnut St.
Canal St. 3	East Canal St.	Northeast from Tenth St.
Carpenter St. 1	Third St.	Whole Street.
Chandler Ave. 1	Bayard Park Drive	Lodge Ave. to Frederick St.
Chandler Ave. 3	East Chandler Ave.	East from angle northeast of Fourth St.
Cherry St. 3	East Cherry St.	East from angle northeast of Tenth St.
Cleveland Ave. 1	Tennessee St.	Whole Street.
Cunningham Ave. 1	Hartz Ave.	Division St. to E. S. & N. R. R.
Division St. 1	Pennsylvania St.	Tenth St. to Weinbach Ave.
Division St. 3	Court St.	Tenth St. to Riverside Ave.
Eighth St. 1	Emmett St.	Bellemeade Ave. to Washington Ave.
Fares Ave. 1	Kerth Ave.	Virginia St. to Columbia St.
First Ave. 1	Fourth St.	Division St. to Pennsylvania St.
Florida St. 1	Nevada St.	Whole Street.
Fountain Ave. 1	Oregon St.	Whole Street.
Fourth St. 1	Parrett St.	Adams Ave. to angle southeast of Chandler Ave.
Fulton Ave. 3	North Fulton Ave.	North from Division St.
Geil Ave. 1	Nevada St.	Whole Street.
Genung St. 1	Hollywood Ave.	James Ave. to Garland Ave.
Gum St. 3	East Gum St.	East from angle at Eighth St.
Grant St. 1	Campbell St.	Whole Street
Heinlein Ave. 1	Fourth Ave.	Whole Street.
Jackson Ave. 1	Taylor Ave.	Gilbert Ave. to Lodge Ave.
Kathryn St. 2		Whole Street.

APPENDIX C—(Continued)

Present Name	Proposed Name	Part of Street to be Renamed
Louisiana St. 1	Missouri St.	Second Ave. to Fulton Ave.
Main St.		North from Riverside Ave.
McDonald St. 1	Kerth Ave.	Whole Street.
Missouri St. 1	Florida St.	Heinlein Ave. to Fulton Ave.
Morris St. 1	McCormick Ave.	Whole Street.
Morton St. 1	McCormick Ave.	Division St. to Virginia St.
Mulberry St. 3	East Mulberry St.	East from Grant St.
Nevada St. 1	Louisiana St.	Third Ave. to Fulton Ave.
Ohio St. 1	Forest Ave.	McDowell Ave. to Lemcke Ave.
Park Lane 1	Park Place	Riverside Ave. to Sunset Park.
Powell Ave. 3	East Powell Ave.	East from angle at Parrett St.
Riverside Ave. 3	East Riverside Ave.	Southeast from Parrett St.
Reis Ave. 1, 2	Dreier Boulevard	Marion Ave. to Forest Ave.
Reis Ave. 1, 2	Forest Ave.	Dreier Blvd. to McDowell Ave.
Richardt Blvd. 2		Barker Ave. to Dreier Blvd.
Rose Ave. 1	Fares Ave.	Division St. to Columbia St.
Ross Ave. 1	Willow Drive	Lincoln Ave. to Virginia St.
Rowley St. 1	Elliott St.	Whole Street.
Second Ave.	Carpenter St.	Division St. to Pennsylvania St.
Second St. 1	Emmett St.	Emmett St. to Riverside Ave.
Sixth St. 1	Putnam St.	Angle south of Gum St. to Washington Ave.
Walnut St. 3	East Walnut St.	East from angle at Eleventh St.
Water St. 1	Riverside Ave.	Locust St. to Pigeon Creek.

OUTSIDE THE CITY LIMITS

Albert Ave. 1	Addison St.	North from Upper Mt. Vernon Rd.
Austin Ave. 1	Hartmetz Ave.	Tekoppel Ave. to L. & N. R. R.
Chandler Ave. 1	Bayard Park Drive	Weinbach Ave. to Taft Ave.
Cleveland Ave. 1	Tennessee St.	Rose Ave. to Ross Ave.
Evelyn Ave. 1	Marion Ave.	Ingle Ave. to Barker Ave.
Ewing Ave. (Howell) 2		Garland Ave. to Broadway
Helen Ave. 1	Marion Ave.	Tekoppel Ave. to Walker Ave.
Helen Ave. 1	Hartmetz Ave.	L. & N. R. R. to Leslie St.
Ingle Ave. 2	Rupper Ave.	Decker Ave. to Igleheart Ave.
Kenwood Ave. 1, 3	East Powell Ave.	Weinbach Ave. to Taft Ave.
Oak Hill Road 2	Blue Grass Road	Northeast from Ross Ave.
Poplar Ave. 1	Austin Ave.	Tekoppel Ave. to L. & N. R. R.
Powell Ave. 1, 3	East Chandler Ave.	Weinbach Ave. to Taft Ave.
Riggs Ave. 1	Addison St.	Igleheart Ave. to Upper Mt. Vernon Road.
Rose Ave. 1	Fares Ave.	Columbia St. to Morgan Ave.
Saunders Ave. 2		East from Red Bank Blvd.
Slaughter Ave. 1	Pennsylvania St.	East from Weinbach Ave.
Walker Ave. 2	Wills Ave.	Decker Ave. to Igleheart Ave.
Woods Ave. 1	Elm St.	Ziegler Ave. to Cook Ave.

1 Two sections of same street now bear different names.

2 Same name now in use for two different streets.

3 Change needed in establishing system of house numbers.

Appendix D

SYNOPSIS OF THE INDIANA CITY PLANNING LAW

(LAWS OF 1921, CHAPTER 209; LAWS OF 1923, CHAPTER 92)

The city council of any city may create by ordinance a city planning commission.

The commission takes one of two forms:

- (a) It shall, except in cases mentioned under "(b)" below, consist of nine members, five being citizens holding no other office and appointed by the mayor, together with one member of the city council appointed by that body; one member of the park board, the president of the board of public works, and the city engineer;
- (b) If the city does not have a board of park commissioners, a board of public works or a city engineer, then the commission shall consist of seven members. At least four of these shall be citizens not holding other public office. The council shall designate what officials shall make up the remaining number, with the restriction that not more than one shall be a member of the council or of any one board.

The five appointive members of the commission have overlapping terms of office, one member of the first five serving for two years, two others for three years, and the remaining two for four years; after the original terms expire, all terms thereafter being made four years. All members serve without compensation except for actual expenses incurred. The commission may appoint a secretary, and such engineers, architects, and employees as are deemed necessary.

The Commission shall have power:

- (1) To make surveys, studies, maps, and plans of a whole or parts of the city and of the surrounding country;
- (2) To make recommendations as to the location, width and arrangement of streets and other public ways, bridges, and docks; the location of parks, playgrounds, public buildings, and improvements; the removal, relocation, or extension of existing public works; the platting of ground into lots, streets, and alleys, and the location, relocation, and development of means of communication.
- (3) To prepare and submit to the council for its adoption ordinances regulating the height, area, and use of land by districts within the city, and regulating the location of particular kinds of business and the erection of structures for particular uses, in the interest of the safety, health, morals, comfort, and convenience of the public.
- (4) To make studies as to housing conditions.
- (5) To carry out instructions of the council for enforcing the city plan.
- (6) To make recommendation upon any proposed statutory, memorial, public structure, or appurtenance before a permit may be issued for the erection of the same.
- (7) To pass upon all plats or re-plats of lands laid out in lots or parcels, with the portions designed to be dedicated to the public use within the city or within five miles thereof, before such plats shall be received for record.

The city council shall appropriate and there shall be included in the tax levy an annual tax of not less than three mills nor more than five cents on each hundred dollars of taxable property. The proceeds of such levy shall be under the exclusive control and at the disposal of the commission.