Comprehensive Plan
Champaign. Ill
1924

See Blade Labeled Binders Vol. 8

CONTENTS.

LIST OF PLATES

INTRODUCTION.

Champaign, like many American cities, owes its existence to the railroad. When the Illinois Central built its line from Chicago to the south, the intention was to go through Urbana. Inability to secure a right of way, however, forced the railroad to pass about two miles to the south. The station opposite the village of Urbana was called Champaign.

Though Champaign is over 70 years old, its most pronounced growth has taken place within comparatively recent years. In 1910 the population was 12,421, in 1920 it was 15,873. The rate of population change seems to be constantly increasing. This tends to bring into sharp relief some of the problems which inevitably accompany the enlargement of a city. The lack of a plan in years past is beginning to show. It appears now that mistakes have been made in arranging the structure of the city. One notes frequently the serious effect of streets with inadequate traffic capacities. There is an obvious need of more adequate school playgrounds and of a system of parks and pleasure drives. The transit facilities are not properly arranged for service.

Sanitary conditions are bad. The "Boneyard" is a menace to health. Zoning is a pressing need. These are general statements of conditions resulting from a planless habit of growth.

Champaign needs a comprehensive, predetermined scheme to use in controlling and directing its future physical growth.

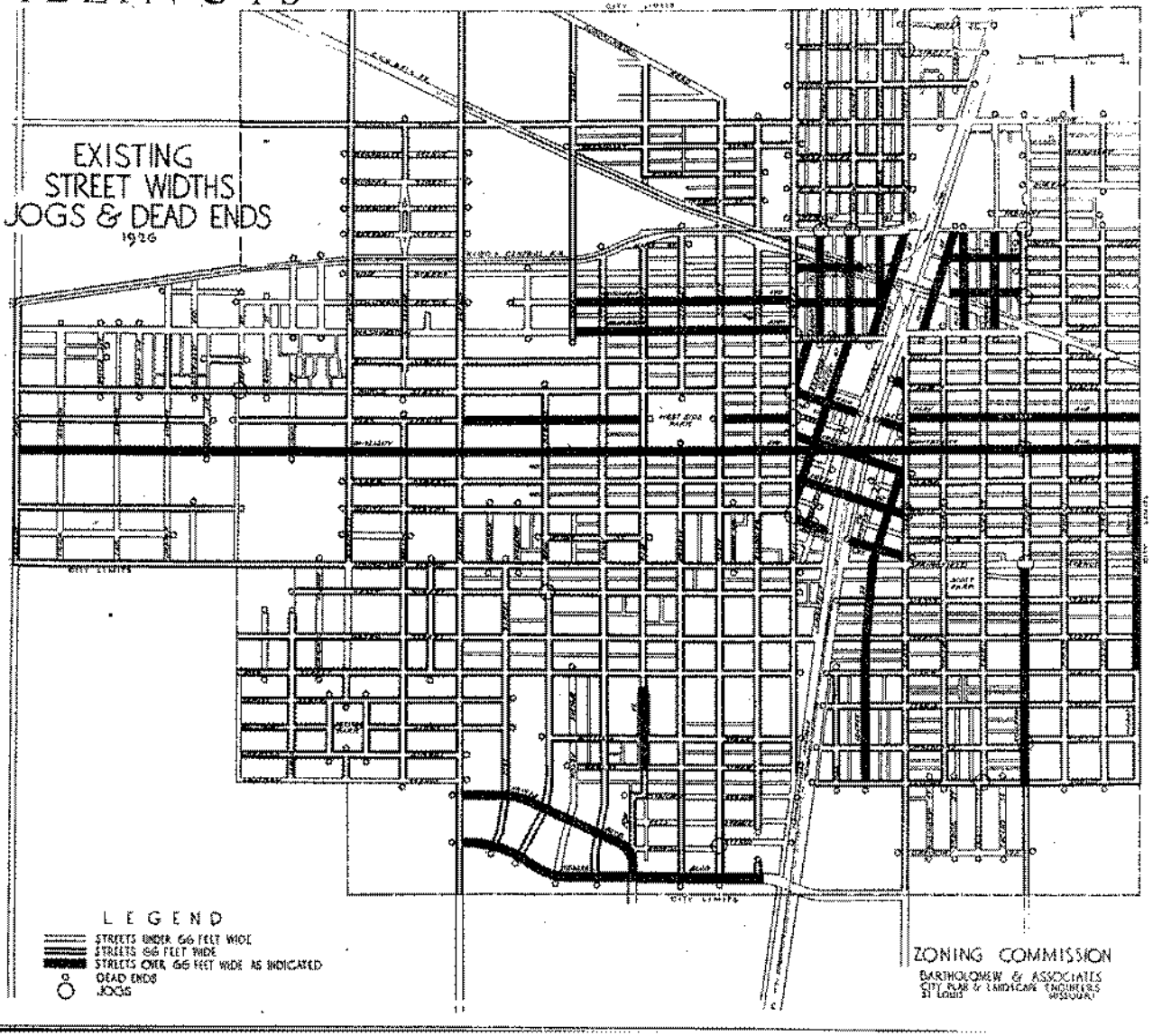
The city plan will supply this need. The report, plans and recommendations here submitted are the result of a careful first-hand study of the city and the surrounding territory over which future growth will take place. The plan will suggest proper methods of meeting future civic needs. It will embrace (a) study of the main traffic thorofares within the city and for a distance of approximately a mile and a half beyond (b) definite suggestions for street car and bus routes (c) recommendations concerning steam railroads and grade crossing separations, (d) a scheme for the development of a complete park and bouleverd system (e) consideration of the improvement of the city's appearance (f) a comprehensive zoning plan and ordinance for the regulation of the use, height and area of all new building development within the city.

MAJOR STREETS.

One of the most important elements of the city plan and one that directly affects the comfort and convenience of every citizen is the system of circulation and communication. Upon this system depends the economic distribution of supplies and the easy and direct movement of people through the city. The tremendous increase in the volume of traffic has placed a burden upon the streets not heretofore anticipated in street plans. There is no blame for this. It was not humanly possible to foresee the present day traffic requirements of modern cities.

Conditions were of an entirely different character when Champaign was originally laid out. Towns then were small in area and the chief means of travel was the horse drawn vehicle. Land subdividers laid out streets according to whatever methods appeared best to them and their interests. Few of these men realized that they were engaged in establishing a framework of streets which would serve a city many times larger than their most conservative thoughts. This is reflected in the faults now found in the streets of Champaign, especially in the business center. Narrow streets, short, ineffective stretches of wide ones, jogs, dead-ends, the concentration of crowd-producing

CHAMPAIGN
ILLINOIS



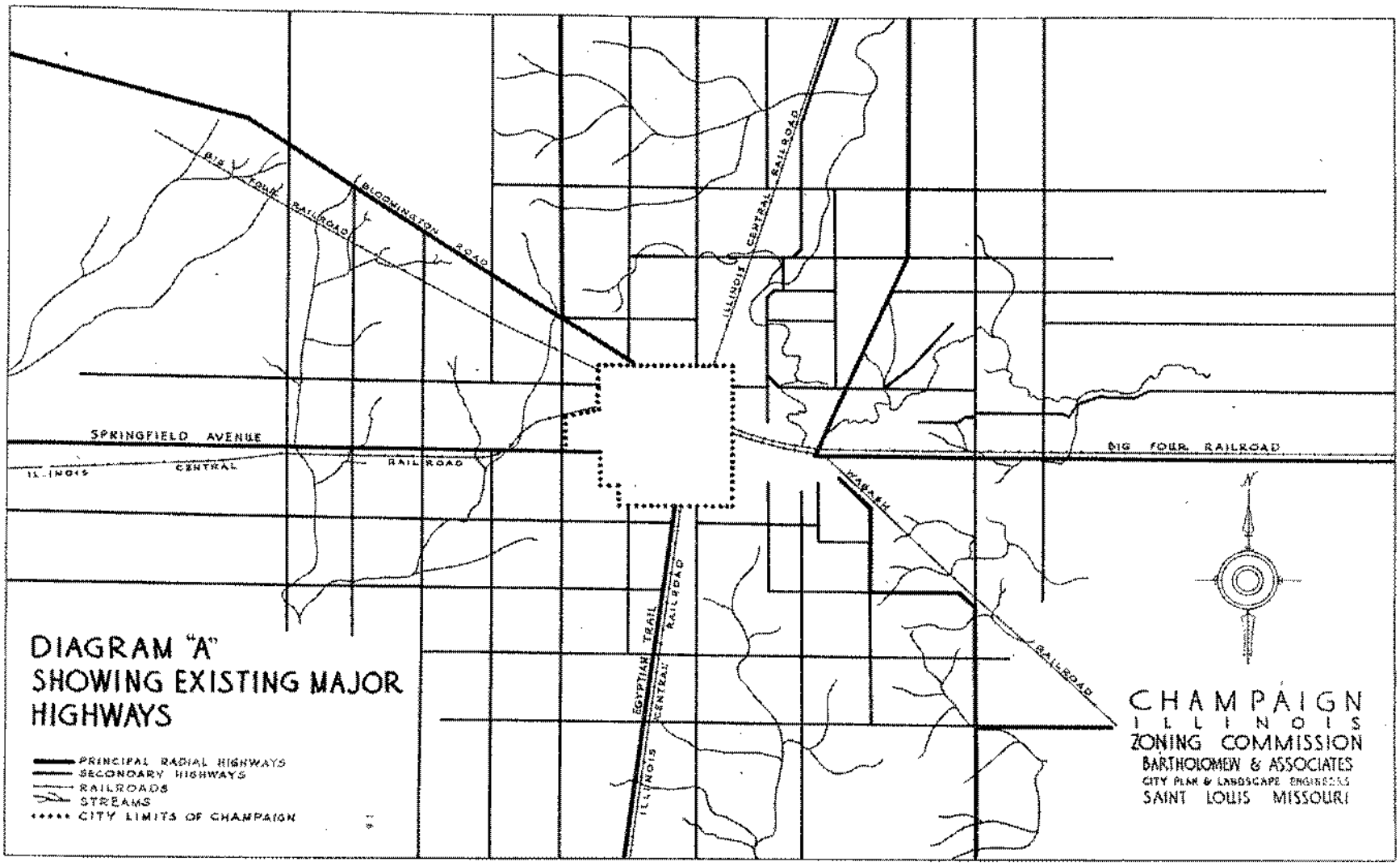
business in a small area of the city, together with an ever-increasing volume of vehicular traffic are all contributary causes of congestion and resultant traffic problems.

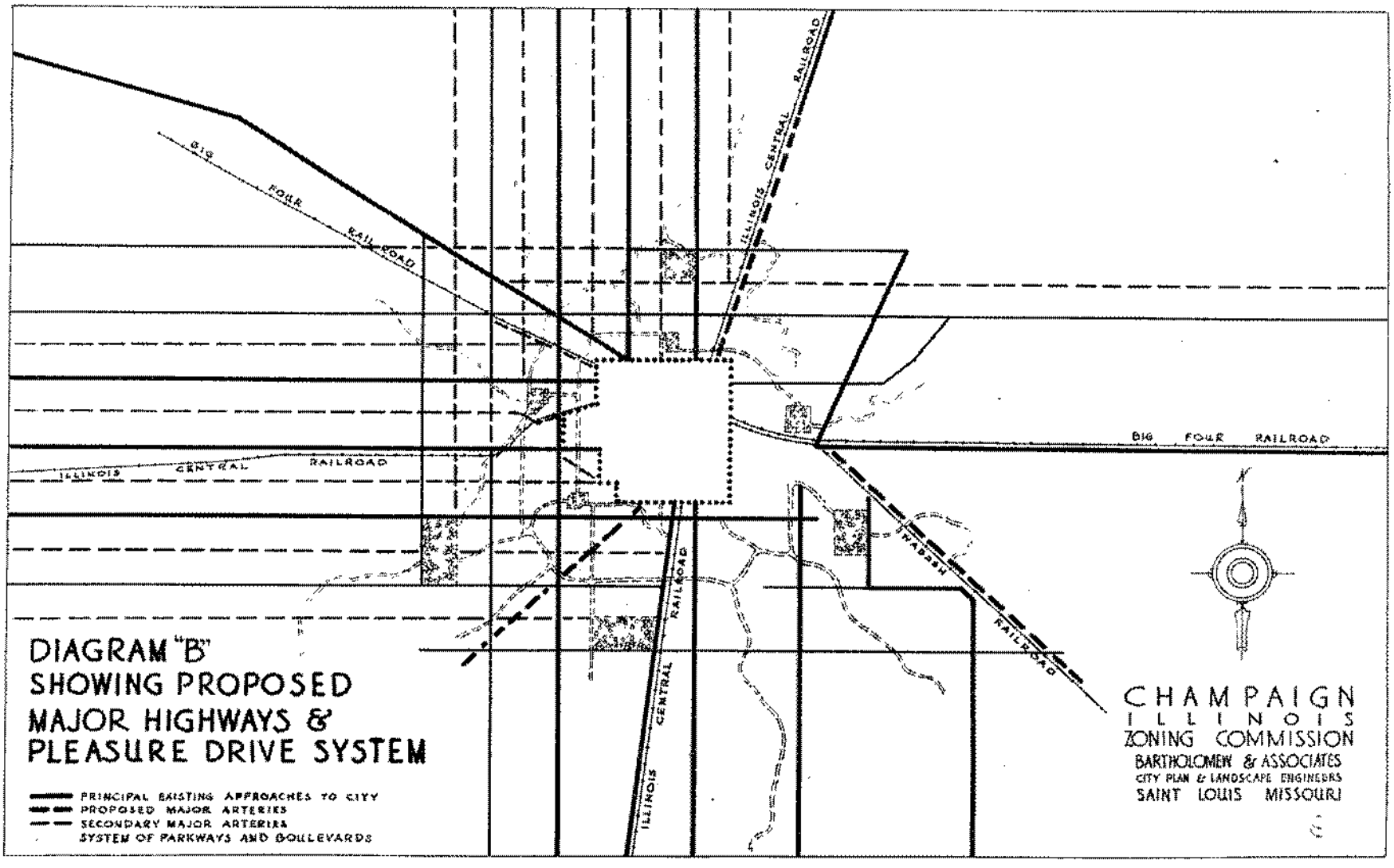
Street Widths, Jogs and Dead Ends.

Plate One presents graphically some of the basic deficiencies of the street layout of Champaign. It is noted that most of the important arterial streets will accommodate no more than four lines of traffic. This is the absolute minimum for major streets. Neil and Green Streets, the principal traffic carrying highways of the city, for instance, are only 66 feet wide. A six line, or 80 foot street is always the minimum desirable for a principal thorofare. The distribution and arrangement of the few wide streets is obviously unsystematic. The city plan commission can correct this tendency by the control of land subdivision.

The numerous small circles indicate either street jogs or dead ends. Jogs are the offsets in street alignment that interrupt the direct flow of traffic movement. Dead ends are shown where streets stop abruptly, traffic being forced either to turn to the right, left or completely around. These streets occur in a greater or less

DIAGRAMS ILLUSTRATING PRINCIPLES OF MAJOR STREET PLANNING OUTSIDE THE CITY LIMITS





degree over the entire platted area of the city. Many of them, however, occur on important major streets in the business center and are serious obstacles to free traffic movement and circulation. It is obvious that faults of this sort should not be permitted where the interest of the community will suffer.

Champaign circulation problems are not serious now except on certain days. They will become more aggravated however as the city continues to grow unless some corrective and preventive measures are adopted. The congestion of holidays and big game days will be a daily condition in the course of time. The first step, and in fact the most satisfactory step toward meeting the traffic problem, is the development and gradual execution of a comprehensive major thoro-fare plan supplemented with proper traffic regulations. It is of the utmost importance for municipal officials to know which streets should have primary significance in the circulation scheme and what is needed to bring them all into effective use.

The problems of circulation, cannot be confined arbitrarily within the city limits. Plate Two shows an extension of the major street plan outside of the city

limits. Existing highways are taken into consideration especially with reference to their entry into the city. These major highways are in fact as much a part of the city area as if they were today within the present city. Cities which possess thorofares radiating in all directions from the business districts are fortunate. This is apparent when it is realized that the natural growth of a city is radial. To expand naturally, the city must have a system of radial streets which will permit traffic to flow with ease and directness in all directions to or from the central area.

It is essential, if Champaign desires to form a closer union with surrounding agricultural regions and communities, that wide arterial highways be planned to afford approach to the business center of the city.

There is suggested in diagram "B" a new plan of county thorofares connecting with major streets. This plan would greatly improve existing highway facilities and, in course of time, as the city grows, provide the ground work of a highly serviceable system of radial and arterial thorofares within the city. The aim of the Champaign major street plan will be to indicate the general lines of the principal thorofares which should be established to insure an orderly, balanced urban growth throughout the entire district.

CHAMPAIGN
ILLINOIS

PROPOSED MAJOR STREET & PLEASURE DRIVE SYSTEM

NORMAL STREET WIDTH 80 FEET

SUGGESTED DEVELOPMENT OF PARKWAY THROUGH UNDEVELOPED PROPERTY

ONE INCH EQUALS FOUR HUNDRED FEET

NORMAL DEVELOPMENT OF A 66 FT. MAJOR STREET

SUGGESTED DEVELOPMENT OF A STREET WIDENED TO 80 FEET

NOVEL SCALE OF CROSS SECTIONS ONE INCH EQUALS TWENTY FEET

SUGGESTED DEVELOPMENT OF AN INFORMAL PARKWAY

LEGEND

- EXISTING STREETS PROPOSED FOR MAJOR STREETS
- EXISTING STREETS TO BE WIDENED TO 80 FT.
- " " " " " 100 "
- PROPOSED 66 FOOT MAJOR STREET
- " 80 " " "
- " 100 " " "
- PROPOSED PARKWAY THROUGH EXISTING STREETS
- PROPOSED PARKWAY THROUGH UNDEVELOPED PROPERTY
- SUGGESTED PLATTING IN OUTLYING UNDEVELOPED PROPERTY

ZONING COMMISSION

BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI

In the design of the major highway plan, some consideration has been given to the location of large parks and pleasure drives. Wherever a pleasure drive route is proposed that might be favorable to general traffic circulation, a parallel major street has been planned nearby. Champaign has no pleasure drives or large parks. Due to its location in the midst of a fertile prairie country, it is difficult to find areas having the distinctive features commonly associated with large parks. The park areas shown have been selected chiefly because they fit a scheme of connecting parkways following the water courses.

Plate Three is a more detailed study of the major street system.

Major Street and Pleasure Drive System.

The plan shown on Plate Three is an endeavor to differentiate streets on the basis of traffic carrying ability. It may become extremely useful as a means of coordinating future improvements in the circulating system of Champaign.

There are two phases of the street improvement problem: (a) First, that of adjusting existing thoroughfares to meet the requirements of modern street traffic. This calls for widening, opening and connecting certain

thorofares which are well adapted to serve as principal traffic routes. This is corrective work. (b) The second phase calls for preventive or directive rather than remedial action. New major streets are to be secured by control of future land planning within and beyond the present city limits. Champaign at present has adequate statutory authority to control street planning. Municipal control extends a mile and half beyond the city limits in order that no land platting which is likely to affect the future city may be unregulated. The exercise of control over street planning is a vital function of the city. The responsibility should rest in a city planning commission equipped with studied plans for all phases of the city's growth.

Those who are engaged in subdividing acreage into city property should, as a matter of public interest, observe certain principals and standards in the subdivision of land. The welfare and convenience of the community at large as well as those who are to live on subdivided property demand the following considerations.

First, that the layout of streets have the best possible relationship to the topography. Gently curving highways, shaped to follow slopes will nearly always produce useful and attractive lots.

Second, that the thorofares, the heavy traffic major streets, be laid out without break and of adequate width.

Third, that the accepted standards of modern land platting be observed in the determination of lot and block sizes and the general treatment of the subdivision.

The tendency is to make blocks longer and to make lots wider and less deep. A lot 50 x 120 feet may be taken as an all around standard. If frontage is at a premium, the width may be reduced to 40 feet, but no lots designed to produce a healthy, livable city, should be less than this in width. A building setback of 20 to 30 feet will give spaciousness to the subdivision. Side lot lines should always run at right angles to the street line, regardless of the resulting shape of the lot. Lots of variable depth resulting from gently curving streets, can often be made more attractive for home sites than monotonous uniform rectangles.

Fourth, that the attractive influence of recreational features, parkways, boulevards, playgrounds, plazas, small squares and neighborhood parks be fully recognized.

Fifth, that wherever possible areas be developed as unified, harmonious, local centers, with sites for schools, churches, libraries, commercial groups and similar features definitely planned and distinctly marked.

For the guidance of land subdivision the City Plan Commission should further adopt a set of rules by which all plats and subdivisions may be judged. A suggested set of rules follows, Appendix "A".

The corrective improvements which will be needed to increase the serviceability of older thorofares may be classified as follows:

1. Widening
2. Openings and connections
3. Elimination of jogs and dead ends
4. Extensions in undeveloped territory, as discussed above.

The actual street improvements proposed in the major street plan are too numerous to be reviewed fully here. (See Appendix B) The more important needs, however, may be summarized as follows:

Neil Street forms a most useful radial thorofare connecting with the state highway to the south and serving the business center west of the Illinois Central tracks. Neil Street should be widened to 80 feet from Marshall Street south.

First Street is an important thorofare serving traffic just east of the Illinois Central tracks. It should be widened to 80 feet, and a connection made with Oak Street so as to allow traffic to flow northeast into diagonal extension to Fourth Street.

Fourth Street should be extended and widened to 80 feet for its entire length to parallel the Illinois Central railroad. This street will render a valuable service to traffic from northeast and also to the University.

Springfield Avenue because of its connection with important highways from the west leading to Decatur and St. Louis should become the most important east and west street. In its present condition it does not invite traffic because of poor pavement and lack of continuity through Urbana. It should be widened to 100 feet, however, and plans made to develop it as the main element of the arterial system of the twin-cities.

Armory Avenue from Russell to Prospect, Haines and Hessel Boulevard should be improved as shown on the plan. Armory Avenue should be widened to 80 feet. Haines and Hessel Boulevard have ample width but a connection whould be made at Neil Street to connect with North and South Drive as shown. This thorofare if developed as suggested and extended will do much to stimulate development in the southern part of the city and also offer a direct east and west connection with the University.

These widenings as proposed in the major street plan have been determined by a study of the movement of traffic in Champaign and the tendency of growth. The present width of most of the streets of strategic importance, such as those noted above, are wholly inadequate for the traffic flow of a larger city. With vehicles increasing in number and size and the city constantly expanding it is a matter of economy to formulate plans for eventual if not immediate widening of these basic thorofares.

Many minor changes are needed in the streets of Champaign if a suitable major thorofare system is to be secured. These are plainly shown on the map and need not be described here. A number of important major streets are broken by jogs and will not be serviceable until all such traffic hazards are removed.

Plate Three shows all proposed extensions and new streets. The plan is self-explanatory.

The new streets proposed are to be secured primarily by regulation of land platting. By exercising this control the city may not only prevent many of the mistakes which have been developed in the past, but may guide street planning along the most modern and scientific lines.

In this work of giving general direction to land platting operations lies the greatest opportunity of the planning commission. It must be fortified with a knowledge of what is best in street planning for present day traffic.

A modern street system should make it possible for traffic to move safely and quickly to and from all parts of the city. All heavy-duty streets must be coordinated, and while the exact arrangement of thoroughfares is necessarily different in every community there are certain fundamental characteristics applicable to all communities.

1 - Continuity.

Of all the characteristics which must be impressed upon major streets none is more important than continuity.

2 - Directness

Major Streets, without violating the dictates of topography, should follow the shortest route in order to accelerate traffic movement.

3 - Width.

Major Streets should be distinguished by adequate width. Width should be based upon the maximum anticipated traffic load. The street from property line to property line is public property, its crosswise dimension limits the roadway width and consequently its traffic carrying ability.

4 - Properly Designed Roadways

Minor Streets and special service streets may have such widths as will satisfy the requirements of local traffic. If a special effort is made to place wide streets where wide streets belong, minor streets may be made correspondingly conservative of space. The width of an eight-line thorofare is largely wasted on a short, local by-way. If impressiveness is desired on a narrow street, it can be secured by enforcing a building line that will keep the houses back and permit the planting of trees along street lines. Minor streets of residential character often need only a two or three line roadway. The width of minor streets, however, should seldom be less than 50 feet.

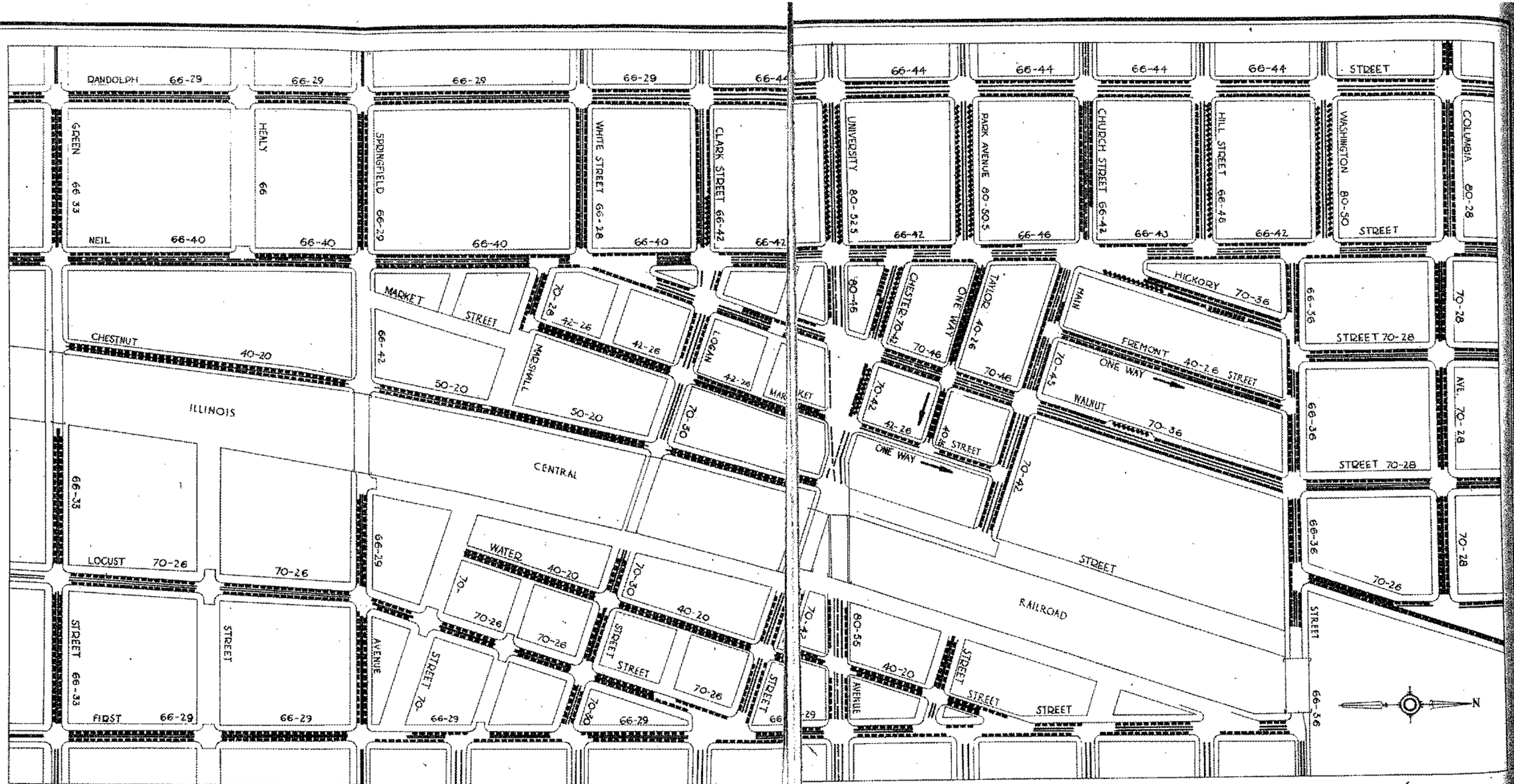
5 - Easy Curves and Gradients.

Major streets in rugged topography should be so located as to avoid steep grades. Major streets are for heavy traffic and should, in every feature, be designed to facilitate the movement of such traffic. In fixing the line of any major street, changes in direction should be made by long-radius, easy curves. Abrupt angles are incompatible with present day traffic movement and should not appear on major streets.

6 - Street Pavement

A systematic paving program based on the major street plan can be made a means of great economy in the development of the city. Much paving that is wasted annually through abuse of streets can be saved by a properly designed and improved system of major thorofares. If the surfacing of these

heavily used streets is attractive and durable there will be no shifting of the traffic flow. Strictly minor streets can then be improved with less expensive pavements.



ZONING COMMISSION

BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI

SCALE: ONE INCH EQUALS 100 FEET
100 0 100 200 300 400 500

PRESENT PARKING & TRAFFIC REGULATIONS

BUSINESS DISTRICT · · · CHAMPAIGN ILLINOIS

· LEGEND ·

- PARKED VEHICLES
- MOVING VEHICLES
- STREET CAR TRACKS
- 40-20 STREET WIDTH — ROADWAY WIDTH

Present Parking Regulations and Traffic Flow in the Business District.

Though the fundamental solution of the traffic problem in growing cities is that of correcting and preventing physical defects in the street layout, the matter of intelligent traffic regulations is of equal importance. Any systematic scheme for physical improvements ~~will~~ chiefly to fail of its purpose unless supplemented with proper traffic control.

Generally speaking, traffic regulation is still in an experimental stage, ~~and~~ consequently, there is lack of uniformity in the methods used in the different cities. Experience, however, has brought to light certain regulations that seem to be meeting universal favor. Such for example ~~is~~ are the installation of automatic traffic control signals and elimination of left hand turns at important street intersections, together with prohibition of parking in the congested district during rush hours.

Obviously there is no other phase of traffic regulation that causes more concern than the parking of automobiles. It is ~~an incontrovertible~~ fact that streets are primarily for ~~the purpose of providing~~ traffic circulation and not storage of motor ~~cars~~. Yet the merchant in-

sists that the exclusion of parking is an inconvenience to his customers, and consequently results in a loss of business to himself. While this may be true in some degree, an analysis of the effect of the exclusion of parking would show such contention is often exaggerated. It would be safe to say that those driving their own cars and parking in the business district while making purchases are greatly in the minority when compared with those who usually park in the congested district while making calls and transacting other business. Hence, in the interest of the greatest good for the greatest number it is only fair that parking be prohibited when it interferes with free circulation of traffic.

Plate Four illustrates graphically the present conditions of parking and traffic flow in the business district. As will be noted, traffic flow on certain streets is seriously retarded because of narrow roadway widths and methods of parking.

The question of parking is primarily the determining factor of traffic flow. Streets which are designated as thoroughfares should receive first consideration. Free movement of vehicles throughout the entire business area will stimulate the most sat-

isfactory type of business development. There should be sufficient street space under such conditions to permit parking on all streets for some time and also adequate traffic movement.

Whenever it becomes evident that circulation requirements are not being met properly, parking priveleges should be withdrawn. Mention was made before that pavement widths in the business district of Champaign are ~~pretty~~ generally unstandardized.

A roadway width of 40 to 44 feet with parallel parking on each side allows only two lines of moving vehicles in each direction. A 36 foot roadway would carry this same amount of traffic just as efficiently.

The effect of extra width in 40 to 44 foot roadways, however, merely invites irregular parking and tends to make the street a five-line thorefare. The impression would be that the extra width was made to allow another line of traffic to get through. This result is ~~very~~ unsatisfactory and a traffic hazard is created which authorities elsewhere are trying to eliminate.

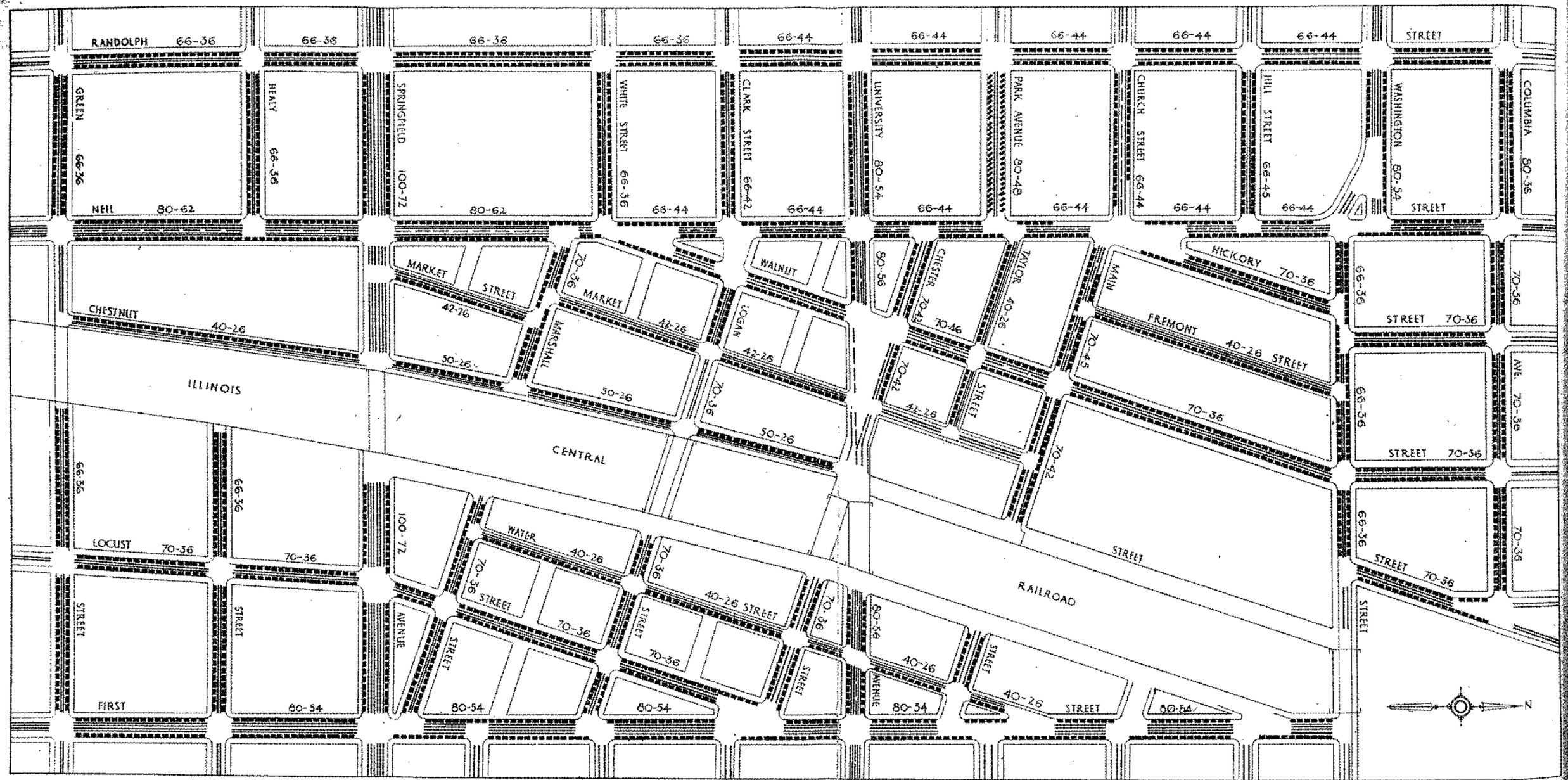
If traffic regulations requiring vehicles to move about after being parked a certain length of time are enforced, no difficulty should be found in accommodating all automobiles that visit the business district in a normal day.

The normal increase in population and in automobiles, will in the future bring unsatisfactory conditions if street improvements are not made to take care of growth. In the course of time Champaign will find that its business streets are being obstructed by parked automobiles. This condition must be foreseen far in advance and preventive action taken.

The recommended procedure would be as follows:

1st step - The least expensive device would be to clear certain Major Streets during rush hours by withdrawing parking privileges. The needs of traffic movement very often could be completely met by this procedure.

2nd step - Following the withdrawal of parking privileges and devotion of roadway space to circulation physical widening of the traffic channel (roadway) must be effected. That is, if the entire roadway is devoted to the movement of traffic and is still found inadequate, the curbs must be set back and roadway widened to accommodate additional lines of moving vehicles. There are certain streets where sidewalk space can be reduced to permit extra roadway width without interfering with pedestrian movement. As existing pavements begin to wear out, the roadway could be widened on a number of side streets. The widths recommended would provide space in most cases for parking simultaneously on both sides of the street and would permit two lines of vehicles to move with ease in the center.



ZONING COMMISSION

BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI

SCALE: ONE INCH EQUALS 100 FEET

100 0 100 200 300 400 500

PROPOSED PARKING REGULATIONS & TRAFFIC FLOW

BUSINESS DISTRICT · · · CHAMPAIGN ILLINOIS

·LEGEND·

- PARKED VEHICLES
- MOVING VEHICLES
- STREET CAR TRACKS
- 40-26 STREET WIDTH — ROADWAY WIDTH

The following roadway widths are to be found today in the central business district of Champaign.

20 feet	43 feet
26 "	44 "
28 "	45 "
29 "	46 "
30 "	50 "
33 "	50.5 feet
36 "	52.5 "
40 "	55
42 "	(See Plate Four)

It is ~~probably~~ safe to say that these unstandardized roadway widths represent unnecessary paving expenses and a certain degree of traffic confusion.

Proposed Improvements - Business District.

The following structural improvements in the business district should receive consideration. It is recommended that roadway widths be widened as follows: (See Plate Five).

Street	Present Street Width	Present Roadway Width	Proposed Roadway Width
Columbia	80-70 feet	28 feet	36 feet
Washington	80-66 feet	50-36 feet	54-36 feet
Church	66 feet	42 feet	44 feet
University	80 feet	55-52.5-46 "	54-56 feet
Logan	70 "	30 feet	36 feet
White	66 "	26 "	36 "
Green	66 "	33 "	36 "
Randolph	66 "	29 "	36 "
Neil	66 "	42 "	44 "
Hickory	70 "	28 "	36 "
Walnut	70 "	28 "	36 "
Chestnut	50 "	20 "	26 "
Water	40 "	20 "	26 "
Locust	70 "	26 "	36 "

STANDARD STREET CROSS-SECTIONS
CHAMPAIGN ILLINOIS

ZONING COMMISSION
CHAMPAIGN ILLINOIS

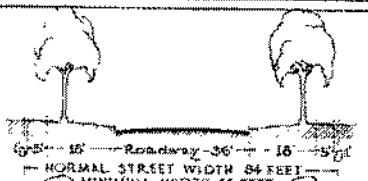
BARTHOLOMEW & ASSOCIATES
SAINT LOUIS MISSOURI

MAJOR STREETS

THE SIZE OF A STREET IS TODAY BETTER EXPRESSED IN THE NUMBER OF LINES OF VEHICLES WHICH CAN MOVE UPON THE ROADWAY

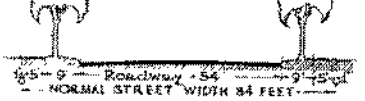
STANDARD ROADWAYS

4-LINE MAJOR RESIDENTIAL STREET

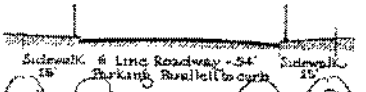


THE NORMAL 84 FOOT STREET WILL CARRY A 6-LINE ROADWAY (54') IF THE TRAFFIC VOLUME SHOULD INCREASE

6-LINE MAJOR THOROFARES RESIDENCE & BUSINESS

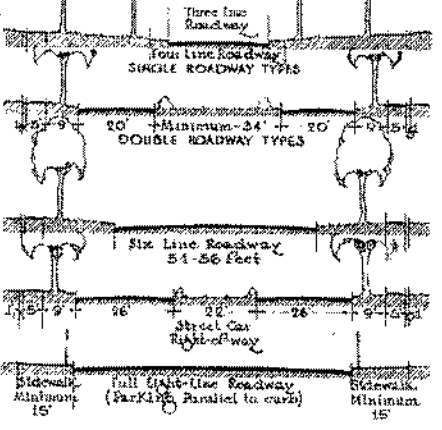


SHOWING PROPER TREATMENT OF A 6-LINE STREET THROUGH A RESIDENCE DISTRICT



TREATMENT IN A BUSINESS SECTION MINIMUM WIDTH OF SIDEWALK 15 FEET

8-LINE MAJOR THOROFARES RESIDENCE & BUSINESS



FIRST STAGE - THROUGH OUTLYING RESIDENTIAL DISTRICTS SHOWING TREATMENT WITH SINGLE AND DOUBLE ROADWAYS

SECOND STAGE - TRAFFIC VOLUME HEAVIER, BUS OR CAR LINES USING STREET

SHOWING ADAPTATION OF DOUBLE ROADWAY TYPE TO STREET CAR OPERATION

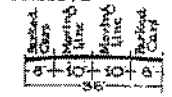
FINAL STAGE - FULL BUSINESS USE

PROPER ROADWAY WIDTHS FOR PARKING
ADAPTED TO 66 FOOT STREETS & EIGHTY-FOUR FOOT STREETS

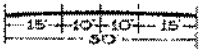
STANDARDS FOR DETERMINING TOTAL ROADWAY WIDTHS	
AVERAGE UNIT WIDTH	9 FEET
STREET CAR, TRUCK OR BUS LINE	10 FEET
PARKING PARALLEL TO THE CURB	8 FEET
PARKING 45°	15 FEET
PARKING 90°	15 FEET

APPLICATION OF STANDARDS

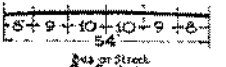
FOUR-LINE ROADWAY Parallel Parking



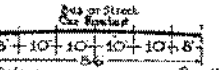
FOUR-LINE ROADWAY 45 Degree Parking



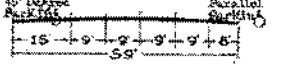
SIX-LINE ROADWAY Normal



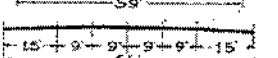
SIX-LINE ROADWAY Bus or Street Car



SIX-LINE ROADWAY Parallel Parking one side - 45° the other



SIX-LINE ROADWAY 45° Parking



Many of the side streets in the business area are so narrow that it is impossible to allow parking on both sides. Most of these roadways at the present time will carry only two lanes of traffic. One way traffic with parking on one side only will have to be instituted until these roadways ~~widths~~ are widened.

3rd step - Permanent Improvements.

> Where roadways cannot be widened to accommodate necessary traffic at the expense of sidewalks, some of the existing streets will have to be widened. Cut-offs are needed in some instances. Before such measures are resorted to, a thorough survey should be made to determine whether every street is serving its full usefulness.
>
> It must be remembered, however, that there should be a sharp distinction made between the parking problems and the circulation problem. In many of the larger cities parking space is being furnished by private capital where the owner of a motor car can park his car for a nominal sum. This eventually is the best solution for the parking problem, but the city cannot always escape its obligation to widen certain streets in order to enable vehicles to move about with greater freedom.

The foregoing is but a brief statement of the fundamental principles of modern street planning. Obviously it will not always be possible in reconditioning old streets in the interior of the city to apply all the above standards. Outside the city, however, the major street plan may be executed with full effectiveness. Plate Six shows proper widths for all types of streets.

TRANSIT

The population in active, well situated cities usually doubles in approximately three or four decades. Assuming an increase in population of twenty-five per cent for each decade, it is easy to appreciate that, within our lifetime, a progressive city must provide for a population twice as large as the present. This increase can be absorbed either by permitting a greater density within the built-up districts or by extending the city's area and allowing development to spread out. A comprehensive transit system which makes all parts of the city accessible and enables citizens to live away from their places of work goes a long way toward encouraging a more or less uniform and reasonable distribution of population.

The logical expansion of a city is to radiate gradually in all directions from the central business district provided there are no insurmountable physical barriers. This natural growth, however, is very often retarded by the lack of proper street development and certain public utilities, such as sewers and water but more often by the absence of transit facilities. Numerous examples can be found where attempts have been

made to encourage the natural expansion of the city by developing adjacent property and installing sewers, water and other conveniences but in practically all cases where transit facilities were not installed development has been greatly retarded.

Transit facilities are essential to city growth. They are the chief means of carrying and distributing the city's population. Serving as the connecting link between homes of the people and their places of work and amusement the transit lines have become as vital to community welfare as other public utilities. Therefore, any city that would encourage home ownership and provide comfort and convenience for its citizens cannot overlook the necessity of providing cheap and efficient transit service.

SERVICE IN UNDEVELOPED AREAS.

It is generally admitted that the street railways have failed to keep pace with the growth of American cities. The poor financial condition of many of the railway companies, together with the high cost of track construction and the operation of cars in sparsely populated districts, have been the chief causes of inadequate service. Electric lines have proved their merit as the most efficient means of transporting the masses of the people but there is an economic limit to the amount of

service they can furnish in undeveloped areas.

Recognizing that transit facilities should precede development it becomes evident that whatever form of service is provided it may not be self-sustaining and therefore the problem resolves itself into one of trying to furnish reasonable service in sparsely populated districts at a minimum cost. Up to a certain density of travel it has been found that the motor bus is more economical than the electric line in that the initial cost of installing bus service is much less than that of electric lines where tracks are required. Transit companies, therefore, are realizing that the most satisfactory method of providing service in new districts is to use busses as feeders or extensions to electric lines. After traffic on these lines has reached a volume wherein electric lines would be more economical and efficient, the busses may be supplanted by street cars and moved to new locations, thus perpetuating their use as a pioneer service.

To be satisfactory, however, the operation of busses as extensions to electric lines requires that schedules be synchronized, or in other words, the busses should, insofar as possible, meet the street cars so as to avoid delay in transferring from one carrier to the other. There should also be permitted an interchange of

transfers between the busses and car lines. Under such an arrangement of harmonizing the schedules and permitting transfer interchange, the problem of furnishing service in new districts can be met in a satisfactory way and at a minimum cost.

UNIFICATION OF SERVICE.

A street railway system is a natural monoply subject to regulation. In the early days of street railway development service was established by private interest and profits were of necessity the foremost consideration. Those streets which gave the most promise of immediate development were selected as transit routes and as traffic increased new competitive lines would usually locate in close proximity to existing lines. Profits being the controlling factor, naturally the best interests of the city as a whole were not considered and there resulted more often than not an unnecessary duplication of service in certain areas while others equally well adapted for development, remained unserved and very often undeveloped.

As cities continued to grow public convenience required additional service in districts where traffic was not sufficiently lucrative to attract street railway promoters. Consequently, it became apparent that if

the public was to be adequately and conveniently
served that this could only be accomplished
by the consolidation of the various independent
competitive lines into a unified system with more
stress upon the effort to provide service than th
exploit certain districts. Today most of our cities
have unified transit systems as the result of such
consolidations.

Following the accepted principle of
unification of the transit lines there soon developed
another form of competition, that of the private bus
line. Though they have been accepted in some cities
as being necessary and desirable, there is a growing
appreciation after several years' experience that such
service should be a part of the transit system rather
than in competition with it. Just as it has been deemed
advisable to the best interests of the city to consolidate
all competiting electric lines, so will it eventually be-
come necessary to unify all forms of urban transportation,
including the busses.

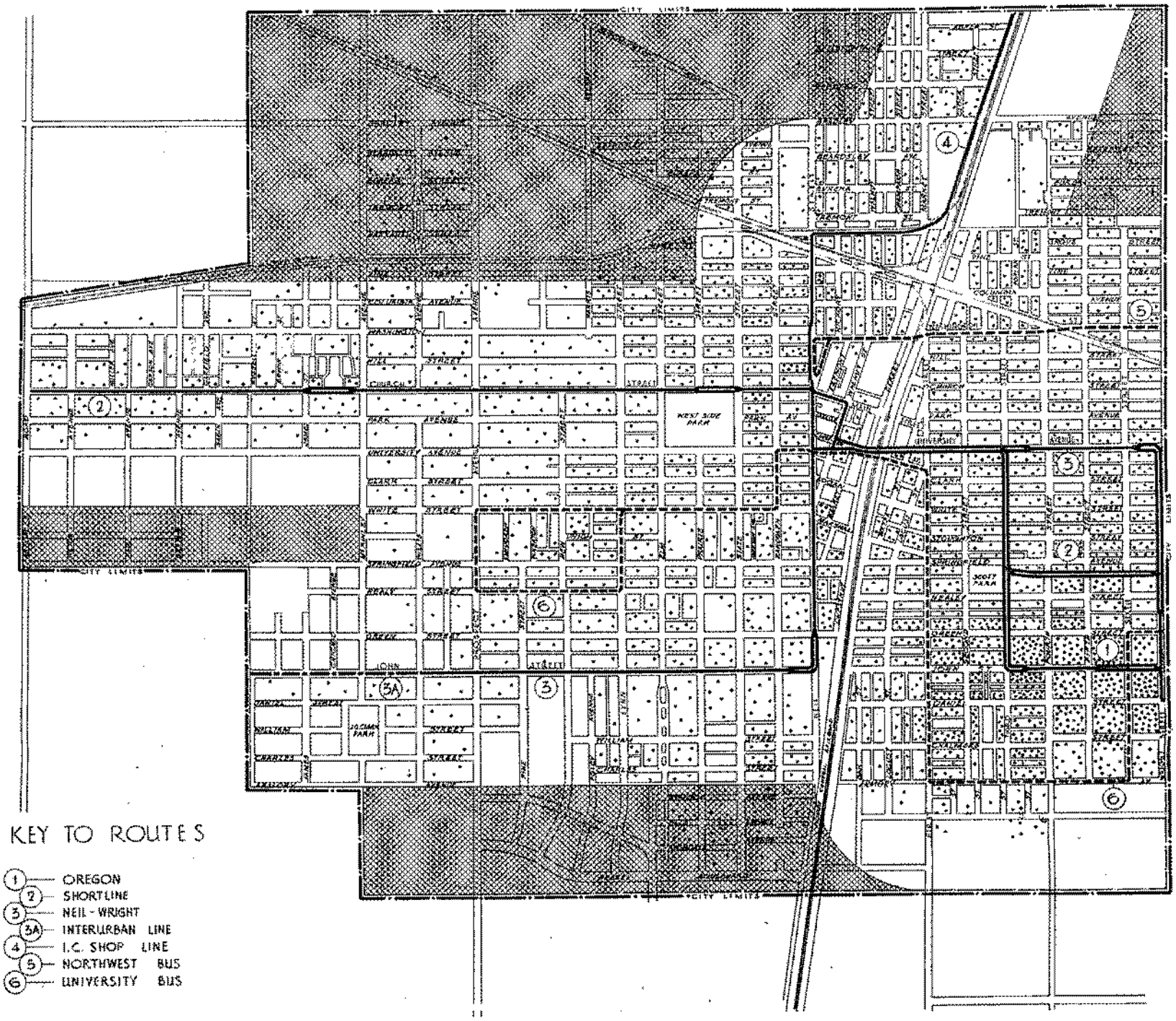
Bus competition which parallels and duplicates the
service of the car lines only detracts from the earning
power of the transit system and prevents the making of
many needed improvements and extensions. It is generally

admitted that the bus lines could not take care of all the transit needs of the larger cities and that the electric lines have proved to be the most practicable method of handling large volumes of traffic. It seems reasonable, therefore, that the electric lines should be protected against any unnecessary hardships resulting from needless competition.

In every city there are certain lines which are good revenue producers because of the heavy density of population they serve, while in other areas some lines scarcely earn their operating expenses but are nevertheless necessary and should be operated as a public convenience. The unification of all lines enables the more profitable routes to help support the poorer ones and makes possible a flat rate of fare for all parts of the city. Therefore, if the modern principle of transit planning, ie., that a city should be served as a single unit by a single company for a single fare, is to be successful, competition must yield to unification.

CHAMPAIGN
ILLINOIS
ZONING COMMISSION

BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI



KEY TO ROUTES

1. OREGON
2. SHORTLINE
3. NEIL - WRIGHT
3A. INTERURBAN LINE
4. I.C. SHOP LINE
5. NORTHWEST BUS
6. UNIVERSITY BUS

LEGEND

- EACH DOT REPRESENTS 10 PERSONS
- LOCAL ELECTRIC LINES
- BUS LINES
- INTERURBAN LINES
- UNSERVED AREAS

PRESENT TRANSIT LINES AREA & POPULATION SERVED

Present Transit Lines Areas and Population Served

The local transit system in Champaign is operated by the Illinois Power and Light Corporation and consists of six lines, four electric and two bus routes . The Illinois Traction Company provides interurban electric service to Champaign and enters the city from the west over John Street and north along Neil to its terminal at University and Walnut.

On Plate Seven is shown the route of each line, electric and bus, together with the areas and population served. Those areas within one-quarter mile of a transit route, which is equivalent to a five minute walk, are considered to be adequately served. This is an accepted standard for determining reasonable service, and it will be seen from the accompanying plan that comparatively few persons live beyond the service zones. Those areas, within the city and without service, are indicated by cross hatching. With the exception of the districts to the northwest and southwest, which are yet undeveloped, all parts of the city are within reasonable walking distance of a transit line.

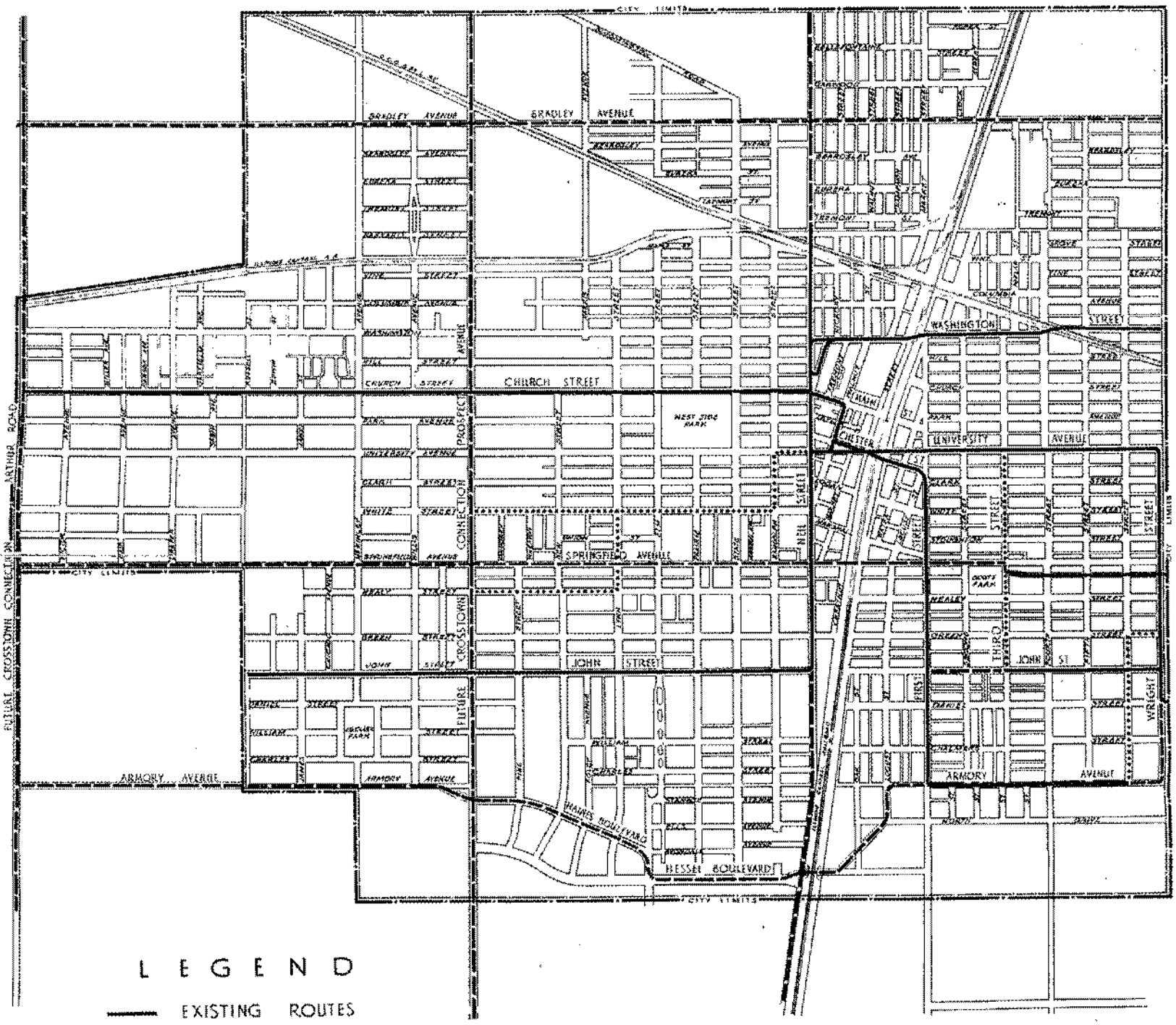
Description of Present Routes.

OREGON.

From Wright and John Street, west on John Street to Third, to University, to Chester, to Walnut to Main, to Neil, to University, to Third and return, continuing to Urbana.

CHAMPAIGN
ILLINOIS
ZONING COMMISSION

BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI



L E G E N D

EXISTING ROUTES
ABANDONED ROUTES
PROPOSED NEW ROUTES

PROPOSED ROUTING PLAN

4 cars operated
10 minute headway
18 hour day
Extra trippers operated between Main and Neil and Wright and John as traffic demands it.

2. SHORT LINE - CHURCH STREET

Beginning at old right of way and Wright Street, on right of way to Third, to University, to Chester, to Walnut, to Main, to Neil, to Church, to Arthur Road, returning to Neil, to University, to Third to old right of way and continuing to Urbana.

5 cars operated
10 minute headway
18 hour day
Trippers operated as needed.

3. NEIL AND WRIGHT STREET

Beginning at John on Wright to University, to Chester, to Walnut, to Main, to Neil, to John, to Willis, thence return same route to University and Neil, to Walnut, to Main, to Neil, to University, to Wright, to John.

2 cars operated
20 minute headway
18 hour day.

4. I.C. SHOPS LINE

Beginning at Neil and Main, thence north on Neil to the I.C. connection, to I.C. Shops over the I.C. tracks, returning to Main and Neil over the same route.

1 car operated
30 minute headway
24 hour day.

5. N. W. S. E. BUS LINE

Beginning at Washington and Wright west on Washington to Hickory, to Neil, to Washington, east on Washington to Wright and Washington, continuing to Urbana.

2 busses operated
20 minute headway
18 hour day

6. UNIVERSITY BUS LINE

Beginning at Green and Wright, west on Green to Sixth, to Armory, to First, to Chester, to University, to Randolph, to White Street, to Lynn, to Healey, to Prospect, to White, to Randolph, returning to Green and Wright over same route, continuing to Urbana.

4 busses operated
20 minute headway
18 hour day.

Proposed Routing Plan.

Since city planning is concerned primarily with the physical development of cities the transit plan involves chiefly a study of the physical layout. Hence it is the purpose of this report to suggest definite locations for future transit routes so that all areas will be within reasonable distance of transit lines and also to avoid any unnecessary duplication, or over-lapping of service. It is not intended, however, that all of the recommendations for improvements should be consummated in a short space of time but rather that each improvement needed in the future will be made in accordance with a definite plan such as here proposed so that efficiency and economy will result and future chaos and unnecessary expense avoided.

Plate Eight illustrates the location of proposed transit routes including present routes to be retained, those to be abandoned and the proposed new extensions and connections. New east and west routes are proposed on Bradley, Springfield and Armory. Church and John Streets are shown retained as transit routes. As a matter of good distribution of service, however, Washington Street has certain advantages over Church Street. Washington is just about midway between and one-half mile distant from both Bradley and Springfield which would make it possible to provide service for this district without duplication. By continuing the use of Church Street there would be some duplication or over-lapping of service zones between Church and Springfield while between Church and Bradley there would be an unserved strip that would not be within one-quarter mile of either line. Washington east of Neil is now used as a transit route and its use west of Neil would make it a transit route for its entire length within the city.

John Street west of Neil Street is shown retained as a route for the purpose of taking care of the Illinois Traction Electric line. It is evident that it would be desirable to remove this line from John Street if possible but since the entire west side of the city is

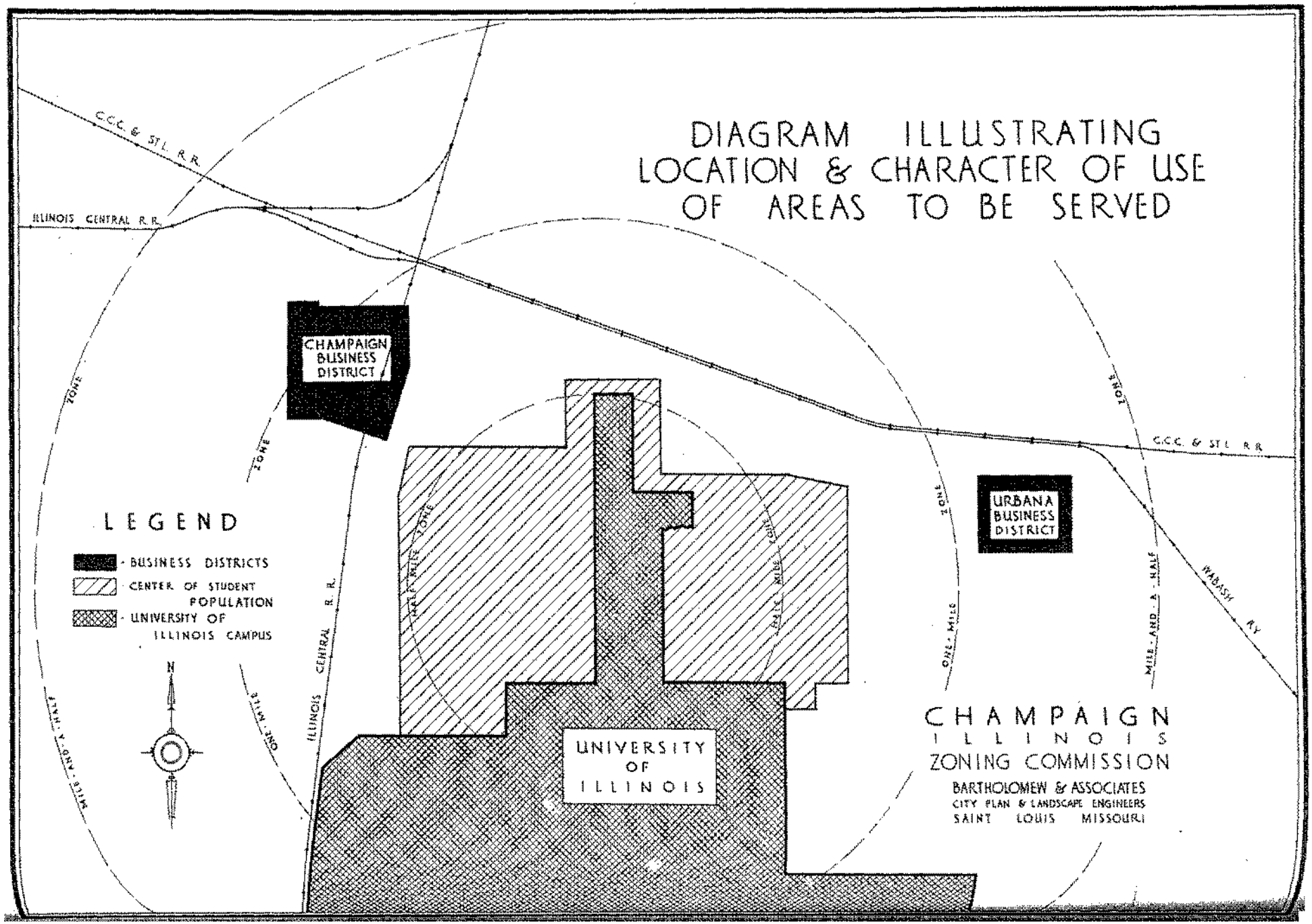


DIAGRAM ILLUSTRATING
LOCATION & CHARACTER OF USE
OF AREAS TO BE SERVED
C.C.C. & St. L. R.R.
ILLINOIS CENTRAL R.R.
CHAMPAIGN BUSINESS DISTRICT
URBANA BUSINESS DISTRICT
UNIVERSITY OF ILLINOIS
ONE MILE ZONE
ONE AND A HALF MILE ZONE
TWO MILE ZONE
ONE MILE
ONE MILES
ONE AND A HALF MILE
TWO AND A HALF MILE
WABASH RY
LEGEND
BUSINESS DISTRICTS
CENTER OF STUDENT POPULATION
UNIVERSITY OF ILLINOIS CAMPUS
N
CHAMPAIGN
ILLINOIS
ZONING COMMISSION
BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI

residential in character there would be objection to constructing track and placing it on any other street. The most satisfactory solution would undoubtedly be to divert it to the north or south and route it on or parallel to one of the railroad rights of way into the city. It would also be possible to re-route this traction line over Church Street in the event that the latter is retained as a bus line street. This would bring the cars directly into the center of the city to the traction station and relieve travel on Neil Street but would, however, involve a new connection to the west of the city. East of Neil Street all of the east and west routes are retained.

New north and south routes are proposed on Arthur Road at the western city limits and also Prospect Street. Both of these are suggested as future cross town routes. The line on Neil Street is shown extended to the north and south. The only routes abandoned as indicated on the routing plan are certain parts of the University bus line and the car line on Third Street between University and John which do not fit in with the general comprehensive scheme. All bus lines should be confined to those streets designated for transit routes.

The preparation of the Proposed Routing Plan has been greatly simplified by the major street study which has made it possible to coordinate, insofar as practicable, the transit lines with the principal through streets.

RAILROADS.

Champaign is served by three railroads the Illinois Central, the Big Four and the Wabash. The Illinois Central is the primary cause of the city's existence and has always been a prominent factor in its development. The Big Four is of growing importance, however, and renders valuable service in freight and passenger transportation to the east and west. The Wabash being a branch line, with its terminus in Champaign has less significance than the others.

A few years ago all railroads operated through the city at grade. The Green Street and Logan Street crossings of the Illinois Central were the only separated ones in the city. The principal streets of the city such as University Avenue, Neil Street, Springfield Avenue all were at grade, dangerous and interfered with circulation.

The Illinois Central only recently, however, completed an improvement that lifts Champaign far above the most of cities of its size. A track elevation scheme has greatly simplified the relationships between railroad and city. All important streets now pass under the tracks. The city has a new station of noteworthy design. The freight facilities of the railroad have been modernized. There is little more that the Illinois Central can do in the betterment of the facilities which affect the welfare of Champaign.

Later, there will undoubtedly come demands for the elimination of grade crossings on the Big Four. The Bloomington Road entries into the city will require attention. Subways probably will be first needed at State Street and Prospect Avenue. Neil Street and Fourth Street should also have consideration. The grade crossings on these important traffic ways will tend to prevent the proper development of territory in the northern part of the city. The major street plan should be used as a guide in all discussions of grade crossing problems.

PUBLIC RECREATION FACILITIES.

Close observers of present day city life are noting changes in living conditions. The wide use of the automobile is having a notable effect upon trends of growth. New areas are rapidly built up, too frequently without thought of future recreation needs. Individual home grounds are becoming smaller. Dwellings are less permanent in character. Apartment living is increasing. The amount of open space in the city is decreasing. A more intensive development is taking place with a concentration of interests and resultant congestion. In congested blocks live scores of people having children eager to play and adults desiring quiet resting spaces. The normal desires of healthy individuals for contact with nature and exercise in the open are repressed and thwarted and misdirected where public open spaces are not available for recreation.

Parks and playgrounds are becoming more vital to the well-being of the city the larger it grows. There is a heavier obligation on the community to nourish the strength of the children by giving them suitable recreation spaces. There is a value in adult health which can be saved by public action. Those who are in charge of the city's affairs today should understand the problem

of recreation and provide the open spaces that are essential to the well being of the future citizens of Champaign. There can be no better use made of the borrowing power of the city than to provide adequate parks and playgrounds.

From the standpoint of recreation, the population of the city can be divided into four broad age groups, for each of which certain specified types of recreation grounds are specially adapted:

> The small children from one to five years of age. The city should assure them adequate home grounds and protected neighborhood play areas wherever possible.
>
> The school group, of elementary school age. This group needs larger playgrounds where both buildings and grounds will furnish educational recreation the year round.
>
> The youth of the city, those who are in high schools and at work in factories, stores, offices, etc. should be furnished athletic fields, fully equipped to provide for all the needs of active recreation .
>
> Adults require parks close to the home, where they can seek rest and quiet from the noises of the city, also large parks and drives that will afford pleasure to the entire family.

The recreation areas of the city to be fully effective should be distributed and developed systematically. There should be approximately one acre of park land to every one hundred persons and about one tenth of the city's area should be reserved for public

recreation. No child should have to walk more than one-half mile to reach his school and playground. The playground should offer in no case less than two full acres of play space. Every intermediate high school should have a site of at least ten acres, and at every senior high school a ten to twenty-five acres athletic field should be available. A neighborhood park of not less than 20 acres should be within walking distance (one-half mile) of every home. Interwoven through the structure of the city and supplementing the above features should be a system of parkways and boulevards. These are standards now in effect in the more progressive cities. Play space for small children under five years of age, should be located near the home. Heavy traffic streets, rivers and railroads bar the passage of little children to their playgrounds.

Block play lots should be provided for their use and when realtors fully recognize the possibilities of these protected playgrounds they will be more willing to provide them.

The playgrounds for children of school age should be easily reached. The spacing of school grounds is generally given careful thought and therefore, might well be a guide in the spacing of playgrounds. If school-buildings are centrally placed, they are accessible to all the children.

The effective radius of an elementary school is about half a mile . Each school should be as nearly as possible located in the center of the district served. So if the schools properly serve the children, playgrounds developed adjacent to the schools will serve them also. And while the playground gives the school light, air and accommodation for the children at recess, the school gives the playground shelter, toilet facilities, room for indoor games and sometimes a gymnasium and bath. This method avoids duplication of cost to the city.

The school playground ought to be adequate in size. There should be available 100 square feet of play space for each child and the site should have a minimum of five acres.

The school ground is being used more and more for play purposes. This is in keeping with changing educational policies. Older playgrounds are crowded and inadequate and restricting the normal desire of the child to play. The most satisfactory solution of the playground problem in Champaign will be found in the creation of a system of larger, more satisfactory school playgrounds. The inadequate sites of some of the existing school grounds may make the task seem extremely difficult. It is safe to say, however, that supervised playgrounds for children of school age are never likely to become less necessary or less important than they are today. In the future the playground will be an essential feature of the school plant. The

school with a narrow restricted adjacent play lot, such as is seen frequently in Champaign, will be considered as out of date as a building with obsolete heating equipment and no ventilation. School authorities do not hesitate to remodel and modernize equipment of buildings found inadequate. It is to be hoped the same attitude will be taken toward the playground.

Briefly the recommendations with regard to the creation of a system of school playgrounds are as follows:

1 - Let a plan be worked out which will lead eventually to the creation of a city wide system of year round playgrounds owned and operated through the department of education.

2 - The Board of Education should adopt the policy of acquiring no more new elementary school sites of less than five acres.

3 - The Board of Education should have as a second phase of its school development policy, a definite program for the enlargement of school grounds that are at present too small. The Board has already done something along this line. This will mean that a certain sum of money will have to be set

aside each year for acquisition of additional property. What is needed is a definite policy of land purchases that will eventually give Champaign a modernized playground system at the end of a certain number of years. The Board of Education has a school survey which they are following in their building program but this survey must take into consideration the facts mentioned above.

A complete statement of playground conditions at existing schools is found in Appendix C. The specific recommendations are there also.

Supervised play is not offered children on any of the school playgrounds. Most of the grounds are small and play equipment has largely been donated by civic organizations. It is time that Champaign gave playground interests the financial aid and support needed. To secure the greatest degree of usefulness each playground should be placed under responsible management. Supervision and direction are essential. The playground, operated throughout the entire year and properly supervised, becomes an educational agency of considerable value. Because of this element in play it is especially desirable to have

well-planned playgrounds at all schools the responsibility for supervision being assumed by the educational department of the city.

The preceding recommendations have to do with the play needs of smaller children. Above the age of elementary school children is a large and very active group who need athletic fields or playfields rather than play grounds. The manner in which a great many cities are attempting to serve the recreational needs of this group may be outlined as follows:

1 - Every intermediate school should have an athletic field adjacent to it. The school site, therefore, should contain from 10 to 15 acres. On this area there should be developed facilities for tennis, football, soccer, baseball and all outdoor equipment needed by boys and girls attending these schools. A site of ten acres has been purchased for a new school of this type between Eureka, Tremont, Prospect and Harris Streets.

2 - Every senior high school should likewise have a commodious recreation or athletic field adjacent to it. The commonly accepted standard for senior high sites is from 15-25 acres.

CHAMPAIGN
ILLINOIS

NEIGHBORHOOD PARKS & CHILDREN'S PLAYGROUNDS EXISTING & PROPOSED

ONE INCH EQUALS FOUR HUNDRED FEET

CITY LIMITS

COLUMBIA

GREGORY

CENTRAL

DR. HOWARD

AVENUE

WILLARD

MARQUETTE

LINCOLN

SCOTT PARK

COL. WOLFE

SOMERSIDE

CLARK PARK

BOULEVARD

HESSEL PARK

SCHOOL	ENROLLMENT	PLAY AREA IN ACRES	PLAY AREA IN SQ. FT. PER CHILD	5 PER CENT OF DISTRICT PARKS	6	ESTIMATE ENROLLMENT	8a PLAY AREA PER CHILD	7	RECOMMENDATION
CENTRAL	356					378	165		ACQUIRE 3 ACRES
AVENUE	741	166	350	8%		765	196		ACQUIRE 1 BLOCK
COLUMBIA	741	163	306	46		765	196		ACQUIRE 1 BLOCK
DR. HOWARD	733	142	268	39		804	178		ACQUIRE 1 BLOCK
GREGORY	356	52	100	39		378	60		ACQUIRE 1 BLOCK
MARQUETTE	744	94	195	91		777	105		ACQUIRE 1 BLOCK
COL WOLFE	305	62	167	65		350	139		ACQUIRE 1 BLOCK
LINCOLN	707	45	76	86		740	82		ACQUIRE 1 BLOCK
SCOTT SIDE	141	2.97	095	51		464	279		
LARNED	110	66	326	70		156	729		ACQUIRE 3 BLOCKS
WILLARD	80	58	315	91		86	195		ACQUIRE 1 BLOCK

ZONING COMMISSION

BARTHOLOMEW & ASSOCIATES
CITY PLAN & LANDSCAPE ENGINEERS
SAINT LOUIS MISSOURI

LEGEND

- SCHOOLS
- PROPOSED NEW PLAY AREAS TO BE ACQUIRED
- EXISTING NEIGHBORHOOD PARKS
- PROPOSED NEIGHBORHOOD PARKS
- EXISTING NEIGHBORHOOD PARK DISTRICT BOUNDARIES
- PROPOSED NEIGHBORHOOD PARK DISTRICT BOUNDARIES
- CIRCLES OF ½ MILE RADIUS

The present senior high school in Champaign has a good sized athletic field but it is not located adjacent to the high school building.

To supplement the facilities required by boys and girls of high school age there are also needed similar facilities for the large number of boys and girls who do not attend school. To serve their needs separate playfields are required. They should be developed and located in neighborhood parks. A neighborhood park to render satisfactory service should be at least 20 acres in extent and should be located in the center of each square mile of residential territory in the city. A park of this type may be expected to serve approximately 2500 families. With the zone plan in effect it should not be difficult to select sites for neighborhood parks that will prove to be properly related to the home districts of those who will eventually use them.

A study of Plate Ten shows that Champaign has not provided many of these areas. This Plate contemplates

complete system of neighborhood parks located so that they will serve the largest number of users. Several proposed neighborhood park sites are shown on the outskirts of the present city. Although some of these sites may seem inaccessible and rather far out now, the locations eventually will be advantageous, for the city will continue to expand and in time completely surround them. There may be other lands more easily acquired for park purposes but this is a matter that requires adjustment as needs arise.

In planning a complete recreational system for Champaign, it is necessary to classify the parks according to the service rendered. Parks in Champaign have been considered only as beauty spots. It is a mistake to assume that the recreational needs of a neighborhood are properly met because an area generally referred to as a park appears in that locality.

If the value and usefulness of parks are understood their acquisition and development will be according to a definite plan of procedure. The park system will include,

1. Small Parks. These are areas of five acres or less, too small to be of any effective recreational use. Parks of this size are usually just beauty spots and should be developed with this idea in mind.

2. Neighborhood Parks. These are areas from five to one hundred acres, serving well-populated residential districts. They should be within easy walking distance of every home and one half mile is generally considered a fair radius of the service area. Neighborhood parks should include playfields, childrens playgrounds and areas of natural beauty where older people may sit and rest. The minimum size should be 20 acres.
3. Large Parks. Areas of one hundred acres or more, this size being necessary to preserve their natural beauty and the other park attractions that cannot be secured in a neighborhood park.
4. Pleasure Drives. These are areas having drives laid out to follow natural streams, water courses and ravines but having a park-like, informal treatment. Boulevards are drives of more stiff and formal treatment but a distinction should be made between them and heavy traffic streets.

West Side Park is the only park of any size in Champaign. It is situated in a built up section. It has been developed as a beauty spot and does not serve any active recreational needs. Parks should render dual service to the city. They are more useful today than they ever were in the sense that they provide a city dwelling population with bits of restful natural beauty and also space for games and sports. Parks in Champaign have not progressed with the needs of the community. Parks in the past were mainly looked upon as beauty spots and this was the sole reason for a city spending money upon them. Parks lately, however, have become more intensely used because of the interest in healthful outdoor recreation. Areas that were kept mainly for lawns and display of flowers are now being occupied by baseball fields, tennis courts, children's playgrounds, etc. Measured in this respect none of the parks of Champaign are offering any real recreational opportunities to the people.

Scott Park of 3.3 acres is a small park maintained as a beauty spot but offering no recreational activities other than a wading pool for children. Beardsley and Clark Parks are two other small acres which are not developed or maintained.

Practically every city has one or more such areas described above. Some cities ignore them entirely because of their limitations and they become merely waste spots. Other cities transform them into dusty, unregulated and unsatisfactory playgrounds and by applying this term to them to avoid the purchase and development of adequate school playgrounds. Other cities have the right conception of these small areas and develop them into delightful beauty spots, always neat and clean, so that they become an asset to the surrounding neighborhood as well as to the city at large. Neighborhood parks are the ones which hold the greatest possibilities for active recreation.

Large Parks and Boulevards

These have been discussed in reference to Plate Two, Diagram B. A growing city which would conscientiously provide for the well being of its citizens must reserve for public use large sections of natural topography. These large areas connected by a chain of pleasure drives offer wholesome retreat from the crowded city. Tracts having a natural growth of trees and valleys containing streams suggest themselves as sites for these areas. It is unfortunate that Champaign has so little natural park land to draw upon. It will have to create parks of this type. The land along streams and water courses should be acquired for long naturalistic parkways.

Plate Three, referred to under major streets, also shows the proper correlation of major streets, pleasure drives and parkways. The plans for an inner and outer pleasure drive system must in all cases be harmonized with the major streets. There should be a clear understanding of the difference between the functions of pleasure drives and the major streets. Major streets being primarily economic in significance should have precedence in land platting.

The pleasure drive should be continuous, connecting up both the large outlying parks and the smaller neighborhood parks. They should follow as far as possible natural features such as streams and water courses. Intersection with major streets, railroads and probably future industrial districts should have careful consideration and study. This will be noted in the parkway proposed in western part of the city. If the demands of utilitarian traffic are not properly met by an adequate major street system, the city will find it practically impossible to preserve the pleasure giving character of its boulevards and parkways.

In Plate Three a continuous pleasure drive route is shown. Most of the route goes through unplatted territory and it should be possible for the city to secure practically without cost the necessary right of way. In some cases it is

proposed to use existing streets such as Drapper and Elm Streets. These streets can be transformed by uniform planting of trees and through cooperation of property owners into a distinct avenue or boulevard. Trees, clean lawns and well kept pavements are about all that is necessary to produce the effect of a pleasure drive. The value of such a system is not alone in the pleasure it gives people to travel over them but there is bound to be a reaction upon abutting property values and consequently a distinct advantage to the appearance of the city.

In brief, the future policies of the city should provide for the following.

1 - There should be an orderly plan for the timely reservation of space for recreation facilities. of all types.

2 - School playgrounds should be enlarged and new elementary school sites should contain at least five acres, intermediate 10 and senior high 15.

3 - An all year city wide recreational program directed through the schools.

4 - A park department on a more progressive basis so that acquisition of areas and their development may be systematic and related to the recreational needs of the city.

CIVIC ART.

The legislative act under which the Champaign city planning commission operates gives the commission the responsibility of looking after the city's appearance. Heretofore there has been no delegation of authority to deal with such matters and as a consequence there has been slight official recognition of the part appearances play in the creation of a more attractive and satisfying city. There are elements of attractiveness in Champaign, to be sure, but they have come largely through individual effort. The community has had no program by which a definite tone or character might be achieved for the city. Promotion of civic art has not been considered as a phase of municipal improvement.

There is a place for civic art in the city plan. The influence of pleasing surroundings is recognized today by nearly every one who builds a home. Good taste in the selection of home furnishings and equipment is applauded, but what of the city? Where all are concerned, taste has no established authority. There is no pressing public demand for better things; the bad develops without protest and is tolerated. Whatever the city gains in character and distinction and real beauty, it gains largely by chance.

more pronounced drift is toward indifference and positive ugliness. These qualities enter the municipal scene by default, through lack of standards and some agency through which matters of this sort may be brought under review and critical judgment. The problem of making the city more attractive, in the last analysis, is chiefly that of finding and controlling the sources of ugliness. This can best be done through the city plan.

One hesitates, however, to offer a definite plan by which the appearance of the city may be improved. There is a danger that sentimental enthusiasts will confuse this phase of the city plan with the once popular but ineffectual "city beautiful" movement. It is hoped that in Champaign there will be no such misunderstanding. The city plan is an instrument designed to make this city a more healthful, comfortable and satisfying place in which people may live and work. There must necessarily be a consideration of the attractiveness of the city as expressed in public buildings, monuments, parks, streets and other features. The city plan itself through zoning, guidance of street development, proper placement of parks and a solution of railroad and street car problems will tend to introduce a greater measure of order and system into municipal growth, but there are many structural details of the city

which should come under special observation and control because of their effect upon the city's appearance. The problem of building a more attractive city is not so much a matter of spending large sums on superficial decorations and embellishments as of giving proper guidance to its normal physical growth.

The first impressions of Champaign are pleasing. The Illinois Central Railroad station and the manner in which the tracks and street crossings have been handled all tend to bring forth favorable comment. The street lighting system which has been installed raises the city well above the commonplace. Street trees and those which have been cultivated in parks and spacious home grounds all give the city a distinctly pleasing atmosphere. Streets generally have good pavements and other public work seems to be of a high order. Individual homes predominate, few being without some landscape treatment. There are no slums. Champaign has been extremely fortunate in having been spared the ugliness and squalor of the typical industrial city. There are qualities here which make the city pleasingly and easily remembered.

Without great effort every phase of its development can be given outstanding merit. It should lead other cities of the state in attractiveness. It is the seat of the states greatest educational institution. This

serves to bring the city to the attention of people of taste and culture. There are expectations which should be met. Nature moreover has given the site few advantages. Lack of hills and ravines, lakes and water courses must be offset by other features created by the people who live in Champaign. All that is required is a regard for the eye, an acceptance of the challenge of ugliness, an authority to which community appeals may be taken in matters of taste. There are art societies and committees among the women's clubs all interested in the subject of art. There are art teachers in the public schools engaged in promoting an interest in things beautiful among children. It seems entirely reasonable to presume that support can be found among these groups to insure the carrying out of a plan for making Champaign attractive in every aspect. The great need is for definite standards and an improved taste in municipal improvement affairs.

If public taste were more dependable Champaign would never have witnessed the invasion of residential districts by objectionable filling stations and stores. The Boneyard, one of the few dominant features of the terrain in the earlier days of the city, would not have been

made a dumping ground. Better care would have been taken of street trees. Park areas would have been reserved more frequently. Public buildings would have been grouped long before this in more appropriate settings. Public schools would have had better architectural and landscape treatment. Trees would have been considered a necessary part of the equipment of every street. Business houses down-town would have distinction without the use of blatant signs.

There is scant hope at this time, however, for wide popular support for a movement of this character. Any real advances which are made in the improvement of the outward aspect of Champaign will probably have to come from the few who appreciate the subtle influence of the beautiful. Those who are not afraid to stand for better art in public and semi-public work should be organized. Those who have a real interest in seeing the taste of the community developed should have some organization through which their influence may be exerted. The city plan commission could well foster a movement to form an art league for Champaign. An association of this sort is needed to provide encouragement and support for the city planning commission in its handling of such matters.

An art league working in conjunction with the city planning commission can do a great deal to make a specific civic art program effective. Such a program is essential whether there is an art league or not and some established agency must be charged with the responsibility of carrying out a program of this type. The planning commission has this responsibility. A brief review of the possibilities of this phase of civic improvement will suggest further procedure.

Civic Center.

A civic center is generally a feature of every well appointed city. The time seems appropriate for Champaign to consider such a project. A new city hall will soon be needed. The post office is becoming inadequate and will shortly have to be enlarged or relocated. A site facing Scott Park might be found for these structures and others which would be appropriate in a civic center. The city planning commission is the logical clearing house for ideas of this sort. It would be well for the commission to make independent studies of civic center possibilities.

Other public and semi-public buildings deserve similar consideration. Public schools should have special mention. Noteworthy buildings have recently been erected. The School Board doubtless recognizes

the cultural value of dignified and impressive structures. The Champaign High School has a generally pleasing appearance although it lacks a most essential feature, an adequate athletic field nearby.

All schools should have an appropriate landscape setting. A protected lawn and an enframement of trees, enhance the values of the property and protect the investment which has been made in exterior architectural effect. Most cities have passed through the era of factory-like public schools having small cinder-covered door-yards, no lawn, no shrubs and only a few struggling trees in front. The modern school plant should include a first-class building and a commodious site, all carefully planned so that each element of the scheme, the landscape treatment of the building, the playground at the rear and the central structure itself may each serve its proper purpose. The first requirement in carrying out a policy of this sort clearly is to secure sites of appropriate size. This the Board of Education is now doing.

Railroad Stations.

The effect which the new Illinois Central station has had upon the appearance of Champaign has already been noted. Few cities of equal size have been treated as generously by any railroad. The average citizen of Champaign

perhaps fails to realize the importance of this improvement. The visitor who is familiar with the other railroad stations, however, and who remembers the old conditions at the Illinois Central is in a position to make proper comparisons. Every movement to secure improvements at the other stations should be encouraged. A union station is perhaps out of the question, but there would be manifest advantages in relocating the Big Four terminal nearer the Illinois Central. This possibly could be arranged to give the Big Four station a plaza or open space in front. It would be advantageous if the block in front of the I.C. station could be cleared as has been suggested many times.

Wherever a large investment is to be made in permanent public works, efforts should not be spared to secure designs which will represent the highest standards of good taste. Judgment of men qualified to speak on such matters is greatly to be desired. The service of recommending competent specialists in architecture and landscape architecture for public work and urging the employment of other artists where their handiwork is to be seen, is a primary function of the city planning commission. The commission cannot do the work itself but it is empowered

to advise and suggest and can certainly insist upon employment of competent technical services. Champaign has not suffered much from bad advice but many cities have made grievous errors in the selection of men to build schools, stations, libraries and similar public structures. The city planning commission may act as a buffer or protecting agency but the most important step toward the production of meritorious structures throughout the city is in the selection of competent and dependable professional advisers.

Street Appearances.

What is it that makes streets attractive or otherwise? In the first place, they must be kept clean. This function of the municipal government is so well recognized that it need not be dwelt upon here.

Greater regard on the part of the public for the appearance of alleys is also necessary. Keeping alleys clean is as much a job of the residents themselves as it is that of the city. Dirty, neglected alleys are often found in Champaign giving an unpleasant impression of the city.

The design of streets has a notable bearing upon the city's appearance. A narrow street where a wide one belongs is obviously a mistake. A broad expanse of pave-

ment on a purely local street suggests waste and raises questions of economy. The proper proportioning of streets is a factor in the problem of making the city attractive. Roadways should be wide enough on major streets and on purely local residential streets, will be kept to a minimum so that grass and tree space will be of sufficient width.

Street intersections also deserve notice. Where two streets intersect at a sharp angle, the corner should be cut back and rounded off. A curb radius of fifteen feet is not excessive. This may require a curve on the property line at the corner, a practice to be followed generally when new subdivisions are laid out. The object is mainly safety, but appearance gains, too. Sharp curb corners at present spoil the looks of many street intersections in Champaign.

Another item is that of street alignment. Streets should change direction by curves rather than angles. Greater attractiveness will appear in residential sections if long radius curves are used. When boulevards, or pleasure drives, as distinguished from major streets, are laid out, interest in the street view may be secured by the deliberate introduction of occasional long curves even where the contour of the land does not demand a change of direction. These

curves are adapted to the flow of motors and are consequently more satisfying than angles. More curved streets here and there throughout the city would undoubtedly increase its attractiveness. Champaign is largely an angular city and consequently has a stiffness and rigidity which curved streets would relieve.

The city has been negligent in the matter of placing street name signs systematically throughout the city. The inability of a stranger to find his way around in certain sections leaves a bad impression. Signs should be checked throughout the city and new ones installed where needed. A standard type of sign should be installed which will not only serve the purpose of giving information but will also stand as evidence of a certain pride in the appearance of the city. Signs should all be so placed as to be easily seen by both motorists and pedestrians, by day and night. Moreover, they should have similar locations at every street intersection as a matter of convenience to the public in readily finding them. A plain enameled sign which will not rust and which can be placed on special poles or supported otherwise is generally preferred to novelties or less durable types. Signs showing traffic regulations should also contribute to the appearance of the city. Those now in use are easily read but are not as durable as they should be.

Poles and Wires.

The city does not have direct charge of the placing of poles and wires for electric lights and telephones but is has an interest in them because of their relationship to the street prospect. These necessary but ugly features belong in the alleys. Champaign has been putting them there in recent years but there are still many good streets marred by these utilities.

The outlook at night depends to an appreciable extent on the effectiveness of the city's lighting system. This matter has already received considerable attention in Champaign. The system of lighting now in use gives a favorable impression to the visitor. The design of light standards has a notable effect on the city's appearance in the daytime as well as at night. Standard types of light equipment for the entire city are recommended. The standard now found on Green Street is quite satisfactory for residential streets. One type, however, should be for use on major streets, another for boulevards, and another for local residence streets. These should be simple, graceful and of a design and material likely to last. The city planning commission should endeavor to persuade all real estate promoters to figure complete street lighting as part of the improvement program of the streets. If the city has

an official standard there will be no wide variation in the types installed.

Overhanging Signs.

The uncontrolled display of signs hanging out over the sidewalks mars the appearance of business streets. The business section will gain in dignity if signs are not permitted to extend beyond a reasonable distance from the building. Eighteen or twenty-four inches is generally considered sufficient.

Billboards.

Billboards obviously affect the city's appearance. One place where they are conspicuously objectionable is along Green Street approaching the University. Under the zone ordinance, billboards will no longer be permitted in districts restricted to residential use. The gain to residential property in salable value as well as liveableness will be appreciable, and the general improvement in the city's appearance will be noticeable in time.

Sidewalk Obstructions.

From the point of view of the rights of the pedestrians and also for the sake of appearances, sidewalks should be free from obstructions. Stairways are serious offenders. Loading and unloading of goods temporarily on the sidewalk is not objectionable. The use of sidewalk space for storage or for show cases or advertising matter however calls for police action. Champaign has some trouble from this source and constant watch needs to be kept to prevent it.

The curb pump for gasoline is another sidewalk obstruction which may become a nuisance. Prohibition of all curb pump installations in the future is recommended. There should be a council order to require the removal of those already established. A period of a year or two years could be granted, but some provision should be made to get all these devices off the public highways.

Sidewalks placed at the curb injure the looks of streets. Not much of this is done in Champaign but city officials must constantly be on the watch against the practice. In Urbana one street called a boulevard was improved in this way and is often cited as an example of what not to do.

Street Trees.

No residential street is complete without street trees. There can be no question of this when the summer heat is taken into account. On the basis of comfort alone, the planting of street trees throughout the city should be considered as a public necessity. Trees should be required and planting should be carried out by the city at the property owner's expense on the same basis as the paving of streets and alleys and the laying of sidewalks.

A forestry department is needed to give undivided attention to the promotion of tree planting and care. Champaign needs many more street trees, planted with regard for (1) resistance to diseases and insect pests, adaptability to food and water supply available on city streets, and amount of shade given, and (2) aesthetic considerations, such as uniformity of appearance along the street, variety of types throughout the city, and proper spacing of trees to avoid crowding. The restful, pleasing quality now so readily discovered on certain older streets notably University and Park Avenues comes from the splendid trees planted there long ago. No other measure promises such favorable results in giving character and distinction to the city as a systematic, consistent tree planting effort.

Parks.

Public parks take a prominent place among the things that contribute attractiveness to Champaign. Few visitors will fail to be impressed by the tree-shaded lawns and broad panorama of West Side Park . Scott Park though smaller has many of the same characteristics. Such parks are a promotional asset to be as highly prized as factories.

Much remains to be done here, however, in park construction. Some parts of the city are without parks. New areas are being opened up to residence use and all will need parks. The whole park program needs to be considered as an aspect of the civic art program. Parks should all have carefully studied landscape plans before any improvement work is done.

Vacant Lots.

Vacant lots are scattered more or less through every city. There is a tendency for these spots to be neglected by their owners, who often live at a distance from the city and who perhaps have no agent to assume responsibility for their upkeep. If weeds are not cut by the owners of such lots, the city undertakes to do so, and charges the owner for the labor involved. This is a matter of protection to lawns of the neighbors, for seeds from the weeds of one vacant lot could in one season ruin the lawns of a whole neighborhood. The care of vacant lots thus constitutes an important factor in the city's appearance. Citizens should cooperate further and discourage all attempts to use these vacant areas as community waste baskets for the piling up of paper, tin cans, bottles, and so forth. Such practices injure the good reputation of the city. The Boy Scouts in some cities have done good work in helping to clean up such areas and make the city more presentable.

Private Buildings.

Stores, factories, and homes comprise the vast majority of buildings in the city, and their effect on the appearance of the city is directly proportioned to the interest given their design and construction. The scattering of stores promiscuously throughout residence districts has done considerable damage to the city's appearance. The common custom of building a store out to the street line has hurt the appearance of a good many residence streets and at the same time has injured adjoining lots by making them less desirable for residential use. The zone ordinance will remedy this condition, and tend to prevent residence districts from becoming blighted. Wherever a commercial district under the zone plan is to occupy only a part of the frontage in any block, the building line that is fixed for the houses in that block will become the building line also for the stores.

The tendency under the zone plan will be for stores supplying neighborhood needs to become grouped at certain important and accessible corners. There is developing in cities a greater interest in these local centers. Their design is being studied and many real estate promoters are building structures of uniform type at such points. When thus constructed they have architectural

merit and become a credit to the neighborhood which they serve. Certainly the corner store need not be the ugly object that it commonly is. This, however, is a matter over which the public has little control. Cooperation of individuals and a reliance on the advice of good architects will bring improvement. In Cleveland the Chamber of Commerce awards an annual prize to the best-designed apartment store and factory.

Homes.

Observations have been made above as to some of the ways in which both private individuals and public authorities have it in their power to contribute appreciably to the attractiveness of the city. Nothing yet has been said about the place of the private home. Probably no single factor is of greater importance in this respect. The great bulk of the city's area is devoted to private dwellings. The individual responsibility of each home owner in producing and maintaining an attractive city is at once apparent.

The mixture of architectural styles and the haphazard placing of buildings of all sizes along the same street is responsible for the disturbing effect found on some streets of Evansville. This is a matter that is subject to no control other than public taste. Where each individual develops his own property, he does naturally that which appeals to him. Education is the main factor in the improvement of public taste.

The zone ordinance will be of some help in this respect. Under its provisions certain districts will be developed only with one-family and two-family houses, no apartments, boarding houses, and so on will be permitted. Furthermore only buildings of two stories or less in height will be permitted in such districts. Similarly in the apartment house districts, buildings of only three stories or less in height will be allowed. These provisions are all based on protection of health and property values but their effect in improving the city's appearance may be estimated.

Home Grounds.

It is believed that the majority of home owners in Champaign take genuine pride in the appearance of their homes. Many places about the city show, by the attention given to lawns, shrubbery, trees, vines and flowers, that the owners appreciate the difference between a house and a real home. A good lawn and a bit of planting are generally sufficient to make this distinction in outward appearance. This movement in Champaign is undoubtedly due to the influence of the University. The city benefits from such efforts. The city planning commission by publishing occasional pamphlets and news articles on lawns and elementary landscape principles can aid this excellent work.

It is quite clear from the preceding discussion that improving the city's appearance is a matter of collective responsibility. City and county officials can only do certain things. In the main they can go no farther, however, than the people wish them to go. The city will always in its outward aspect reflect the culture and taste of those who live in it.

Appendix A.

RULES OF THE ZONING 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 Zoning Commission realizes that even if it succeeds in doing more than guiding the future growth of Champaign 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 city council and the zoning 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 zoning 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) The location and size of existing sewers and water mains, if any, on adjoining property.

(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 zoning 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 zoning 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 multiple thereof.

Note: After a land subdivision plan in preliminary form has been checked over and approved by the zoning commission, the owner is free to have his final plan, the accurate, fully-detailed one which he will record, prepared. 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 City Council 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 City Council and the City Engineer. The size specified is 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 get 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 zoning 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.

(g) 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, if such exists.

(h) 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.

(i) Any private restrictions shall be shown on plat or reference to them made thereon; and plats shall contain proper acknowledgments of owners and mortgages accepting said platting and restrictions.

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

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, with 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.

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 require-

ments. In general such streets shall be of a width of 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. Champaign 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 zoning commission may waive the above requirements.

Note: The most satisfactory width for minor streets is 60 feet. (See Plate Number Six). When the requirements of the major street plan seem to absorb an unreasonable amount of an owner's land in the view of the zoning 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) The minimum width of any alley in a residential block shall be twelve (12) feet, if an easement and building line at least three (3) feet wide be provided along each side of the alley; where no easements or building lines are provided the width of alleys shall be at least sixteen (16) feet. A five-foot cut-off shall be made at all acute and right-angle alley intersections. Alleys in rear of business lots shall be at least twenty (20) feet wide.

Note: While alleys in residential blocks are referred to and provisions made for minimum widths, the zoning commission will seek to discourage the platting of alleys except in the rear of property that may some day be used for commercial purposes. The wide alleys required for business lots will serve to relieve the streets of a certain amount of traffic that can at times become very annoying in the vicinity of stores.

(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 wide 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. Blocks over seven hundred fifty (750) feet in length shall have 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 thorofares 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.

(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 those 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 reasonably object to conforming to the street system already established. If all blocks are made between 200 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 minimum size of 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 enter 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.

4. 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 interests 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 Champaign 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. 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 zoning 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.

(c) Corner lots shall have extra width, sufficient to permit the maintenance of building lines on both front and side. In normal cases the width required will be not less than the amount of the established building line on the side street plus the irreducible buildable width and such side yard requirements as may be provided for by a zoning 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, especially where lots front upon side streets, the building line should be carried around the corner. The store or home on the corner lot should not violate the building line observed on either street, even though it may distinctly face only one street. The use of a larger lot at the corner is recommended as a means of correcting this condition. A lot wider, by the amount of the building line on the side street, than the general run of those fronting the same direction, will permit the continuance of the building line around the corner and make each street intersection at once safer and more attractive.

(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 road-way and street planning practice to the requirements of modern traffic. Sharp projecting curb corners at thorofare 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 zoning ordinance when one is adopted. Until a zoning ordinance is adopted, the zoning commission will require building lines in accordance with the needs of each addition. Provision shall be made for all enclosed parts of buildings to be set back of such building lines.

9. Grading of Streets.

A grading plan may be required with the final plan, showing grades approved by the City Engineer.

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.

10. Parks, Schools, 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 zoning 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 Champaign. 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.

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. The zoning 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: Champaign 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. 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.

13. Abstract of Title.

The final plat shall be accompanied by an abstract of title showing the ownership of all property to be dedicated to the city.

14. General.

The City Council shall be the judge in case of any question regarding the application of the above rules and particularly where the extent of "necessary" public or private requirements is in question.

Appendix B.

Name of Street	Present Width	Proposed Traffic Capacity	Proposed Ultimate Width	Defects of Streets to be Corrected.
Armory Ave., Haines Boulevard Hessel Blvd. Armory Ave.				
Wright-Wright	66 ft.	4 lines	66 ft.	Connect up with Haines Blvd. at Prospect.
Russell-Prospect	33 ft.	6 lines	80 ft.	
Haines Boulevard Prospect-Elm Blvd.	80 ft.	6 lines	80 ft.	Connect up with Hessel Blvd.
Hessel Blvd. Elm-Neil	120 ft.	6-8 lines	120 ft.	Few connections at Neil St.
Kirby Road	66 ft.	4 lines	66 ft. throughout	
Washington Road	55 ft.	8 lines	100 ft.	Connect between State and Randolph and extend diagonally northwest.
Bradley Avenue	66 ft.	4 lines	66 ft. throughout	
Beardsley Street Bradley - City Limits	30 ft.	4 lines	66 ft.	Connect between Bradley Avenue and Beardsley Ave.
Walnut Street	70 ft.	4 lines	70 ft.	
Church St.	66 ft.	4 lines	66 ft.	
Main Street Washington-City Limits	66 ft.	6 lines	80 ft.	Extend South to Kirby Ave.
Fourth Street City Limits Armory	66 ft.	6 lines	80 ft.	Extend South to Kirby Avenue.
Kirby-Springfield	80 ft.	6 lines	80 ft.	
Springfield-Alley South of Grove	66 ft.	6 lines	80 ft.	

Alley North of Grove Bradley	56 ft.	6 lines	80 ft.	Correct jog at Alley north of Grove.
Green Street Russel-Wright	66 ft.	4 lines	66 ft.	Extend westward
Harris Avenue Lynn-Bloomington R.	66 ft.	4 lines	66 ft.	
John Street Russel-Wright	66 ft.	4 lines	66 ft.	Extend westward Subway across I.C.R.R.
Lynn Street Hessel - I.C.R.R.	66 ft.	4 lines	66 ft.	Extend beyond I.C.R.R. to run parallel to C.C.C. and St. L.R.R. northwest. Connect South with proposed 100 foot diagonal thorofare.
Locust Street	70 ft.	4 lines	70 ft.	Connect between Armory and North Drive.
Logan Street Neil-First	70 ft.	4 lines	70 ft.	
Main Street Neil-First	70 ft.	4 lines	70 ft.	
Market Street Washington-North	70 ft.	4 lines	70 ft.	
North-Limits	66 ft.	4 lines	66 ft.	Extend northward.
Neil Street Kirby-Armory	63 ft.	6 lines	80 ft.	
Armory-Corp. Limit	66 ft.	4-6 lines	66-80 ft.	Widen to 80 ft. Marshall southward. Extend northwest 66 ft. wide.

North Drive				
First-Corp. Limits	66 ft.	4 lines	66 ft.	
Oak Street				
Washington-Alley North of Grove	70 ft.	4 lines	70 ft.	Extend northward connect with Fourth Street. Connect between Washington and First Street.
Prospect Avenue				
Russel Street	66 ft.	4 lines	66 ft.	throughout
University-Church	26 ft.	4 lines	66 ft.	Connect between
Church-Washington	39 ft.	4 lines	66 ft.	Springfield and
Washington-Columbia	40 ft.	4 lines	66 ft.	John. Widen between John and Armory. Extend southward from Armory and northward from Columbia.
Randolph Street				
Ellis-Bradley	66 ft.	4 lines	66 ft.	Correct between Ellis and Hessel
State Street				
Hessel-Bloomington Rd.	66 ft.	4 lines	66 ft.	Extend from Hessel to connect with Neil south. Extend from Bloomington Road to connect with Neil St. to North.
Sixth Street				
Armory-Bradley	66 ft.	4 lines	66 ft.	Connect between Eureka and Grove. Extend north from Bradley to Corp. Limits.
Springfield Ave.				
Arthur Rd.-First	66 ft.	8 lines	100 ft.	
First-Wright	50-59 ft.	8 lines	100 ft.	Extend westward
South Drive				
First-Corp. Limits	66 ft.	4 lines	66 ft.	

University Avenue				
Arthur Rd. - Neil	80 ft.	6 lines	80 ft.	
Neil-Chester	66 ft.	4 lines	66 ft.	
Chester-Wright	80 ft.	6 lines	80 ft.	Extend westward
Washington Street.				
Arthur Rd.-Russel	50-59 St.	4 lines	66 ft.	
Russel-Harris	60 ft.	4 lines	66 ft.	
Harris-Neil	80 ft.	4 lines	80 feet.	
Neil-First	66 ft.	" "	66 ft.	
First-Fourth	40 ft.	" "	66 ft.	
Fourth-Corp. Limits	66 ft.	" "	66 ft.	

School	Enrollment	Play Area in Acres	Existing Play Space in Sq. Ft. Per Child	Percent District Built	Probable Ultimate Enrollment	Play Area Per Child	Recommendation
Avenue	241	1.86	337	87%	277	293	none
Columbia	241	1.62	294	66%	363	196	Acquire entire block
Dr. Howard	253	1.43	268	29%	304	78	Acquire 1/2 block
Gregory	225	.52	100	59%	376	60	Acquire entire blk.
Marquette	214	.94	192	97%	222	185	" "
Colonel Wolfe	209	.82	167	83%	260	139	Acquire 1/2 block
Lincoln	207	.45	96	86%	240	86	Acquire entire blk.
South Side	144	2.97	899	31%	464	279	none
Lowhead	110	.82	.326	70%	156	229	Acquire entire blk.
Willard	80	.38	.211	91%	88	192	none