

**COMPREHENSIVE DEVELOPMENT PLAN**  
**for CHAMPAIGN - URBANA**

prepared by

**SWANSON ASSOCIATES**

Bloomfield Hills, Michigan

# Comprehensive Development Plan for Champaign-Urbana, Illinois

## Community Planning Committee

Enos L. Phillips, Chairman      W. A. Neiswanger, Secretary

Thomas A. Hagan, Treasurer      Joseph W. Royer

John L. Franklin      Coleman R. Griffith

Lloyd Cole      J. C. V. Taylor

Ralph L. Kelley      Irving L. Peterson

C. A. Webber, Ex Officio

prepared by

**Swanson Associates**

Bloomfield Hills, Michigan

S W A N S O N            A S S O C I A T E S            A R C H I T E C T S  
P L A N N I N G        E N G I N E E R I N G        I N D U S T R I A L   &   I N T E R I O R   D E S I G N I N G  
B L O O M F I E L D   H I L L S        M I C H I G A N        P H O N E   B I R M I N G H A M   4 0 1 3 - 4

June 15, 1950

To the Community Planning Committee:

We are presenting herewith a compilation and summary of the reports and studies for the Comprehensive Development Plan for Champaign-Urbana, Illinois.

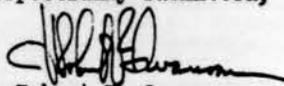
Careful planning is a prerequisite to orderly progress; Champaign-Urbana has been far-sighted in recognizing the need for planning the future growth and progress of the community.

The recommendations incorporated in the Development Plan are a "blue print" for action; some proposals should be considered in the immediate future, others within a ten to twenty year period. City growth is a fluid process, so our recommendations are not given as arbitrary requirements. The lack of flexibility in a planning program is as great a deterrent to orderly growth as a lack of planning.

Public understanding and support is essential if the benefits of a planning program are to be realized. Planning proposals are not carried out by one body or by one group; thus the extent to which they are carried out is dependent upon the support and interest of many individuals and groups.

We wish to express our sincere appreciation for the assistance and cooperation extended to us by individuals, citizen groups, and municipal agencies. Our work in Champaign-Urbana has been made very pleasant by these associations.

Respectfully submitted,

  
J. Robert F. Swanson  
Swanson Associates

To the Citizens of Champaign-Urbana:

We are pleased to present the following report to the citizens of Champaign-Urbana and their representatives, with the firm belief that the findings and recommendations incorporated will be of utmost interest to every resident.

We ask that you read and consider this material with an open mind. It is based on exhaustive research, study and analysis carried on during the past two years by experienced and competent personnel, working in close cooperation and consultation with the members of this Committee, the Planning Commissions of Champaign and Urbana, and a great number of advisory committees and individual citizens.

We hope for wide and thorough discussion and understanding of the contents of this report, with full recognition that if free discussion leads to the conviction that modifications are desirable any and all parts of the proposed program are a subject to such desirable change.

Look ahead with us. We, as residents of Champaign-Urbana are the beneficiaries, in terms of health, good living, convenience, and sound economic values if we cooperate in planning carefully and wisely. We feel assured that all will concur in such objectives and that the vast majority will acclaim the proposed means of achieving them.

The expression of your opinion is earnestly sought.

Respectfully submitted,

Enos L. Phillips, Chairman,  
Community Planning Committee

# ● Table of Contents

<b>Plates and Tables</b>	
Planning Principles	3, 4
Planning Principles Applied to Champaign-Urbana	5
An Early Bird's-Eye View of the Two Cities	6
Area Growth	7
Regional Influences	8
Market Area	10
Population Composition, Tables	12
Population Growth and Trends	13
Present Land Use	14
Land Use Comparisons	15
Housing Conditions	16
Multiple Housing Distribution	18
Residential Assessed Valuations	20
Expansion Areas	20
Neighborhood Patterns	21
Redevelopment Plan for High Density Area	24
Social Ills	25
Redevelopment Plan for Lawhead Neighborhood	27
Subdivision Diagrams	29
Present School System Distribution	32
Pupil Distribution, 1948-49	33
Existing School Plants and Facilities, 1949, Tables	33
Champaign Public School Enrollment Forecast	34
Urbana Public School Enrollment Forecast	34
Program Schedule for Peak Enrollment Period, Table	35
Future Status of Existing Schools (198x), Table	37
Development Plan for Elementary Schools (198x), Table	38
Development Plan for Secondary School (198x), Table	38
Champaign Schools Expansion	39
Urbana Schools Expansion	40
Ultimate School Distribution (198x)	41
Existing Parks and Recreational Areas	44
Tot-Lot Diagram	46
Neighborhood Park Expansion Diagram	46
Hessel Park Expansion	47
Proposed Parks and Recreational Areas	48
Street Surfacing and Widths	50
Traffic Flow	52
Vehicle Registration	53
Major Street Plan	54
Proposed New Streets	56
Typical Street Cross Sections	57
Inter-City Transit Routes	58
Commercial Areas, Champaign	62
Commercial Areas, Urbana	63
Proposed Development, Commercial Areas, Champaign	65
Proposed Development, Commercial Areas, Urbana	66
Campus Area, Proposed Development	67
Neighborhood Shopping Center	68
Industrial Areas	71
Champaign County	76
Regional Recreational Facilities	78
Zoning Map	80
Capitol Expenditure Budget, Table	85
Development Plan	87

<b>I Introduction</b>	1
Summary of Planning Problems	
Scope and Objectives of Plan	
Planning Principles	
<b>II Economic and Social Background</b>	7
History	
Physical and Regional Influences	
Market Area	
Influence of the University of Illinois	
Population Growth	
Land Use	
<b>III Residential Areas</b>	17
Existing Conditions	
The Planning Problem	
Neighborhood Patterns	
Neighborhood Expansion - 198x	
Redevelopment and Conservation Areas	
Planning Standards for Residential Areas	
<b>IV Schools</b>	31
Existing Conditions	
Peak Enrollment Period (1950-65)	
Long Range School Program	
<b>V Parks and Playgrounds</b>	43
Existing Facilities	
Neighborhood Parks and Playgrounds	
Inter-Neighborhood Parks and Playgrounds	
Large-scale Recreational Areas	
Summary	
<b>VI Traffic and Transportation</b>	51
Principles of Street Design	
Existing Conditions	
Major Street Plan	
Regulations and Administration	
Transit and Transportation	
<b>VII Commercial Areas</b>	61
Champaign Business District Recommendations	
Urbana Business District Recommendations	
Campus District Recommendations	
Neighborhood Shopping Centers	
Regional Shopping Centers	
<b>VIII Industrial Areas</b>	69
Existing Conditions	
Proposed Expansion	
<b>IX Public Buildings</b>	73
<b>X Public Utilities</b>	75
<b>XI County Planning</b>	77
Regional Facilities and Conservation Areas	
County Zoning	
<b>XII Zoning</b>	81
Proposed Zoning Ordinances	
Relation to Future Land Use Needs	
<b>XIII Administration of Plan</b>	83
<b>XIV Composite Development Plan and Capitol Expenditure Budget</b>	85

# DAILY STORIES REFLECT COMMUNITY GROWTH AND CHANGE

(for 1949-50)

Planning Is Concerned With Such Problems As These :

"RESIDENTIAL PROBLEMS AND CHANGES"

**Youthful Negro Couple Die As Flames Envelop Shanty**

Proposed Low Cost Housing Project Opposed by Surrounding Residents

'CONDEMNED' BUILDING HOUSES 26 FAMILIES

'Thrift' Home Lot Size Is Criticized

\$169,890 Fund Is Possible for Clearing Slums

Urbana Landmark, Home Of First Bride, Being Razed

URBANA GRANTS 200 BUILDING PERMITS IN '49

"TRAFFIC PROBLEMS AND STREET CHANGES"

**Bradley Dropped As Superhighway**

Superhighway Study Ended

CITIZENS ASK FOR TRAFFIC REGULATIONS

KEARNS SHAPES \$300,000 PLAN FOR STREETS

CITY VIEWS STEP TO LINK WHITE, LOGAN STREETS

NE Champaign Streets Impassable Quagmires

PETITIONS SEEK POPLAR, 4TH, HILL PAVING

Renewed Hunt For Off-Street Parking Starts

1-Way Traffic Is Sought on Two Streets

TO TAKE OVER 2 CITY LOTS FOR PARKING AREA

C. OF C. URGES CITY TO ACT ON 'CRAZY CORNER'

ILLINOI PEST CO. BUILDING PLANT ON SOUTH NEIL

Spot Zoning Plea Rejected By Aldermen

New Protests Fight Prospect Business Zone

Schools to Ask Half Million for New Buildings

URBANA SCHOOL UNIT APPROVES \$2,419,000 SUM

GROUPS BUILD PLAYGROUND FOR TOTS

HOPES FOR PARK NEAR SWITZER SCHOOL FADE

"SCHOOLS EXPAND"

FAIRGROUND USE SUGGESTED FOR FUTURE HOMES

Carver Park Is Annexed

Plot Filed For New Saucy Subdivision

Urbana Okays Annexation of Fairlawn Area

Subdivision Owners To Discuss Merger With Champaign

Hatch Planning New Addition

"THE COMMUNITY EXPANDS"

"NEW SERVICES AND UTILITIES"

Further Wells To Be Installed By Water Co.

DISCUSS WATER NEEDS FOR NEW URBANA AREAS

Drainage Problem Growing: Wisely

Hessel Sewer Hearing Set For June 7

REPORTED 'RAW SEWAGE FLOW' TO BE CHECKED

CITE C-U DRAIN PROBLEMS

Sewer Service Sought South Of Champaign

Drainage Fate May Hinge on Tuesday Vote

Petitions Seek Fire Station in W. Champaign

URBANA TO HAVE NEW FEDERAL BUILDING, P. O.

U. I. Projected As Location of Air Installation

ASK 30-60 ACRE ARTIFICIAL LAKE ON SALT FORK

Board to Add To Playground At Hays School

"ROOM TO PLAY"

SPORTSMEN BUY 20 ACRES, LAKE TO BE DOUBLED

# Introduction

Shortly after World War II, the acute housing shortage in Champaign-Urbana indicated the need for a long-range study and evaluation of the situation. In 1947 the Community Housing and Development Council was organized, with Mr. Giles Sullivan, chairman, composed of a wide cross-section representation of community groups, and under the auspices of this organization some studies were made of basic problems. It became apparent that the formulation of a comprehensive planning program was a basic and fundamental step preliminary to solving numerous community problems.

The Council, under the chairmanship of Mr. Lloyd Morey, raised funds to cover the cost of preparing such a plan; money was secured from public subscriptions, from the University of Illinois, and from ten taxing bodies - the city of Champaign, the city of Urbana, the county of Champaign, Unit School District No. 4, School District 116, Champaign Park District, Urbana Park District, Champaign-Urbana Health District, Urbana and Champaign Sanitary District, and the Champaign County Forest Preserve District. Mr. C. A. Webber is presently chairman of the Council.

The Community Plan Committee was then formed especially to direct the preparation of the Plan. Mr. Enos Phillips was appointed Chairman, and Mr. W. H. Scheick, Secretary of the CDHC, also served as Secretary of the Community Plan Committee. The firm of Swanson Associates was employed in 1948 and their office was established in October of that year.

Ten additional special citizen advisory committees were set up to assist the professional planners. These committees met frequently during the period of Plan preparation for the purpose of discussing preliminary proposals and of making advisory recommendations on the basis of the facts submitted by the planning staff. The following persons served in this advisory capacity:

#### Residential Areas

John L. Franklin, Chairman  
Edwin Aufdenkamp  
Richard Dewey  
R. W. Kuhne  
Hurbert Smith

Karl Lohmann, Vice-chairman  
H. E. Babbitt  
Elmer P. Hoggatt  
John F. O'Neill  
Clarence Thompson

Walter Acheson  
Charles Clay  
Sherdie Jones  
Maurice Skelton  
I. P. Turner

#### Schools

D. E. Vance, Chairman  
C. C. Loew  
Elmer Bash

C. E. Chapman, Vice-Chairman  
E. H. Mellon  
William Clegg

Mrs. George Ekblaw  
F. R. Steggerda  
M. R. Sumption

#### Parks and Recreational Areas

Robert Eisner, Chairman  
Julius Davis  
Royal B. McClelland  
Edwin Moses  
Otto G. Schaffer

J. C. Blair  
H. I. Gelvin  
Paul McMichael  
Arthur Ridenour  
Hurst H. Shoemaker  
Stanley H. White

D. C. Dodds  
Karl B. Lohmann  
Don Morgan  
Hideo Sasaki  
Seward Staley

#### Traffic and Transportation

Giles Sullivan, Chairman  
H. R. Bresee  
Bob Chamberlin  
Robert F. Fisher  
Stanley L. Kaufman

Manie Tepper, Vice-Chairman  
Mark Brown  
Olin L. Browder  
Mrs. Ruth B. Jones  
Frank Robeson, Jr.  
Irvin Turner

Gordon B. Bilderback  
John A. Burke  
Wallace H. Ewing  
Bob Julian  
Carroll C. Wiley

#### Public Relations

Frank Strand, Chairman  
Josef Wright, Director  
Robert F. Grubb

Frederick S. Strand, Vice-Chairman  
Mrs. James Edsall, Secretary  
Albert Wildhagen

Forrest Colwell  
Robert Garrard

#### Commercial Areas

Giles Sullivan, Chairman  
Olin L. Browder  
Ralph M. Campbell  
Mrs. Ruth B. Jones

Manie Tepper, Vice-Chairman  
Mark Brown  
William C. Dallenbach  
Frank Robeson, Jr.  
Irvin Turner

H. R. Bresee  
John A. Burke  
Wallace H. Ewing  
Jesse Thrasher

#### Industrial Areas

J. H. Cannon, Chairman  
Ed Holcomb  
Fred Magdsick

H. C. Kariher, Vice-Chairman  
James Patton  
Albert Osterhoff

John Doak  
Herbert Maret

#### Public and Semi-Public Buildings, Works

Jamison Vawter, Chairman  
H. E. Babbitt  
Winifred D. Gerber  
Gifford Hall  
Robert H. Harmeson

Walter M. Kunsch, Vice-Chairman  
John Doak  
H. E. Johnson  
John Kearns  
M. H. Kinch

Frank Amsbary  
S. J. Gulley  
T. J. Strong  
W. H. Wisely  
Arthur Kinzer

#### Land Use

L. M. Rovelstad, Chairman  
O. L. Browder  
Robert S. Chamberlin  
Lewis Colbert  
William K. Delaplane

Fred Meers, Vice-Chairman  
Roy Douglas  
Ray Fletcher  
Floyd Locke  
Taylor Thomas

Gordon Bilderback  
Ross Mills  
Russell M. Nolen  
C. F. Pettiford  
Ernest L. Stouffer

#### Capital Expenditure

C. A. Moyer, Chairman  
J. H. Cannon  
Charles M. Kneier

Russell A. Cone, Vice-Chairman  
Herbert O. Farber  
Albert Tuxhorn

Harlan A. Bickers  
James H. Griftner

This report, therefore, is fundamentally a technical development of the basic recommendations and ideas of Champaign-Urbana citizens.

Extensive use was made of all available sources of information, surveys and reports. Particular acknowledgement is made for the use of the following local publications:

Champaign County School Survey  
Champaign School Survey  
Urbana School Survey  
Housing Market Analysis, Real Estate Research Corporation, 1948  
Housing Report of the League of Women Voters  
Study of Retail Trade Areas, P. D. Converse, University of Illinois  
Urgent County-wide Planning Needs in Champaign County, Illinois, Regional Planning Commission of Champaign County, 1941

## Summary of Planning Problems

The steady growth of Champaign-Urbana has been due to two factors - development of the University of Illinois and an advantageous position as a primary trading center for a large area. The community is self-contained and has a stable economy; the Comprehensive Planning program is thus directed toward combatting the long-range trends which undermine this security and stability. The following are, briefly, the main planning problems:

I. Decentralization. There is a very low percentage of land vacancy which is presently forcing residential and commercial expansion into uneconomical fringe development. Natural and needed expansion must be controlled so as to have an economic and desirable relation to traffic systems, utility expansion, school location, etc., and to prevent the devaluation of the central business areas.

2. Street system. The street system is not, at present, organized or coordinated as to use, and lacks a pattern of channelization for intra-neighborhood and neighborhood-to-business-area traffic. High maintenance costs, traffic congestion, and unnecessary property depreciation have resulted from this lack of organization. As area expansion continues, a more effective transportation system to the central areas will be necessary if the central business areas are to continue healthy, and this, in turn, requires a greater concentration on an adequate parking program.

3. Obsolescence. A considerable amount of both residential and commercial structures are in or approaching a marked state of obsolescence, and must be rehabilitated or rebuilt in conformation with the best possible land use pattern. Obsolescence coupled with the trend toward decentralization, if unchecked, will result in ultimate abandonment of interior areas and considerably lowered tax revenues. It is, therefore, increasingly important to encourage an 'in-growing' of both residential and commercial development, and the rehabilitation of presently blighted areas.

4. Population changes. A slower growth of total population, a decrease in the size of families, and a larger percentage of older people are trends which must be taken into consideration in future building and development.

5. Inadequate park and recreational facilities. Champaign-Urbana falls far below the minimum standard for park and playground acreage and distribution. A growing child population, an increasing number of older people, a greater amount of leisure time, the need for providing recreational opportunities for young Chanute Field personnel and University of Illinois students, and the neighborhood rehabilitation value of park development make expansion of facilities an immediate concern.

6. Inadequate schools. Many schools are presently overcrowded and poorly planned. A planned program of building and expansion must be carried through to meet the immediate needs and the long-range foreseeable future demands.

7. Rental housing need. The community supports an unusually large transient population due, in part, to the University of Illinois and the proximity of Chanute Field, and there is an unfulfilled demand for rental housing in all income ranges. Provision of adequate rental housing will relieve present over-crowding, and construction in indicated locations will be a neighborhood rehabilitation measure.

8. Industrial expansion. The economy of the community can support and will be more evenly rounded off by encouraging a limited industrial expansion of a harmonious nature.

9. Administrative coordination. The present divided authority within the community is both uneconomical and inefficient, and desirable and necessary long-range plans may be thwarted without a high degree of coordination.

## ● Scope and Objectives of Plan

A Comprehensive Development Plan is a long term and broad view outline, as a guide for all public and private developments. It covers a period of approximately three decades; it represents a series of 'steps' toward the ultimate goal of a planned, well-organized community.

The objective of the Comprehensive Plan is to promote the welfare of Champaign-Urbana citizens by recommending the means by which a better community environment may be achieved. Planning is a coordination and integration of the physical development of the community; it recognizes that the more or less independent action of many private individuals, groups, and governmental agencies build the community organism, but that the purposes and uses of land, structure, and streets, are closely inter-related and interdependent. In order to prevent or minimize the economical and social waste which may result from uncoordinated activity, this Plan sets forth the methods and techniques for harmonizing these activities.

Community growth and change is constant, whether planned or not. A glance at headline newspaper clippings from the past year graphically point this up (preceding page). Houses are built or razed, subdivisions laid out, street improvements made, recreational areas planned, schools expanded, utilities extended, zoning changes requested, industries started, population shifts from one area to another.

Lack of planning in the past has resulted in blighted areas, inadequate trafficways, insufficient parking space, deteriorating property values, unpleasant or unhealthy living conditions. Planning represents the difference between drifting and directing; it is a program for performance, however, not a program of restrictions and controls.

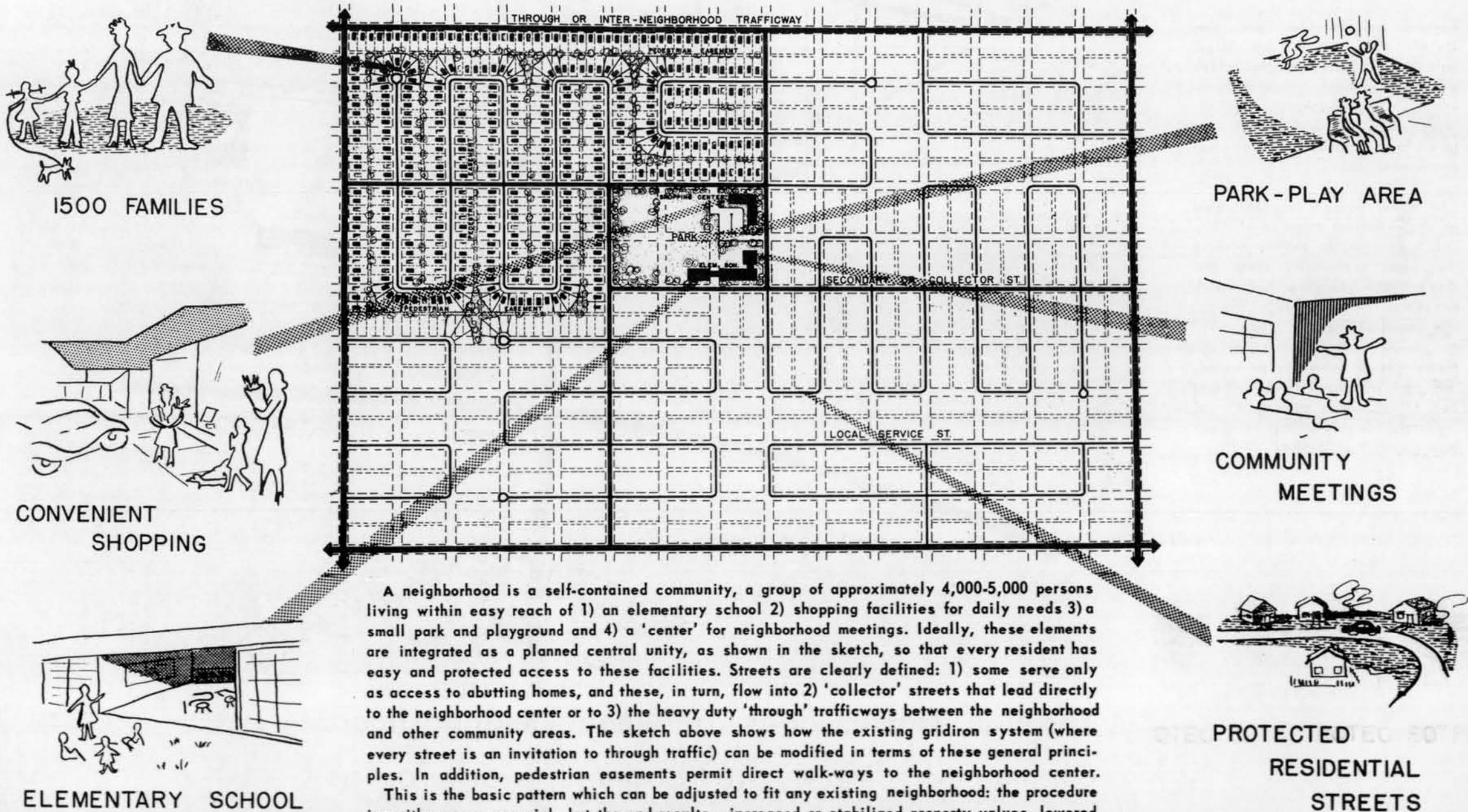
The gradual transformation of Champaign-Urbana from the existing community pattern toward an increasingly better one, in terms of both human and economical values, can be effected only through coordinated effort to see that every building erected, every improvement undertaken contributes its full share toward the ultimate goal.

Large sums of money are spent by governmental bodies and private individuals and groups on local improvements every year; the orderly, systematic locating and scheduling of such improvements means a savings in dollars and cents. Planning costs less, not more.

A community can be reorganized toward a more desirable pattern only when that pattern - and its advantages - are fully understood by both private individuals and public officials.

# Planning Principles

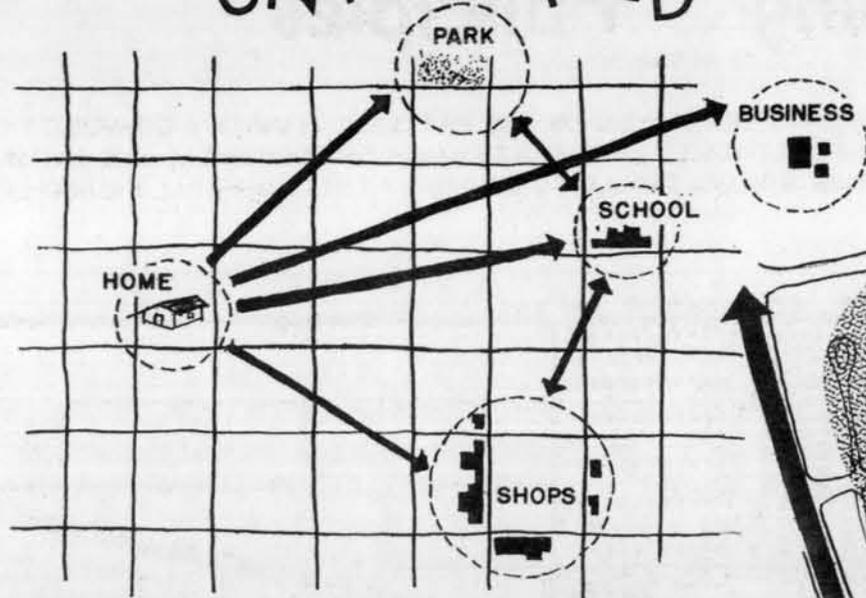
THE FOLLOWING DIAGRAMS OF GENERAL PLANNING PRINCIPLES SHOW THE PATTERNS IN WHICH A COMMUNITY CAN ARRANGE - OR REARRANGE - PHYSICAL STRUCTURES AND FACILITIES TO MEET THE DEMANDS OF ECONOMICAL AND SATISFACTORY COMMUNITY LIVING. FUTURE CHANGES IN CHAMPAIGN-URBANA SHOULD BE GUIDED BY THESE GENERAL PRINCIPLES.



A neighborhood is a self-contained community, a group of approximately 4,000-5,000 persons living within easy reach of 1) an elementary school 2) shopping facilities for daily needs 3) a small park and playground and 4) a 'center' for neighborhood meetings. Ideally, these elements are integrated as a planned central unity, as shown in the sketch, so that every resident has easy and protected access to these facilities. Streets are clearly defined: 1) some serve only as access to abutting homes, and these, in turn, flow into 2) 'collector' streets that lead directly to the neighborhood center or to 3) the heavy duty 'through' trafficways between the neighborhood and other community areas. The sketch above shows how the existing gridiron system (where every street is an invitation to through traffic) can be modified in terms of these general principles. In addition, pedestrian easements permit direct walk-ways to the neighborhood center.

This is the basic pattern which can be adjusted to fit any existing neighborhood: the procedure is neither easy nor quick, but the end-results - increased or stabilized property values, lowered costs of street paving and maintenance, fewer accidents, better living - are high returns for the investment of time, energy, and money.

# UNPLANNED

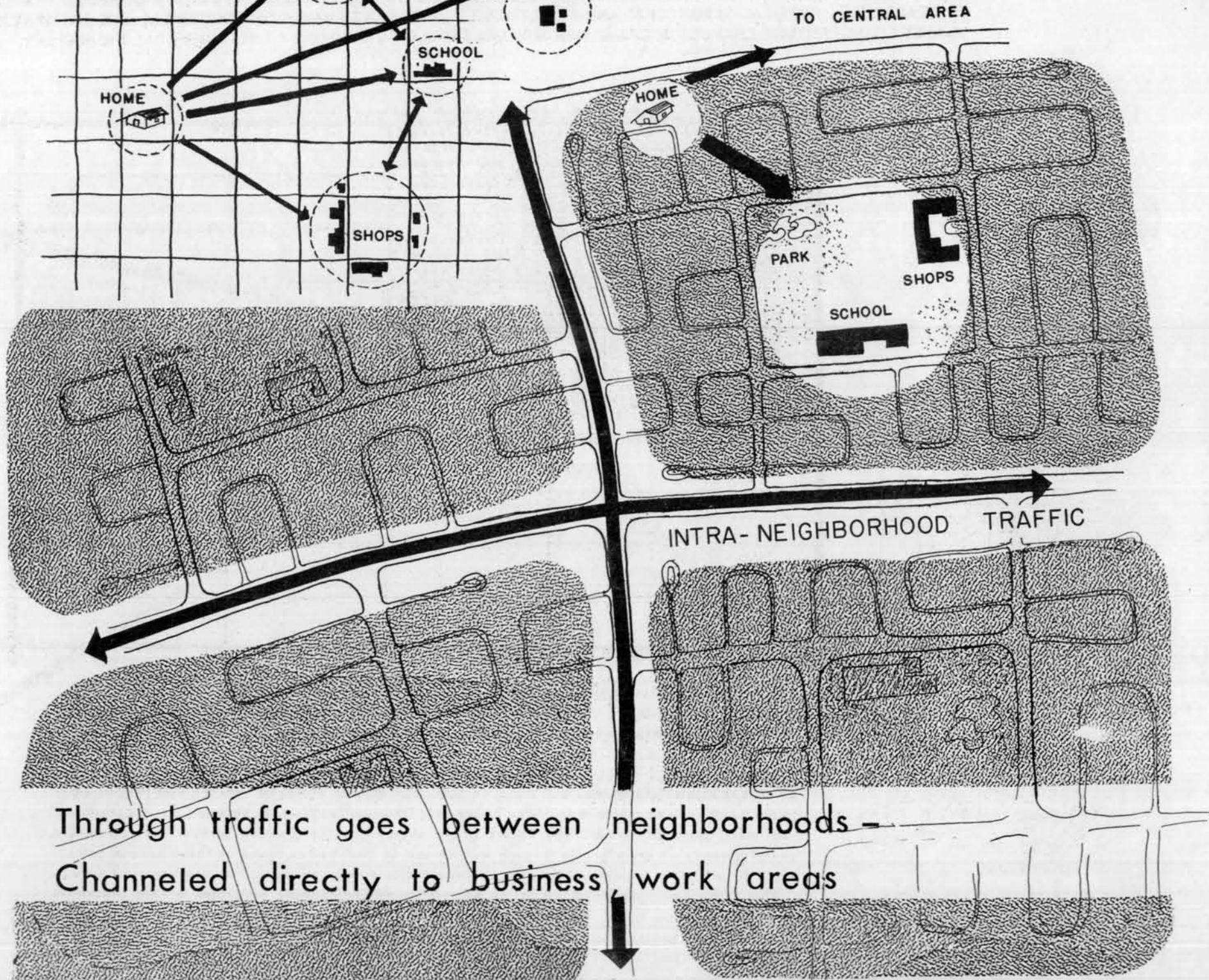


Several neighborhoods are integrated as another and larger unit that supports activities which a single cannot - junior high-schools, larger business districts, large parks and recreational centers, movie theatres, and other amusement places.

The street pattern is coordinated so that wasteful travel is eliminated. A coordinated pattern protects the quiet residential areas and gives each neighborhood quick access to 'city' advantages through the ring-road system.

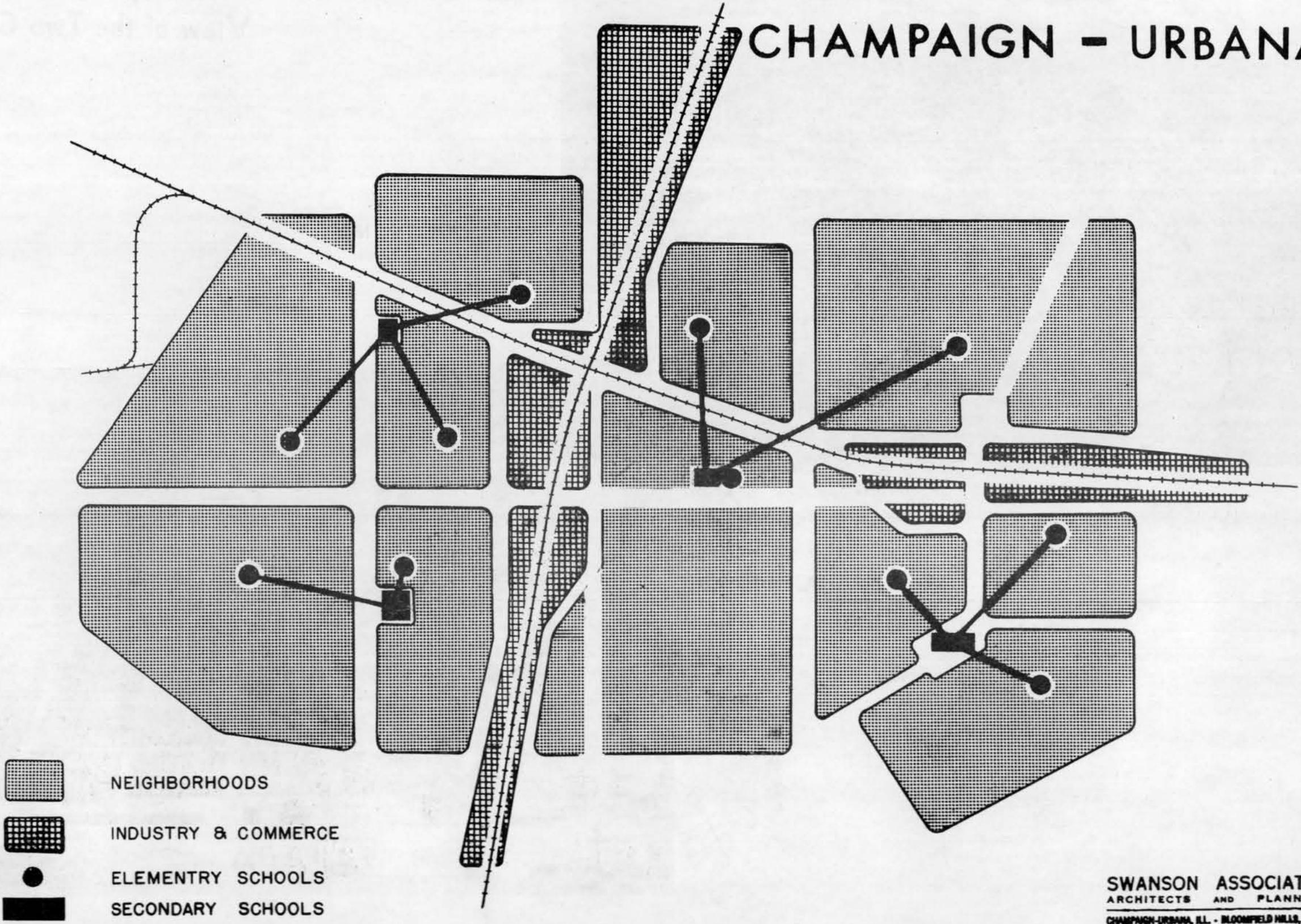
Neighborhood units are protected, too, from the deteriorating influences of railroads, commercial and industrial developments by green strips and other 'buffers'.

# PLANNED



Through traffic goes between neighborhoods -  
Channeled directly to business, work areas

# PLANNING PRINCIPLES APPLIED to CHAMPAIGN - URBANA



-  NEIGHBORHOODS
-  INDUSTRY & COMMERCE
-  ELEMENTARY SCHOOLS
-  SECONDARY SCHOOLS

SWANSON ASSOCIATES  
ARCHITECTS AND PLANNERS  
CHAMPAIGN-URBANA, ILL. - BLOOMFIELD HILLS, MICH.

An Early "Bird's-Eye"  
View of the Two Cities



CHAMPAIGN, 1869

URBANA, 1869



# II • Economic and Social Background

## • History

East Central Illinois, and particularly that region containing Champaign County, was late in settlement, having been completely by-passed by the early homestead movements which tended to follow the main watercourses in their migration westward. It was not until the 1832 Treaty of Tippecanoe that mass white settlement was effected.

The first white family settled at the edge of the Urbana "Big Grove", and by 1828 there was a total of 350 settlers.

In 1821 two United States Army Surveying teams subdivided the area. Their rawhide measures were said to stretch and contract with inclement weather, and tradition has it that section line spacing therefore varied with the temperature.

In 1833 Urbana was established as the county seat. During the next twenty years the county was uniformly settled. In 1854 the Illinois Central Railroad tracks from Chicago were completed to Urbana; the location of the line and the depot was two miles west of the existing settlement. A new town, "West Urbana" was platted to the railroad base line, and the economic advantages of the location generated an immediate rapid growth. "West Urbana" mushroomed sufficiently to thwart the older town's annexation efforts in 1855, and in 1860 became the independently incorporated Champaign.

In 1862 Congress approved the Morrill Act providing for state land grant schools "to teach such branches of learning as are related to agriculture and mechanical arts", and after consideration of offers from various competing cities, the Fuller Bill designated Urbana as the site for the State University. The Industrial College was formally opened in the Urbana and Champaign Seminary building in 1868.

From that time forward, the towns continued their steady growth in even proportion with the rising registration of the University, and with the increasing demands of the surrounding county market populations.

## • Physical and Regional Influences

Champaign County covers 1,043 square miles of rich, predominantly flat land. Four main streams, the Sangamon, Kaskaskia, Embarrass, and the Vermilion have their headwaters within the county boundaries. The county is well suited to the extensive farming use (92%); 81.3% of the crop land is planted for "cash-grain" crops (corn, oats, and soy beans.) The crop yield is second highest in the state. It has been estimated that 30.5% of the total farm acreage (142,640 acres) is harmfully eroding.

Local physical characteristics have had little directive influence on the growth of Champaign-Urbana for the terrain is flat and there are no natural physical barriers. The Boneyard Creek runs through the towns and a ridge in the western sector of Champaign forces a split in the directions of the natural drainage.

Champaign-Urbana, and its dependent market area, form the hub of a geo-economic land variously described as the "Prairie Province", and the "Illinois Corn Belt". It lies between three major metropolitan centers, all within relatively easy commuting distance, and in common with other in-state urban centers, Champaign-Urbana has had limited growth as a rural trading center and as the home of industry. More recently there has been the additional influence of industrial decentralization and relocation.

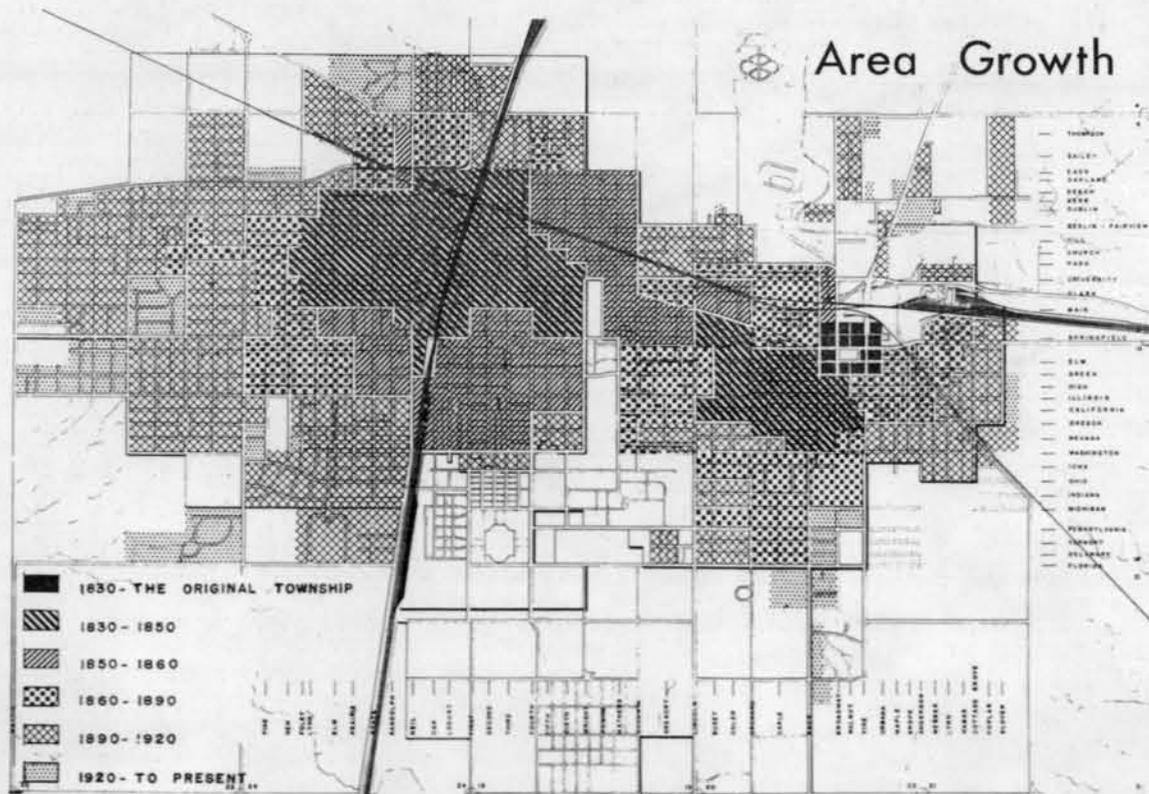
The future increased dispersion of industries to the various rural population centers, the intensification of farm cultivation on a mass scale, and the concentration of transport facilities, all of which are nation-wide trends, will be reflected in the population decline of metropolitan centers in favor of the rural trading centers. In this respect, Champaign-Urbana enjoys several outstanding advantages in its central location. Almost equally spaced between the cities which are second, eighth and nineteenth in size in the nation, and crossed by interregional highways, the Twin Cities should realize a continual growth as the future site of industries dependent on this regional distribution.

## • Market Area

The Champaign-Urbana retail trade area, as shown on the accompanying map, is fairly typical in its proportion for the Illinois region and the Prairie Province, although it is comparatively larger for its primary trading center than the competing market regions which approximate its same size.

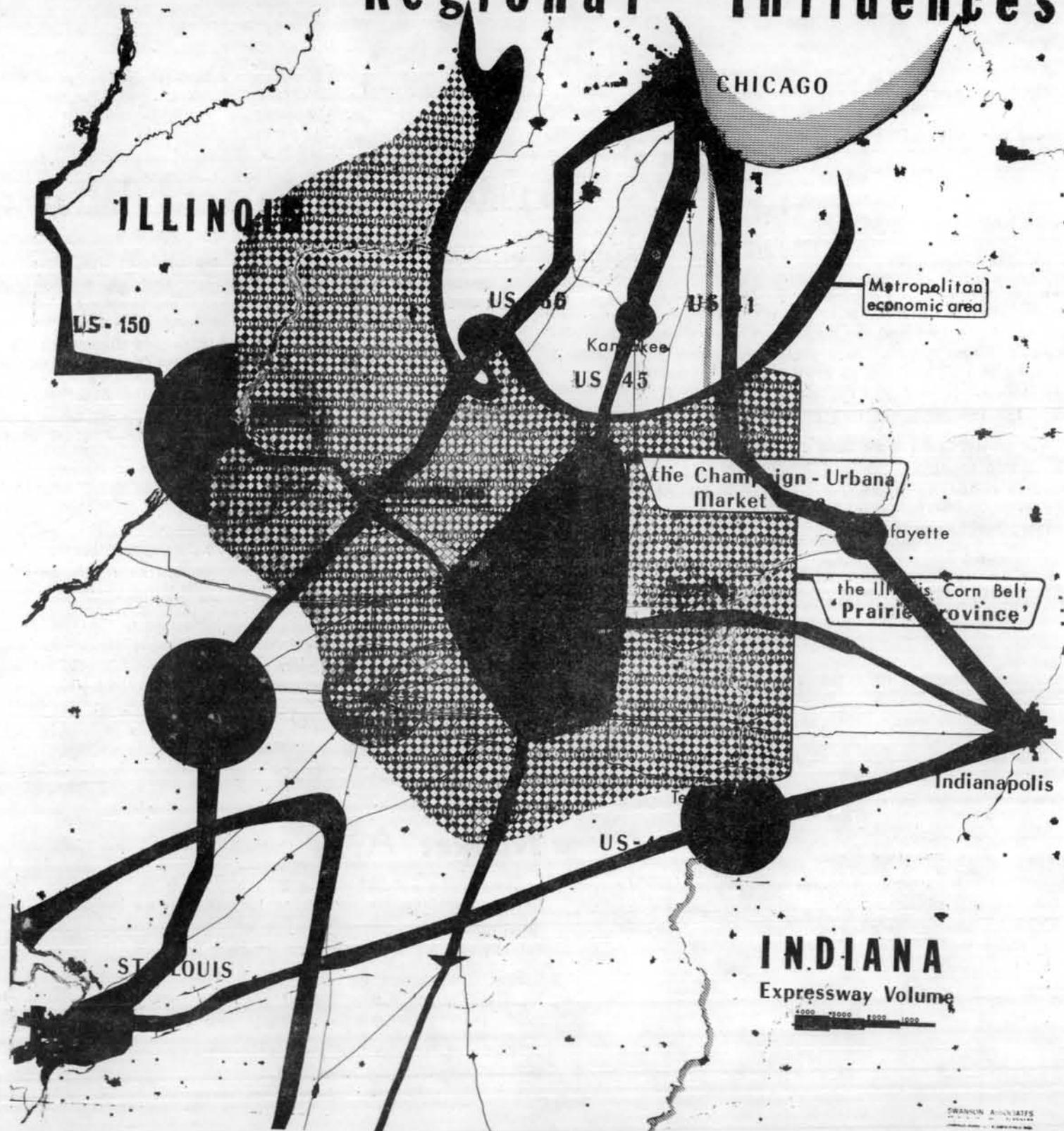
Specifically, this market area is bounded by and competes with similar trading areas focalized on Kankakee (north), Danville (east), Paris-Terre Haute (south-west), Mattoon (south), Decatur (south-east), and Bloomington-Peoria (north-west).

It encompasses all or parts of eight counties, rotating around Champaign. Its extent is approximately seventy-five miles (north-south), forty-two miles (east-west), and contains roughly 3,150 square miles, an area appreciably larger than the state of Rhode Island.



CHAMPAIGN - URBANA, ILLINOIS

# Regional Influences



Retail Sales in Champaign County have approximately trebled in 10 years:

1939	\$30,600,000	1945	47,284,000
1940	32,921,000	1946	68,393,000
1941	39,108,000	1947	83,254,000
1942	39,268,000	1948	94,014,302
1943	40,298,000	1949	94,998,971
1944	43,434,000		

In addition to Champaign-Urbana as the primary trading center, the market area incorporates more than fifty-five towns and villages and served, in 1940, a total population of over 175,000 persons.

Of these towns and villages, the following serve in part as secondary trading and retail centers (1940 census figures):

Clinton, 6,331	Monticello, 2,523	Leroy, 1,585
Hoopeston, 5,381	Rantoul, 2,367	Onarga, 1,469
Paxton, 3,106	Gibson City, 2,401	Arcola and Farmer
Tuscola, 2,838	Villa Grove, 2,000	City, both 1,800

The backbone of the freight transport is still the network of main and secondary lines contributed by seven competing national and Illinois railroads. Of these, the main southern line of the Illinois Central, which bisects the market area, is the only major route with any appreciable future expansion projects.

Road traffic is concentrated on two major routes which cross Champaign-Urbana. At the present time the paralleling north-south routes (U.S. 54 and Illinois 49) and the east-west routes, (U.S. 36 and Illinois 10 and 47) each carry a heavy volume of traffic but these are expected to diminish perhaps as much as 33% with the improvement of the two basic routes as expressways -- a development expected within the next ten years. The three high-speed routes should open the Champaign-Urbana retail shopping facilities to more of the rural areas south along U.S. 45 and west, to some extent, along U.S. 150.

With the completion of the proposed expressways, Champaign-Urbana can both profit and lose from the present and potential market area. The added speed and ease of highway traffic will increase the possible radius, but this factor will aid the competing trade centers, also. The competition with Kankakee can be expected to increase with U.S. 45 developed as a superhighway, and Danville to the east will also be more accessible. Development of U.S. 150 to the west will increase competition with Bloomington. The market area to the south can be expected to increase in size because of the shorter distance to Champaign-Urbana than to any other primary trading center.

The expansion of the potential Champaign-Urbana market area is influenced by factors

other than improvements of transportation facilities, such as availability of parking facilities, wide selection of goods offered, conveniences such as delivery and credit services, social and amusement facilities, medical clinics, etc. The expansion of a trade area is in great part dependent upon these advantages when the trading centers are approximately equal in size and equidistant from the population.

## ● Influence of the University of Illinois

The establishment of the University of Illinois is perhaps the greatest single factor in determining the growth pattern of the Twin Cities. From the first enrollment of 57 students in 1868 to the 1950 enrollment of 19,000, the University has had an important social and economic influence. The University is the largest single employment source for local residents, and the students and faculty population present a large buying power not dependent on, or only partially dependent upon the area for income. In addition, the the retail and service trades are supported in large part by the transient population.

The economy of the community is stabilized by the presence of the large University staff (8,146 Champaign-Urbana employees in December, 1949) which remains relatively unaffected by national and regional fluctuations in employment and depressions. The professional staff of the University, along with the normal percentage of a higher income class in the Twin Cities creates an unusually large proportion of high income families.

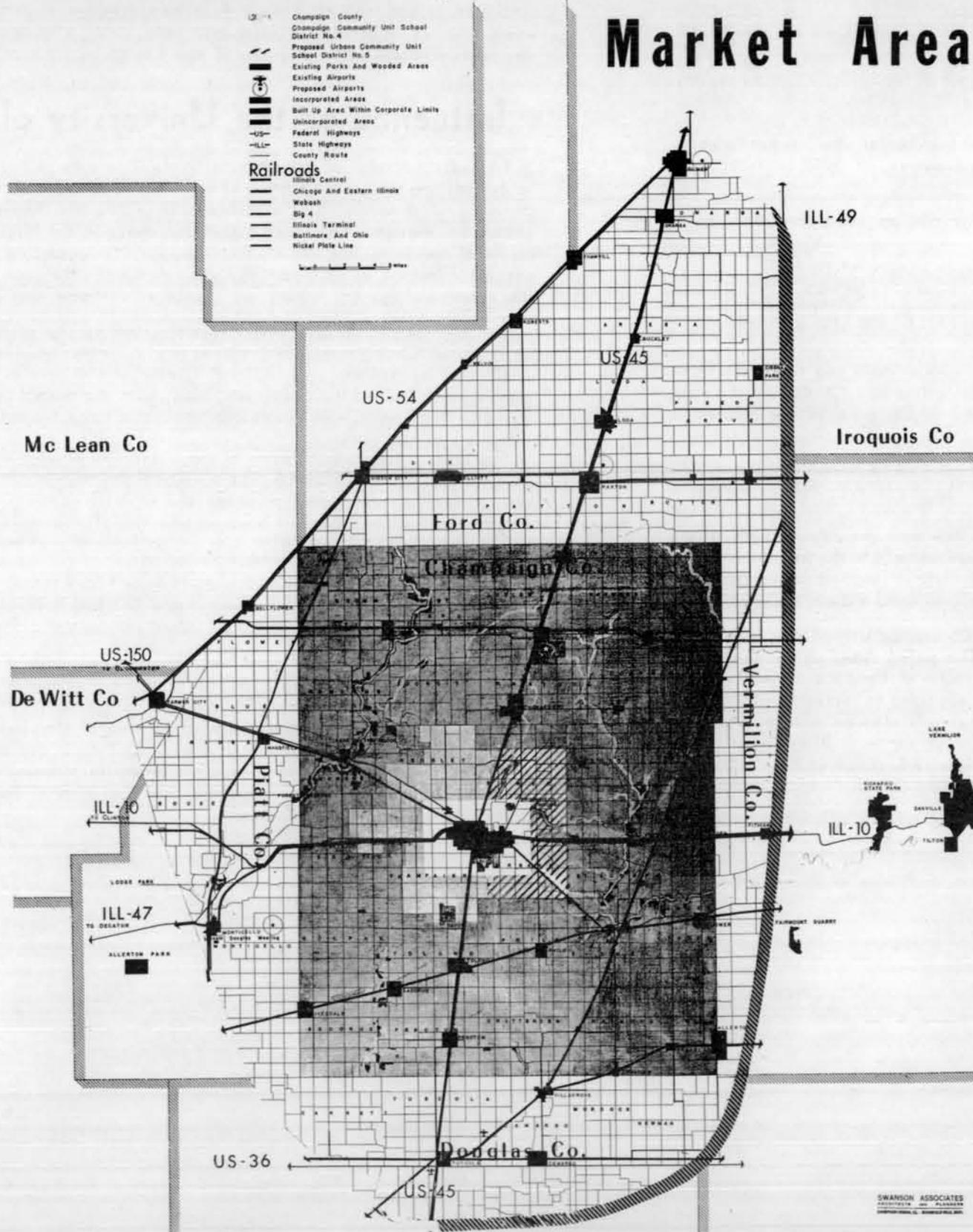
The large transient population of the University creates a rental housing market which is not yet fully accommodated. As a cultural center, the University attracts conventions and groups for educational purposes and athletic competitions, which is reflected in a further demand for transient housing and tourist accommodations. In addition, the University has created a population with a high proportion of trained and educated personnel.

The University campus and University-owned land forms, roughly, a wide-based wedge in the south center of the community; this has had definite effect on the determination of future expansion areas, and has forced residential growth southeast and southwest.

Although a proportion of land has been removed from a revenue producing tax base, the University is following a policy of making payments in lieu of taxes. The University, in continuing to take a full role in community life, will find it increasingly necessary to integrate future plans with those of the Twin Cities, particularly in the matters of supporting elementary school facilities and establishing traffic patterns. It can not be considered as a separate entity in planning operations, and all planning recommendations have been made with consideration of the University population as a part of the whole population base.

# CHAMPAIGN - URBANA, ILLINOIS

## Market Area



# ● Population Growth

A careful study of population growth, composition, and trends is preliminary to "diminishing" the scale of future facilities and services, both on a community-wide and a neighborhood basis. A forecast of future growth, based on a careful weighing of past, present, and expected trends is, at best, on an intelligent "guess-timate". However, the relatively stable economy and population of Champaign-Urbana make such a forecast somewhat more reliable than for communities more sensitive to short term fluctuations.

	U.S.A. (% increase over last decade)	ILLINOIS	URBAN ILLINOIS	CHAMPAIGN CO. (% of Ill. pop)	CHAMPAIGN- URBANA (incl. U. of I.) % of county population	U. OF I. STUDENT ENROLLMENT (% C.-U. pop.)
1900	75,994,575 20.7%	4,821,550	2,616,368	47,622	14,826 (31%)	1,709 (12%)
1910	91,972,266 21.0%	5,638,591	2,479,935	51,829 (1%)	20,660 (40%)	4,401 (21%)
1920	105,710,620 14.9%	6,485,280	4,403,677	56,959 (1%)	32,867 (51%)	7,830 (23%)
1930	122,755,046 16.1%	7,630,654	5,635,727	64,273 (1%)	43,527 (68%)	11,962 (26%)
1940	131,669,275 7.2%	7,897,241	5,809,650	70,578 plus (1%)	49,400 (70%)	13,181 (27%)
1948 (Estima- ted)	148,000,000	8,670,000				19,094 (30%)
1950 (Estima- ted)	150,520,000	8,696,000		105,000*	62,000 (59%)	

\* Difference in growth figure represents change in method of enumerating. Latter includes U. of I. students and Chanute Field personnel not previously included.

National population trends will have considerable influence on the future growth of Champaign-Urbana, as in the past. Briefly summarized, the following are, perhaps, most significant. Within the next two decades the amount and rate of population growth is expected to become stationary or to diminish, and immigration will virtually cease. The size of the average family is becoming smaller; the high birth rate during and after the war is a temporary trend, and a return to the pre-war rate is expected. There will be a large increase in the proportion of older people; and, on a long-range basis, either a small increase or a decrease in the number of children and youths, with erratic fluctuations at certain periods. The rate of urban growth will become stabilized.

Beyond control are long range fluctuations which have relatively less effect on Champaign-Urbana. Planning recommendations have been made on the basis of a future small additional growth to the end that the full residential, commercial and industrial development potential can be realized. The community can establish competitive advantage by making residential and commercial development attractive while other communities may fail to meet changing conditions. Population totals mean little; a community with a total population of 80,000 with a high purchasing power operates more efficiently and economically than a community with a population of 120,000 with a reduced purchasing power.

## COUNTY POPULATION COMPOSITION, 1940

Total population	70,578	White	68,410
Male	36,436	Native	67,026
Female	34,142	Foreign born	1,384
Native (all races)	69,178	Negro	2,135
Male	35,632	Other races	33
Female	33,546	% Native white	95.0%
Foreign born (all races)	1,400	% Foreign born white	2. %
Male	804	% Negro	3. %
Female	596		

Champaign County has experienced a steady growth since the turn of the century (the fourth highest growth rate in Illinois counties classified as "urban outside of metropolitan areas"), and maintained a constant percentage of the Illinois population (1%). Champaign-Urbana has registered an increasing percentage of the county population during the same period (from 31% in 1900 to 70% in 1940), reflecting the national trend toward urban areas at the expense of rural.

The future growth of the Champaign-Urbana urban community is expected to be relatively slow and steady, totalling approximately 80,000 (including the University student population) by 198X. It is expected that the future growth of Champaign and Urbana will continue in the present ratio of 6 to 4. The present University population will remain about the same with an expected increase between 1960 and 1980; reflecting the national birth rate during the corresponding earlier period.

The break-down of occupational groups in the Champaign-Urbana labor force compared with national averages, shows a very high percentage of clerical, sales, etc. group, a high percentage in the professional groups, and a correspondingly low percentage of workers employed in industry-connected occupations. This break-down also shows a substantially lower percentage of income groups with an annual income of \$1400 or less than the U.S. average.

The slower future growth of the University of Illinois means that fewer University-associated employment opportunities will be open. The absence of suitable local occupational opportunities for technically trained or specially skilled personnel and the loss of this segment of the younger population to other areas indicates the need for establishing such industries as employ this group.

## ● Summary

The expected total population increase, compared with present density patterns and projected income groupings has determined the planning for future neighborhoods, housing in various price ranges, and the estimated potential for redevelopment of older or blighted areas. This is shown graphically on the Development Plan and detailed in specific sections as Residential Areas, Schools, Industrial Areas reports. The long range trend toward stabilization of urban areas influences the plans for future expansion in the light of a reduced continual growth, and emphasizes the need for thought of quality rather than quantity.

● URBAN POPULATION COMPOSITION

Compared with Three University Towns (Figures: 1940 Census)

	Champaign-Urbana		Lafayette, Indiana	Ann Arbor, Michigan	Bloomington, Indiana
% Native White	89.9	95.9	96.0	86.8	96.9
% Foreign born	2.3	1.9	2.7	8.8	1.0
% Negro	7.7	2.2	1.3	4.1	2.1

● SCHOOL ATTENDANCE PERCENTAGES

Compared with Three University Towns (Figures: 1940 Census)

	Champaign-Urbana		Lafayette, Indiana	Ann Arbor, Michigan	Bloomington, Indiana
% 5 and 6 years old	37.4	39.4	36.7	79.5	33.0
% 7-13 years	93.6	98.8	96.9	98.9	97.3
% 14 and 15 years old	93.2	97.1	93.9	97.6	95.1
% 16 and 17 years old	79.0	83.3	74.6	89.9	71.6

● COMPARISON OF NUMBER OF FAMILIES;  
PERSONS PER FAMILY

(Figures: 1940 Census)

	Champaign-Urbana	Kankakee	Lafayette, Indiana	Elgin, Illinois
Number of Families	11,355	6,298	8,132	9,972
Persons per Family	3.2	3.5	3.5	3.8

● COMPARISON OF MAJOR AGE GROUP PERCENTAGES

(Figures: 1940 Census)

Major age groups	Champaign-Urbana	Kankakee	Lafayette, Indiana	Elgin, Illinois
0-14 years	21% (Total 7,852)	21%	22%	17%
15-19 years	9% (Total 3,083)	9%	9%	7%
20-44 years	41% (Total 15,629)	42%	39%	41%
45 and over	32% (Total 12,246)	29%	30%	35%

● CHAMPAIGN-URBANA POPULATION PROJECTIONS

	Total Population				
	1940	1948	1960	1970	198X
	49,400	62,000			80,000
		University of Illinois Students			
	13,180	19,094	19,500	25,000	20,000
		Twin City Population			
	37,319	43,000	54,000	58,000	60,000
	Labor Force				
	14,787	20,189			27,000*
	10,064 (male) 68%	12,958 (male) 64%			17,300 (male)
	4,723 (female)	7,241 (female)			9,700 (female)
	39% of total	41% total			45% of total
	population				

\* Based on same % breakdown as 1948

Occupational Groups in Labor Force

	1948	% of total	198X (Based on same % breakdown as 1948)
Proprietors, mgrs., and officials	2,115	11%	2,834
Clerical, sales, etc.	5,203	27%	6,972
Craftsmen, Foremen, etc.	2,224	12%	2,980
Operatives and kindred workers	2,233	12%	2,992
Service workers (Non-domestic)	2,197	11%	2,944
Laborers	1,334	7%	1,788
Professional (Non-educational)	898	4%	1,203
Professional (Educational)	2,572	13%	2,750
Others	558	3%	2,537
	19,334		27,000

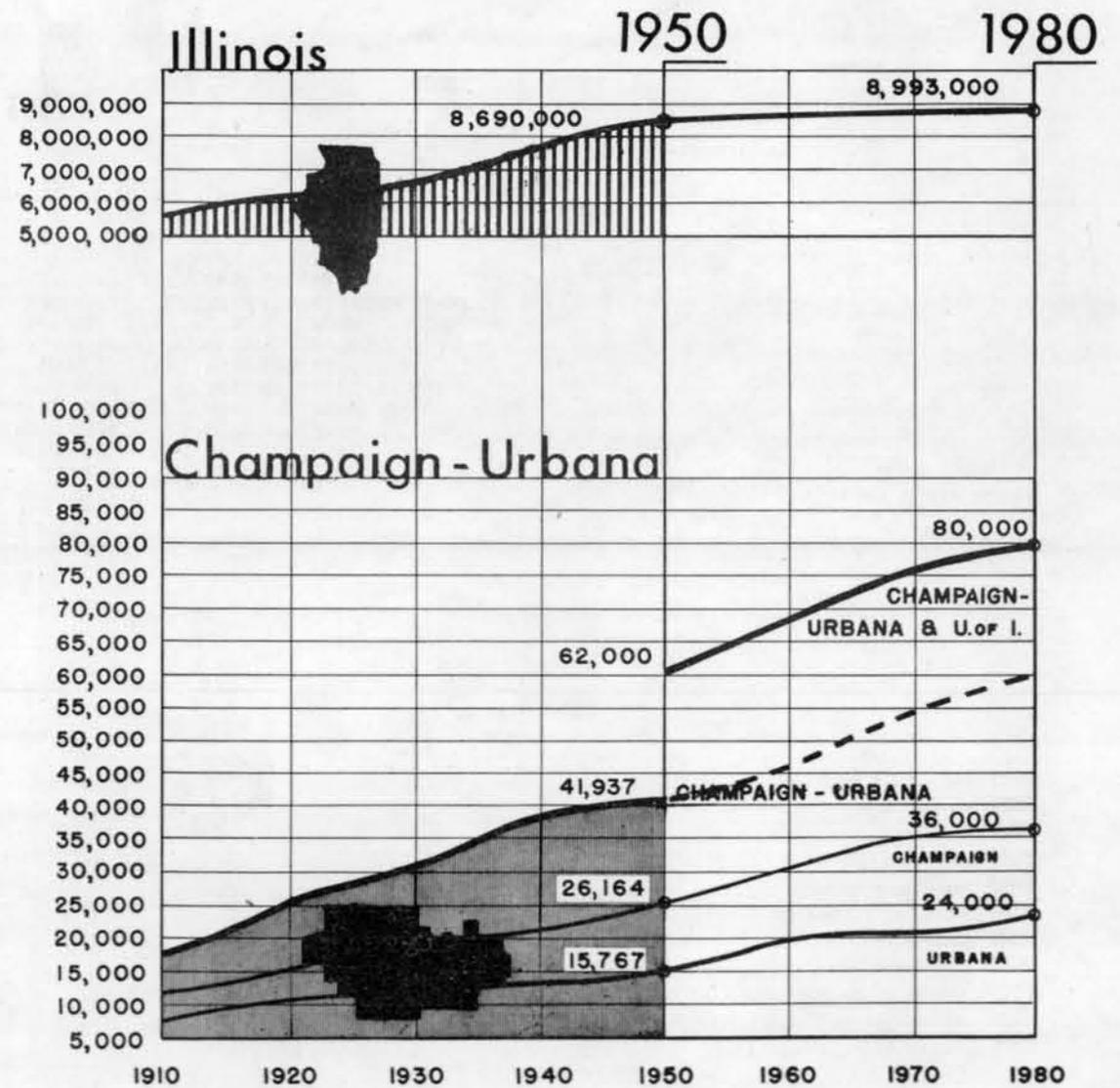
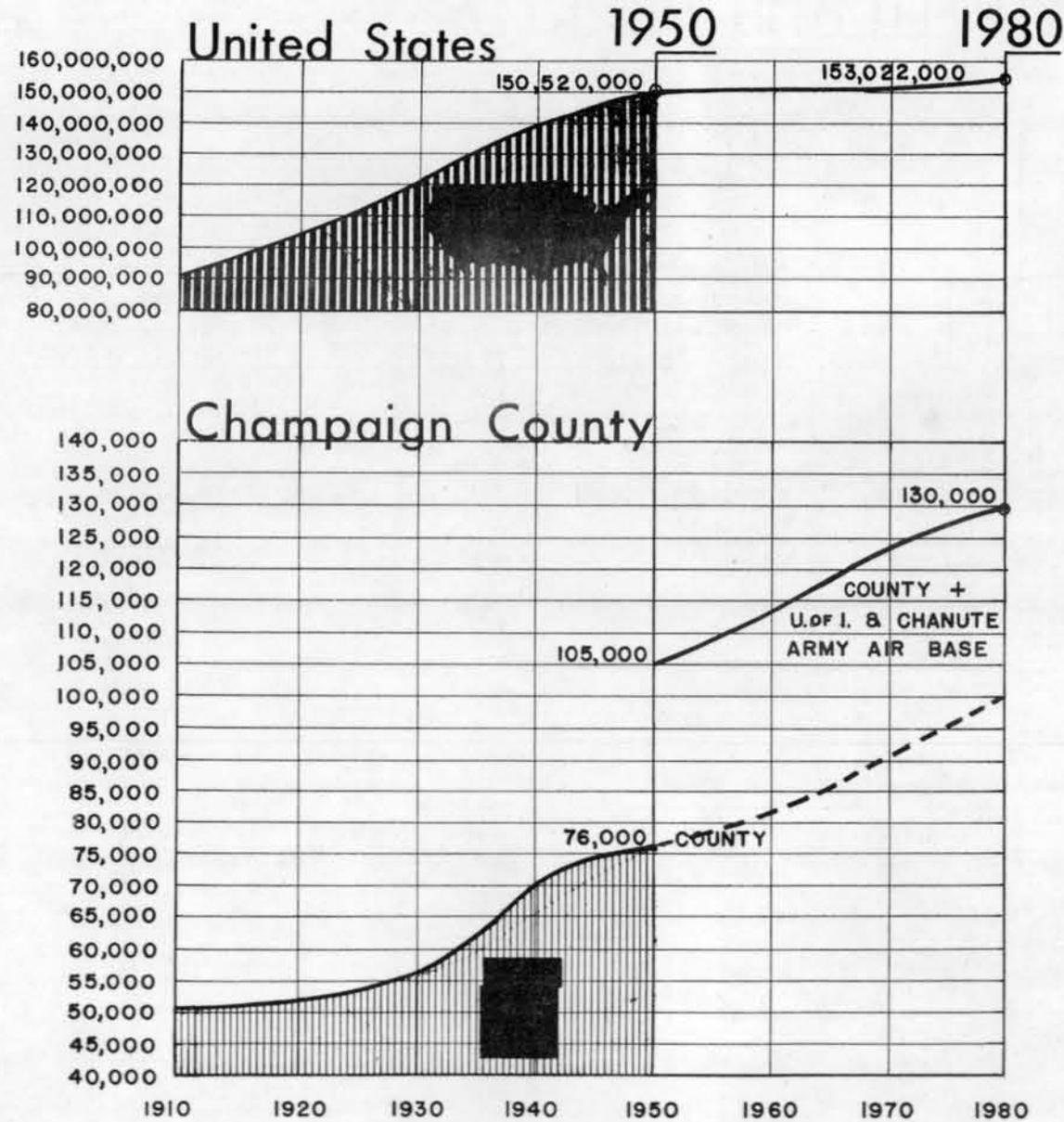
(Estimated 855 domestic and agricultural workers - no data.)

Income Groups in Labor Force

Annual Income	1948	% of total	198X*
\$600 and under	323	1.7%	433
\$600-800	206	1.1	276
\$800-1,000	418	2.1	560
\$1,000-1,200	543	2.8	728
\$1,200-1,400	1,851	9.6	2,480
\$1,400-1,600	1,600	8.3	2,144
\$1,600-2,000	2,766	14.3	3,706
\$2,000-2,500	3,528	18.2	4,727
\$2,500-3,000	2,645	13.7	3,544
\$3,000-5,000	3,736	19.3	5,006
\$5,000-8,000	1,233	6.4	1,652
\$8,000 up	495	2.5	663

\*Assuming 1948 income value level and same proportion of population within each income group

# Population and Growth Trends





## • Land Use

A detailed land use study shows how the community is using its land at the present time. This, correlated with other studies, is basic to a forecast of the land requirements for various purposes in the future. The present amount of vacant and occupied land within the community directly affects the future policies of annexation, utility expansion, subdivision control, etc.

Break-down of the land use percentages in Champaign-Urbana shows a high (37.2) percentage in residential use, as compared with 23.8% of 16 other American cities, or 19.3% of 17 American cities of less than 50,000 population. A second large percentage (12.7) is in use for public and semi-public institutions, as compared with an average of 4.5 in 16 cities, and 5.7 in 17 cities of comparable population. The figure for Champaign-Urbana falls well below the averages given when the University campus area is excluded, and then becomes 3.2%.

The average percentage of vacant land in 16 cities and in 17 cities is 39.8% and 48.7% respectively; the percentage for Champaign-Urbana is 10.3. This figure is particularly significant in the planning study, for it shows the necessity for finding feasible expansion limits to meet the pressure of uncontrolled development seeking outlet. A large vacant area within the corporate limits in northwest Champaign is the only existing undeveloped area; this tract is marginal land that has been "pocketed" by two railroad lines, and the lack of a major traffic-way to the central areas. With the recommendations for removal of one set of little-used tracks, and the development of Washington Street and Bradley Avenue as major arteries, these objections will be overcome, and the area will be opened up. The lack of vacant land has also created false land values within the community, which, in turn, make economical re-use of land difficult, and stimulate such depreciating trends as decentralization and blight. A scarcity of vacant land thus makes redevelopment doubly necessary to establish existing land uses on a firm economic base and when coupled with planned and coordinated expansion into new areas, avoids the economic pit-falls of "suburban sprawl".

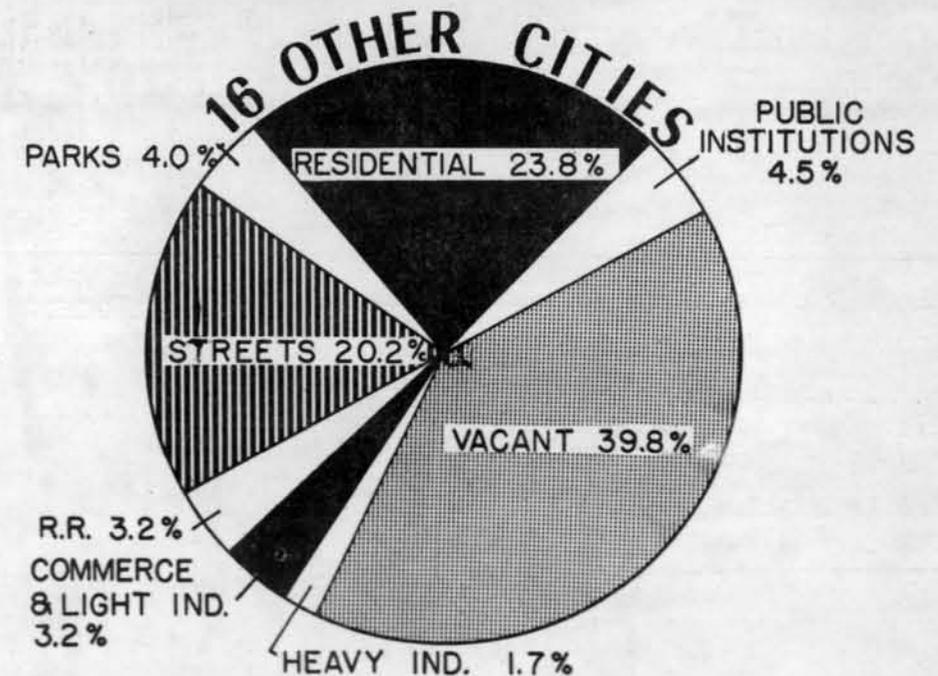
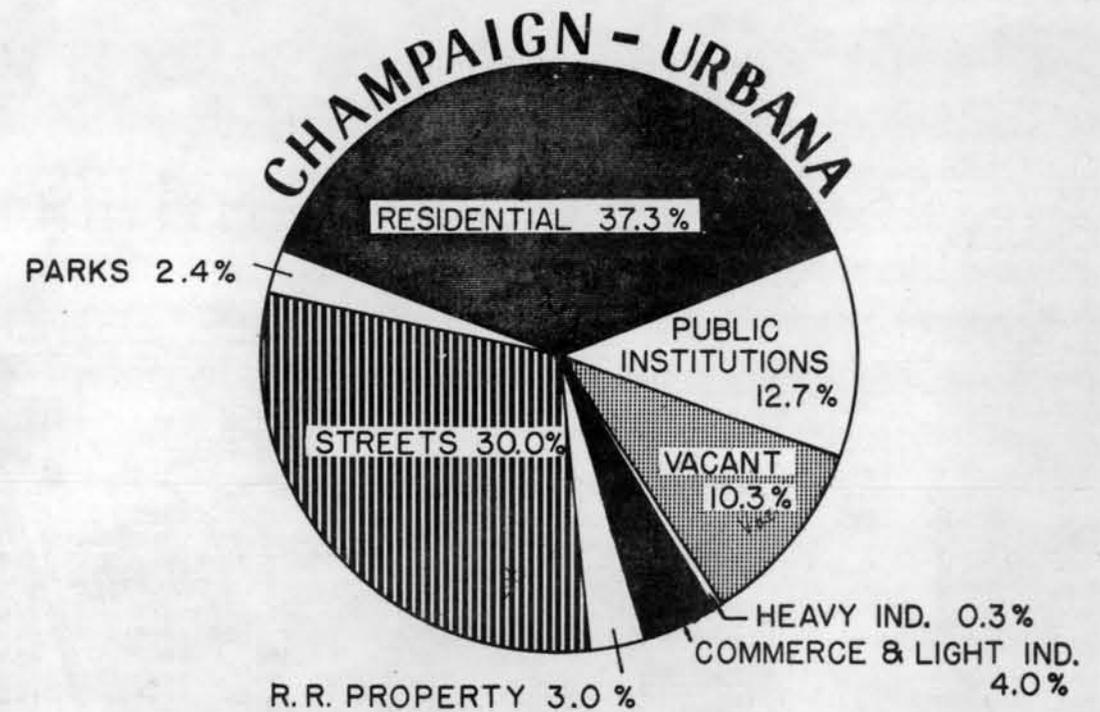
Champaign-Urbana shows a 4.0% of land used for commercial and light industry, close to the average of 16 and 17 cities (3.2% and 3.4%); a low 0.3% is used for heavy industry, compared to 1.7% and 1.3% of the other two studies cited. No appreciable expansion of heavy industry is recommended for Champaign-Urbana for the community has neither the need nor the natural facilities for such development.

30.0% of Champaign-Urbana's land is used for streets; 20.2% and 16.4% are the averages of the 16 and 17 cities studied. This figure for Champaign-Urbana reflects a poorly integrated street system, with resulting high maintenance cost and extensive duplication of service. Study of the traffic system and the street pattern becomes one of the major planning problems.

Champaign-Urbana has only 2.4% of its land used for parks and playgrounds; the average of 16 other cities is 4.0%. Champaign-Urbana falls well below not only the average of other communities but far below the minimum standards considered necessary for a community of this size.

The proposed scheme for future land use for Champaign-Urbana is represented by the Development Plan Map.

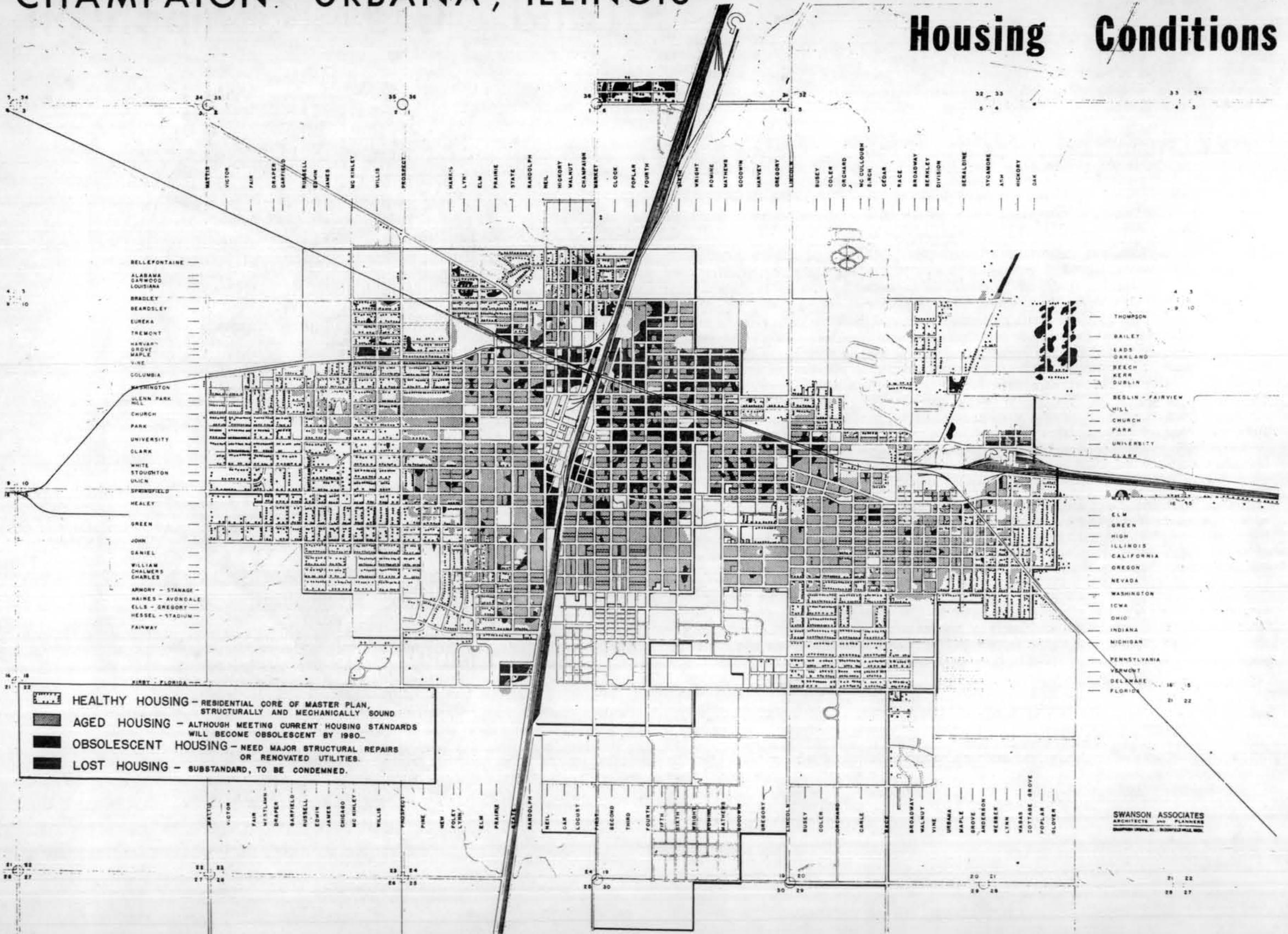
## Land Use Comparison



# CHAMPAIGN - URBANA, ILLINOIS



## Housing Conditions



SWANSON ASSOCIATES  
ARCHITECTS AND PLANNERS

# III • Residential Areas

## • Introduction

Communities such as Champaign-Urbana are primarily places to live. One of the major objectives of planning is the protection and improvement of living facilities. Maintenance of residential values, protection of good neighborhoods and redevelopment of poor becomes one of the most important phases of the Comprehensive Development Plan.

Champaign-Urbana has a high degree of home ownership: the 1947 figure was 69.8%, a 1950 estimate is 77.2%. This is a desirable factor which is to be fostered and encouraged. From these studies the following general conditions and trends were found to constitute the Champaign-Urbana community residential area problems:

1. Decentralization. Within the past two decades residential growth has been away from the older city's cores toward the peripheries. When such a movement is unchecked, the eventual tax depreciation of central areas added to the burden of extending city services and facilities to any and all outlying areas becomes unworkable. It is important to turn this growth back in by making redevelopment both profitable and attractive.
2. Obsolescence and Redevelopment. Many of the existing dwellings are obsolete or sub-standard: within the next 30-year period a substantial number of presently-adequate structures must be replaced or brought to standard. It is estimated that approximately 10,500 new dwelling units will be needed within the next 30-year period to replace inadequate housing and meet the demands of the future population. Redevelopment means a reassignment of land use and adjustment of population to secure a better economic base.
3. Lack of good building sites. There is a desparately small amount of vacant land available in Champaign-Urbana for residential purposes. In order to avoid unplanned and uneconomical fringe development, it will be necessary to assemble and re-subdivide parcels of too-small lots, sub-divide some larger lots now occupied by large single family obsolescent houses, and redevelop depreciating sections of some neighborhoods.
4. Lack of facilities. Desirable expansion in certain directions, notably to the west and southwest, is presently checked by the lack of sewage facilities, drainage, etc.
5. Inadequate legal authority. Coordination of efforts of city and county planning authorities and the adoption of adequate standards will be necessary for control of areas outside the municipal corporate limits. There is a pressing need for a comprehensive Subdivision Regulation, and modernized housing, health, and safety codes enforced under a central authority.

**Champaign-Urbana has GOOD neighborhoods that must be PROTECTED,  
OLD neighborhoods that must be REMODELED,  
POOR neighborhoods that must be REBUILT**

## • Existing Conditions

Between 1900 and 1930, construction of new residential units appeared to be a fairly stable enterprise, with about 1500 new structures in Champaign and 1,000 in Urbana reported in each ten year period. In the depression decade, the rate of construction fell to about 1/3 of that prior to 1930. Present rate of construction as indicated by building permits is considerably above the pre-depression rate in Champaign and approaching the rate in Urbana.

Residential Structures by Year Built\* -- (excluding the University of Illinois campus building or housing.)

YEAR	TOTAL	CHAMPAIGN	URBANA
Before 1900	2,265	1,450	812
1900-1909	2,700	1,572	128
1910-1919	2,462	1,516	946
1920-1929	2,601	1,652	949
1930-1939	897	563	334
1940-1947*	925	673	252
	<u>11,850</u>		
1948		268	40
1949		272	96

\*Housing Market Analysis, Real Estate Corporation

As of 1948:

There were 11,850 residential structures (or 13,956 dwelling units which latter figure includes 2,106 conversions and ingrowth apartments.)

4,423 structures, built since 1918, would be considered "permanent" providing standards are met in the future.

5,162 would normally be considered "obsolescing", but in the conservation bracket if of adaptable size.

2,265 would normally be obsolescent and would constitute the redevelopment problem.

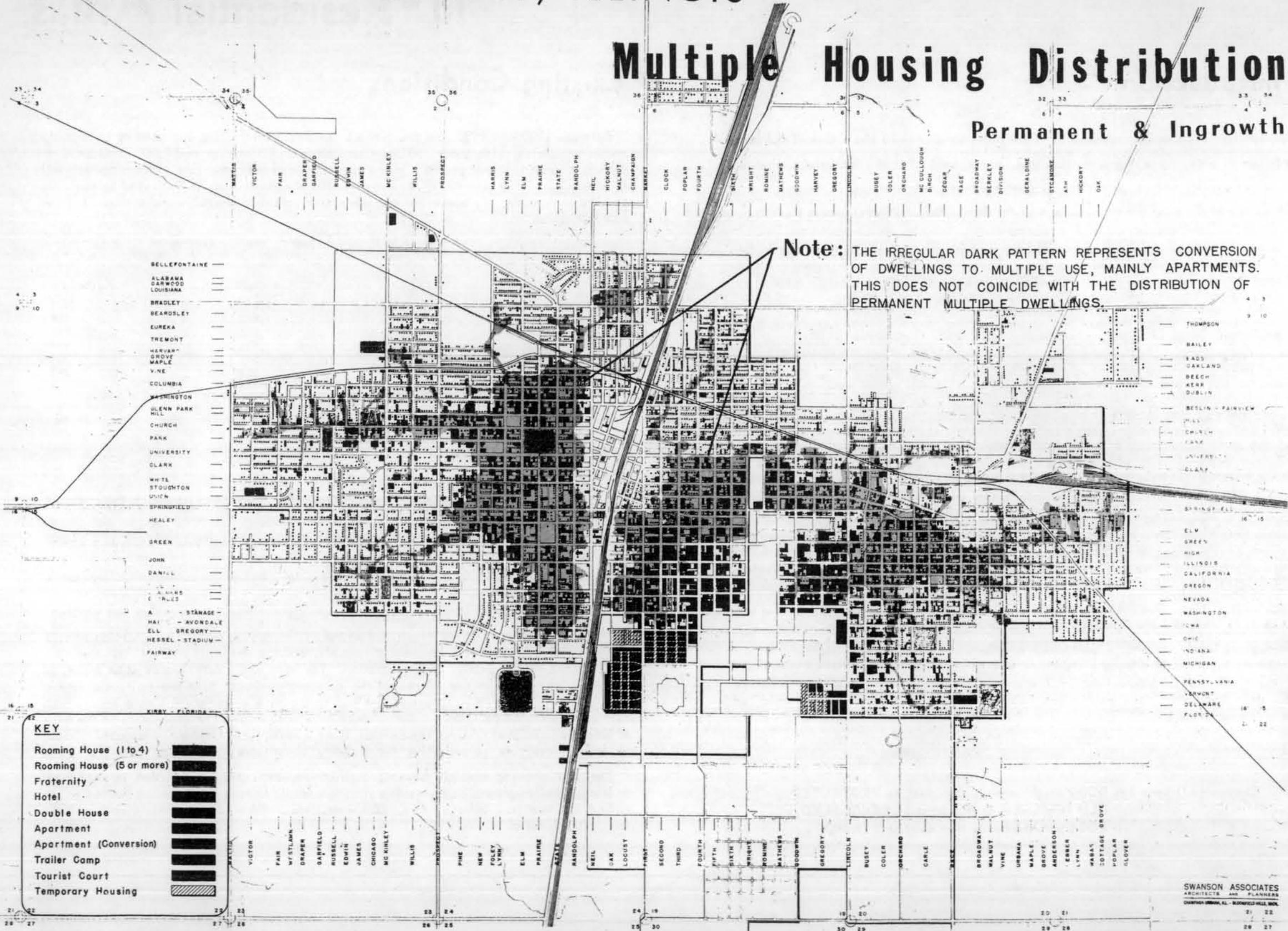
These three categories are illustrated on the accompanying map. The blighting effects of industrial encroachment, commercial inroads, and the despoiling effects of interurban transit lines set the pattern of degeneration. The hopelessly deteriorated slum areas, as in all cities, occur on the fringes of the commercial areas, near the railroads, industrial areas--wherever it has seemed useless to preserve or maintain single family residential area standards. Many of these areas have been allowed to degenerate in the hope of being re-used profitably as commercial, light industrial, or University property. Some, on the fringes, are salvageable; the majority constitutes the redevelopment problem.

The map showing multiple housing distribution, indicates, in addition to permanent multiple, the "in-growth" conversions of single family houses into rooming houses or so-called apartments. Some of this, as shown, has "ribboned" out into healthy single family residential areas.

# CHAMPAIGN - URBANA, ILLINOIS

## Multiple Housing Distribution

### Permanent & Ingrowth



**Note:** THE IRREGULAR DARK PATTERN REPRESENTS CONVERSION OF DWELLINGS TO MULTIPLE USE, MAINLY APARTMENTS. THIS DOES NOT COINCIDE WITH THE DISTRIBUTION OF PERMANENT MULTIPLE DWELLINGS.

- BELLEFONTAINE
- ALABAMA
- GARWOOD
- LOUISIANA
- BRADLEY
- BEARDSLEY
- EUREKA
- TREMONT
- HERVAM
- GROVE
- MAPLE
- VINE
- COLUMBIA
- WASHINGTON
- GLENN PARK
- HILL
- CHURCH
- PARK
- UNIVERSITY
- CLARK
- WHITE
- STOUGHTON
- ULICH
- SPRINGFIELD
- HEALEY
- GREEN
- JOHN
- DANVILL
- ALABAMA
- FLORIDA
- A - STORAGE
- HAI - AVONDALE
- ELL - GREGORY
- HESEL - STADIUM
- FAIRWAY

- THOMPSON
- BAILEY
- EADS
- OAKLAND
- BEECH
- KERR
- DUBLIN
- BESLIN - FAIRVIEW
- HILL
- CHALK
- PARK
- UNIVERSITY
- CLAY
- SPRINGFIELD
- ELM
- GREEN
- HIGH
- ILLINOIS
- CALIFORNIA
- OREGON
- NEVADA
- WASHINGTON
- OWA
- OHIO
- INDIANA
- MICHIGAN
- PENNSYLVANIA
- VERMONT
- DELAWARE
- FLORIDA

**KEY**

- Rooming House (1 to 4) [Solid black box]
- Rooming House (5 or more) [Darker solid black box]
- Fraternity [Horizontal lines]
- Hotel [Vertical lines]
- Double House [Diagonal lines /]
- Apartment [Diagonal lines \]
- Apartment (Conversion) [Irregular dark pattern]
- Trailer Camp [Dotted pattern]
- Tourist Court [Horizontal dashed lines]
- Temporary Housing [Hatched pattern]



lines, but are self-determined by such factors as:

1. Income grouping.
2. Social and age groups. (Similarity of income, and social and age grouping would seem to aid in the full participation and interest in neighborhood activities. These groupings are by no means rigid or prohibitive; they indicate the natural tendency in outlining neighborhood patterns.)
3. Physical boundaries, such as traffic arteries, railroads, etc.
4. Housing - age and types. (As in the income and social grouping, housing types and ages are not rigid criteria for neighborhood boundaries, but rather follow the tendency for certain uniformity in neighborhood characteristics.)
5. Static internal land usage. (As the University of Illinois campus, commercial areas, etc.), and changing or static peripheral land usage, (as industrial growth, park areas, etc.)

### • Residential Areas Planning Additions and Expansion

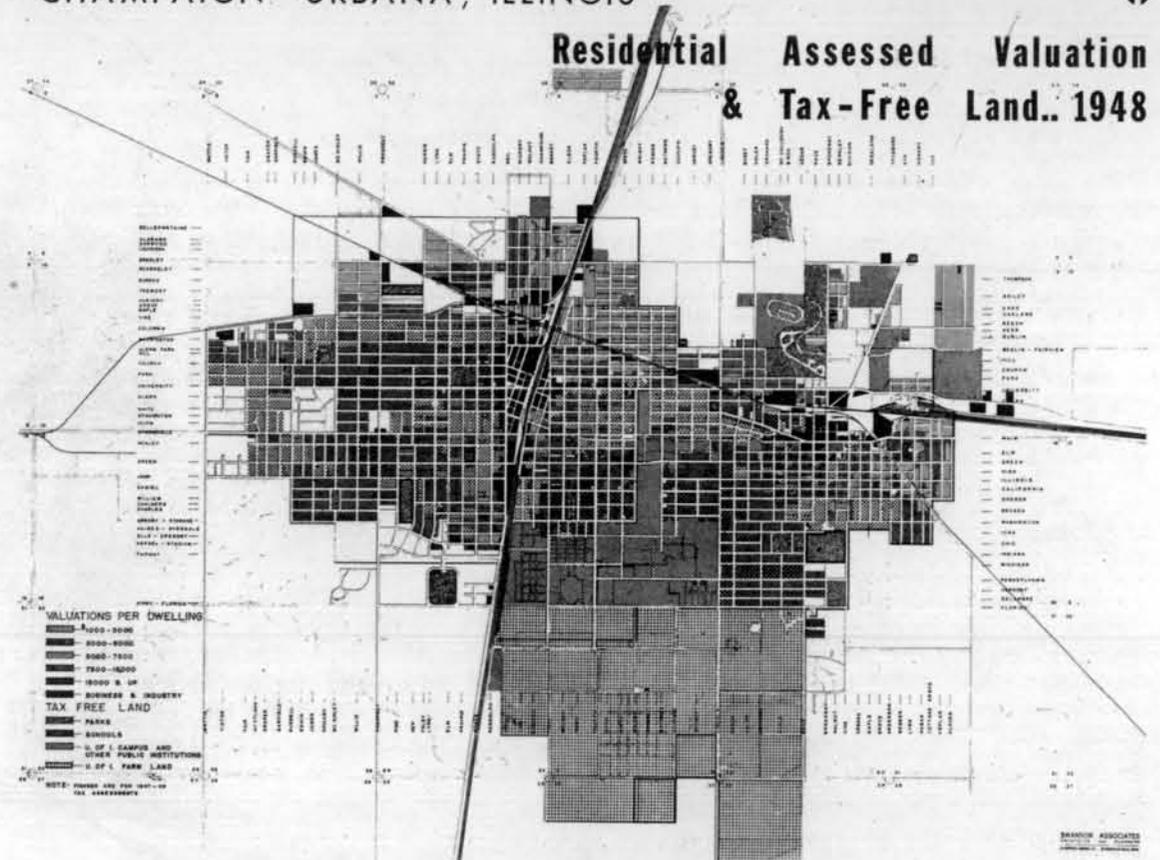
Within the existing neighborhood patterns, allocation of residential expansion was made as follows:

- Minimum single family (\$6-8,000) - North and East Urbana  
North and East Champaign
- Medium single family (\$8-16,000) - North Urbana (Fairgrounds Area)  
Southeast Urbana  
Southwest Champaign  
West Champaign  
North Champaign
- Single family (\$16,000 up) - Southeast Urbana  
Southwest Champaign

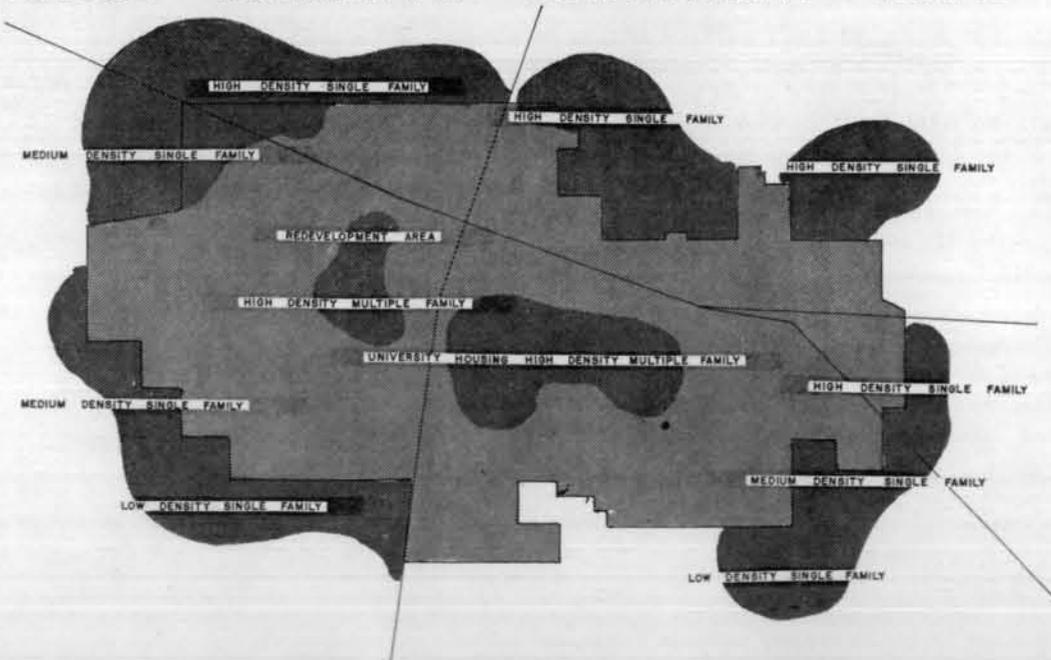
Multiple housing location, in general, was used as a redeveloping factor in obsolescent areas. The area around West Side Park, for example, is planned for high density multiple units, as the most economical land use, and a means of meeting a definite need for such housing. In other areas, multiple housing was indicated as a means of rebuilding blighted peripheries, as the section between Poplar and Fifth in north Champaign, and between Route 45 and Broadway along Kerr in Urbana. Low density garden apartment type development is indicated in south Champaign to serve as a buffer between commercial development and to answer a pressing need for rental housing in open area.

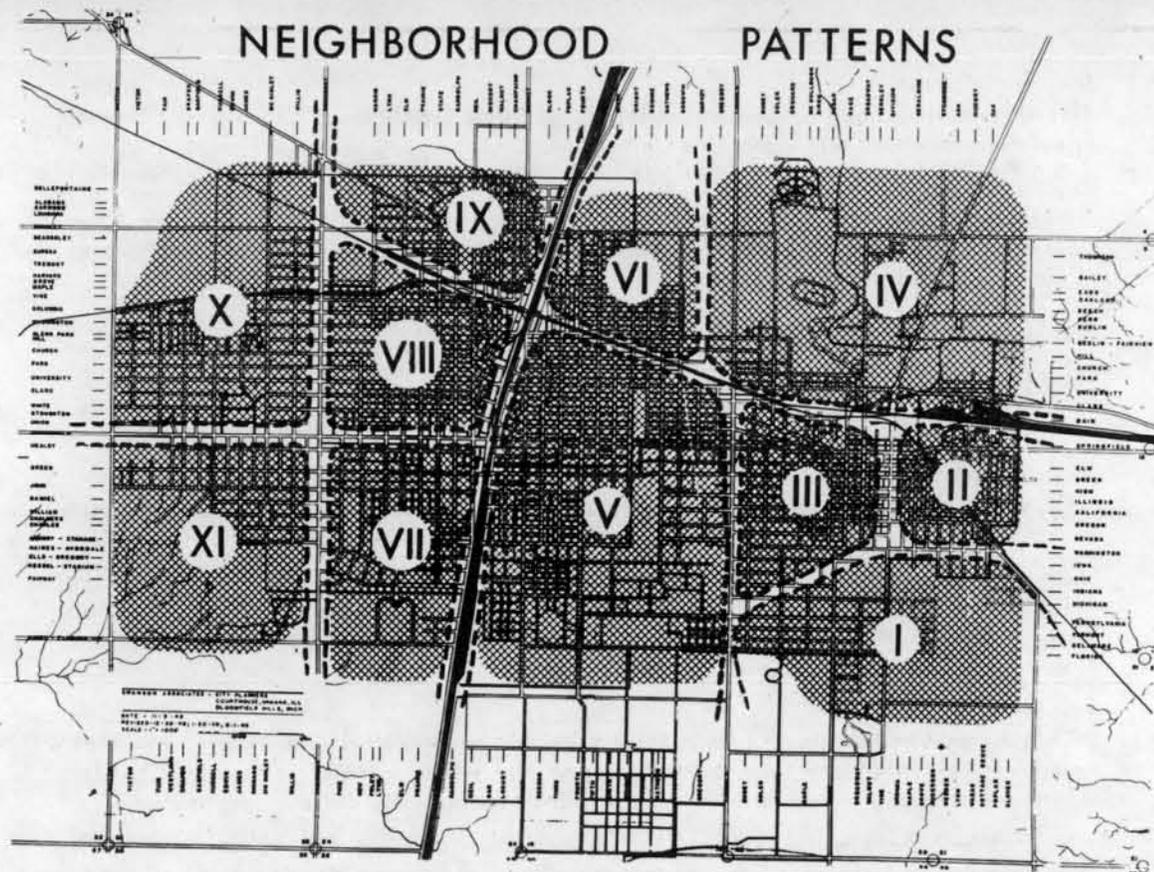
In all cases, maximum benefit to the city as well as to the private property owner was attempted. Planned limits for the southeast and southwest neighborhoods (where in the last decades, 48% of Champaign building went up and 73% of Urbana's) will prevent extension beyond the economic limitations of utility extension, distances from school, parks, and shopping areas, school capacity, and avoid disastrous strip development. If the neighborhood is kept integrated, the areas can come into the city when deemed desirable without the city being forced to service open areas between developments. As an alternate to such expansion, equivalent areas are indicated in other locations, mainly north, and promotion of development in these localities will mean an ultimate economic saving to the municipalities. The designation of the present Fairgrounds area for residential use is an example.

## CHAMPAIGN - URBANA, ILLINOIS



## FUTURE RESIDENTIAL DEVELOPMENT AREAS





## ● Neighborhood Patterns in Champaign-Urbana

The differing economic patterns of housing dispersion which have formed the existing neighborhoods show up in the map of assessed valuation. From this the eleven homogenous neighborhoods can be traced; four of these are completely within Urbana, five within Champaign, and two span the present dividing line between the two cities.

### Neighborhood I

Approximate boundaries: Washington St., (north), Lincoln (west). New partially developed neighborhood, high tax base property in south, middle tax base property in northeast section. Fairly ideal situation for development of good neighborhood pattern if good subdivision standards are enforced. Problems: Extension of utilities, extension of good street pattern into anticipated expansion areas.

### Neighborhood II

Approximate boundaries: Washington St. (south), Vine St. (west), heavy industrial area (north). General character: middle tax base property, with badly blighted area in extreme north section influenced by adjacent heavy industrial area. Problems: Neighborhood split by R. R. tracks; lack of centralized shopping center (present services scattered and mainly non-conforming to zoning ordinance); modification of gridiron street system; redevelopment of school; control of expected expansion of lower-cost homes to east, replacement or bringing to standard of existing obsolescent property.

### Neighborhood III

Approximate boundaries: Michigan (south), N.Y.C. tracks (north), Vine St. (east), Lincoln (west). General character: High and high middle tax base property, stable area. Problems: Conservation and re-use of old homes on Main Street, protection from commercial area expansion.

### Neighborhood IV

Approximate boundaries: Harvey St. extended (west), Railroad (south). General character: Middle-high tax base property in southwest, low tax base property in northeast, much vacant property and institutional areas. Problems: Property depreciating from effects of adjacent blighted area, some of which is outside municipal control area; redevelopment of slum areas; relocation of Fairgrounds to open desirable ground for high tax base residential development; neighborhood split by route 45; control of blighted commercial area around Five Points.

### Neighborhood V

Approximate boundaries: Lincoln (east), R.R. (north and west). General character: Predominantly multiple dwellings housing University students and personnel. Problems: Split by three arterial streets, with resulting congestion (Green, Springfield, University), control of commercial expansion within reasonable limits and University Avenue commercial contained within present zoned boundaries, confining University academic building development within boundaries of Goodwin and Sixth, redevelopment of obsolescent and sub-standard housing of extreme north section.

### Neighborhood VI

Approximate boundaries: R.R. tracks (south and west), Harvey St. extended (east). General character: Low tax base property, many sub-standard dwellings. Problems: Redevelopment of residential areas, centralizing of presently spotty and non-conforming commercial uses, modification of gridiron street system, area insufficiently serviced with streets and utilities, expansion of school-park facilities.

### Neighborhood VII

Approximate boundaries: R. R. tracks (east), Springfield Ave. (north), Prospect Ave. (west). General character: High tax base property on west and north boundaries, low tax base property in southeast. Problems: Encroachment of commercial and light industrial uses in east, redevelopment of sub-standard residential in bordering property, control and enforcement of subdivision standards in undeveloped south and southwest area, extension of utilities and streets.

### Neighborhood VIII

Approximate boundaries: Springfield Ave. (south), R. R. (east and north), Prospect Ave. (west), General character: Contains central commercial area of Champaign, high tax base property south and west, low on north. Problems: Encroachment of commercial and light industrial uses into residential properties, conservation or re-orientation of larger uneconomical residential properties.

### Neighborhood XI

Approximate boundaries: R. R. tracks (east and south), Prospect Ave. (west). General character: Middle-low and low tax base property. Problems: Encroachment of light and heavy industrial uses, spotted commercial development along Market St. and U.S. route 150, control of residential expansion to north, replacement or bringing to standard of existing obsolescent and sub-standard property.

### Neighborhood X

Approximate boundaries: Prospect Ave. (east), Springfield (south). General character: Low-middle and high-middle tax base property. Problems: R.R. tracks split neighborhood between existing and expected expansion area, infringement of industrial uses along R.R. tracks, sub-standard dwellings to be brought to standard in northeast section.

### Neighborhood IX

Approximate boundaries: Springfield Ave. (north), Prospect (east). General character: High tax base property in south and southeast, high-middle in north and northwest sections. Problems: Location of neighborhood shopping center, enforcement of good subdivisions standards in the undeveloped areas.

## ● Neighborhood Expansion: 198x

The neighborhoods of the ultimately expanded community are designated by the elementary school serving them. The facilities to serve them, the area, population, and the neighborhood "character" are listed.

### ● Urbana

#### New S.E. Urbana School Neighborhood

198X Population estimated at 3,678.

Approximate area of the developed neighborhood--405 acres

#### Recreational Facilities:

School--neighborhood playground; Blair Park; 5% of new subdivisions as developed.

#### Shopping Center:

1. New development on Vine St., between Washington and Pennsylvania, and 2. new development at intersection of Oregon and Cottage Grove.

#### Residential Area:

Low density multiple housing is planned for the area near the shopping center on Vine Street. The remainder of the residential areas is to be single family housing, ranging from 3.6 dwelling units per net acre in the north sections, to 1 to 2.5 dwelling units on the southwest development area. Present adequate single family housing is, of course, retained; this is predominantly a new neighborhood.

#### Webber School Neighborhood

198X Population estimated at 5,300.

Approximate area of the developed neighborhood--485 acres.

#### Recreational Facilities:

Victory Park expanded for use as school-neighborhood park.

#### Shopping Center:

1. New development at intersection of Oregon and Cottage Grove, 2. Downtown Urbana and 3. expansion of existing facilities near Webber School on Main Street.

#### Residential Area:

Low density multiple housing is planned for the north strip of the neighborhood, bordering along Main Street, which, while presently adequate, will have depreciated by 198X.

The residential area of the central and south portion of the neighborhood is made up of existing single family dwelling units. The east portion of the neighborhood (bordering along the County Farm property) is to be developed in the plan as a single family area with a density of 5.2 dwelling units per net acre.

#### Leal School Neighborhood

198X Population estimated at 5,734.

Approximate area of the developed neighborhood--410 acres.

#### Recreational Facilities:

Thornburn Junior High School, converted for use as a recreation center-playground; Carle Park.

#### Shopping Center:

1. Downtown Urbana business district, 2. existing facilities at Lincoln and Nevada, 3. existing facilities at Lincoln and University.

#### Residential Area:

Low density multiple housing is allocated to the area along and north of Green Street, west of the Urbana downtown business area. The remainder of the neighborhood consists of the existing adequate single family residences.

#### Washington School Neighborhood

198X Population estimated at 4,217.

Approximate area of the developed neighborhood--780 acres.

#### Recreational Facilities:

Crystal Lake Park; Leal Park; Perkins School, converted to recreation-community center.

#### Shopping Center:

1. Develop present facilities along Route 45, 2. new development, Lincoln and Fairview, 3. new development, east of Route 45 to serve extended northeast neighborhood, 4. existing facilities at University and Lincoln.

#### Residential Area:

This neighborhood covers a large total area, but a great deal is park area and institutional (Children's Home, Sanatorium, etc.) so the overall density of the area justifies only one elementary school and the corresponding development as one neighborhood.

No further expansion is expected in the area east of Route 45 and north of the Big Four roundhouse because of the greater amenities of housing developments elsewhere in the community. The proposed Fairgrounds subdivision of single family homes with a density of 3.6 dwelling units per net acre is foreseen as the only appreciable expansion in this neighborhood. Development of low density housing is planned along University and south of Washington School along Route 45, and contiguous with the commercial area developed at "Five Points".

### ● Champaign-Urbana

#### University of Illinois Neighborhood

198X Population estimated at 2,280.

Approximate area of the developed neighborhood--560 acres.

#### Recreational Facilities:

Illini Field for use as school-neighborhood playground; Lincoln School converted; Scott Park.

#### Shopping Center:

1. Downtown Champaign business district, 2. Campus business district, 3. existing facilities on Lincoln at Nevada and at Main Street and Gregory.

#### Residential Area:

No expansion of single family residences is planned for this neighborhood; it is proposed as almost exclusively multiple housing area, through redevelopment of the present obsolescent housing area. High density multiple housing is planned for the areas directly west of the main campus, and adjoining the campus business district. Low density multiple housing is planned for the remainder of the residential area -- private and University.

### **Lawhead School Neighborhood**

198X Population estimated at 5,318

Approximate area of the developed neighborhood--510 acres.

#### **Recreational Facilities:**

Douglas Park expanded as school-neighborhood playground-park.

#### **Shopping Center:**

1. New development near Douglas Park, 2. downtown Champaign.

#### **Residential Area:**

Single family development in this neighborhood is in the north with a density of 5.2 dwelling units per net acre, and in the northeast with a density of 3.6 dwelling units per net acre. The redevelopment of the rest of the neighborhood is planned in light industry (along the railroad) and in low density multiple housing to the east of the light industrial area.

## **• Champaign**

### **McKinley (Junior High) School Neighborhood**

198X Population estimated at 10,241.

Approximate area of the developed neighborhood--340 acres.

#### **Recreational Facilities:**

West Side Park; Switzer playfield.

#### **Shopping Center:**

1. Downtown Champaign business district, 2. development of shopping center at Springfield and Prospect, 3. development of shopping center on Prospect near Switzer School.

#### **Residential Area:**

No new single family development is expected or desirable in this neighborhood; the existing single family homes which are adequate are retained. High density multiple housing area has been planned close in to the downtown commercial area. A low density housing area is contiguous with this, continuing along Springfield and Church Streets. Low density housing is also allocated north of the high density area, extending along the limits of the neighborhood.

### **Dr. Howard School Neighborhood**

198X Population estimated at 7,011

Approximate area of the developed neighborhood--680 acres.

#### **Recreational Facilities:**

Eisner Park; Glenn Park; Davison Park.

#### **Shopping Center:**

1. Existing center north of Eisner Park on Church Street expanded, 2. develop shopping center at Springfield and Prospect.

#### **Residential Area:**

This neighborhood is planned as a single family area, with the existing adequate structures composing the great part. Development of the single family type is projected to the northwest. The density of this development is estimated to be from 5.2 to 3.6 dwelling units per net acre.

### **Southwest Champaign School Neighborhood**

198X Population estimated at 3,933.

Approximate area of the developed neighborhood--725 acres.

#### **Recreational Facilities:**

School-neighborhood playground; Clark Park.

#### **Shopping Center:**

1. New development west of new elementary school. 2. develop center at Springfield and Prospect.

#### **Residential Area:**

This is primarily a new neighborhood; the present housing and development, of course, is to be retained. New single family development proposed for this neighborhood includes the area southwest of the new school site for housing density of from 3.6 to 2.5 dwelling units per net acre, and developments south of the country club of a density of from 1 to 2 dwelling units per net acre.

### **South Side School Neighborhood**

198X Population estimated at 6,843.

Approximate area of the developed neighborhood--640 acres.

#### **Recreational Facilities:**

South Side School playground; Hessel Park.

#### **Shopping Center:**

1. Existing developed facilities on S. Neil and Kirby-Florida, 2. develop center at Springfield and Prospect.

#### **Residential Area:**

The single family areas in this neighborhood include the existing adequate homes around South Side School and new development in the southwest area, contiguous with Hessel Park and the proposed Park extension, with a density of 2.5 dwelling units per net acre. Low density multiple housing is designated for the area around Champaign High School, along Springfield and along the southeast strip of the neighborhood limits.

### **Columbia School Neighborhood**

198X Population estimated at 4,958.

Approximate area of the developed neighborhood--580 acres.

#### **Recreational Facilities:**

School-neighborhood playground park; Beardsley Park.

#### **Shopping Center:**

1. Proposed shopping center at intersection of the Bloomington Road and Bradley Avenue, 2. small expanded area at corner of Garwood and Market.

#### **Residential Area:**

Single family housing, beyond the present development in Garden Park, is planned north and west of Garden Park, of a density of from 5.2 to 3.6 dwelling units per net acre. Low density multiple housing is stipulated for the area south along the edge of the neighborhood and in the north portion extending from Neil Street to the industrial area north of the town. This multiple housing and light industry is a corollary of the elimination of substandard and obsolescent housing.

## • Redevelopment and Conservation Areas

The redevelopment and conservation areas in Champaign-Urbana fall into three general categories 1) obsolescent sections within residential neighborhoods, 2) special problems of the campus area, and 3) blighted slum or areas. The essential steps in redeveloping and conserving residential areas are a) enforcement of satisfactory standards for all new building, b) maintenance of existing character where satisfactory, c) improvement or replacement of deteriorated or obsolete structures and d) replacement of sub-standard and blighted structures.

Eventually every structure within Champaign-Urbana will be obsolete and must be replaced. In light of this realization, it is obvious that the replacement may take almost any form that the residents desire. As present buildings become obsolete and are replaced real neighborhood units can be formed.

## • Obsolescence Within Residential Areas

Approximately 70% of the existing dwellings in Champaign-Urbana were built prior to 1919. A specific problem is posed by the large (over 8-rooms) houses built around the turn of the century; many are still in good condition and within a desirable residential environment. There is a total of 1,495 such structures; 843 in Champaign, 652 in Urbana. It is recommended that those which are adequate be conserved for use as multiple dwellings, with existing lots intact, as small apartments, for older persons, for nursing homes, etc. Those under the 8-room size are, for the most part, useless for conversion except into unsatisfactory duplexes. It will be more economical to rebuild the structures as garden apartments, in areas shown on the Development Plan. Large lots can be subdivided for single family houses with the removal of 1 or 2 aged structures, and this should be done where structures exist in solid single family areas. This action can be undertaken by an individual developer where sufficient profit can be made; where the value of the replacement only equals the cost of the old, neighborhood non-profit groups can undertake the redevelopment, motivated by the desire to protect their own holdings through conservation and stabilization of neighborhood values.

Neighborhood areas which require redevelopment at present or within the near future are as follows (Refer to Neighborhood Map for numerical designation): Neighborhood II (Webber School area): Obsolescent housing in extreme north section adjacent to New York Central Roundhouse replaced by light industrial use; obsolescent housing between Main and Green Streets to be redeveloped as multiple, and will serve as a buffer between single family and industrial areas. Neighborhood III (Leal School): Old houses conserved or reused in area west of commercial district; light industrial use to redevelop north section. Neighborhood V (Washington School): Substandard housing adjacent to school area southeast cleared for multiple development. Expansion of institutional use will clear substandard housing directly north of U.S. 150 near New York Central Roundhouse.

Neighborhood VIII. The central section of this neighborhood is to be redeveloped through extension of high density uses.

A 'sketch' plan of the type of redevelopment desirable for this area is presented on this page.

The area is bound by the arterial streets State, Prospect, Springfield and Washington, which make it easily accessible to and from any section of the community. Within the area the street pattern is reorganized by closures and use-definitions to make the neighborhood quiet and safe.

Land uses are arranged within the area so that there is a gradual 'stepping down' of uses from high density commercial to high density multiple to low density multiple to two-family residential use, each forming a protective 'buffer' zone for the next.

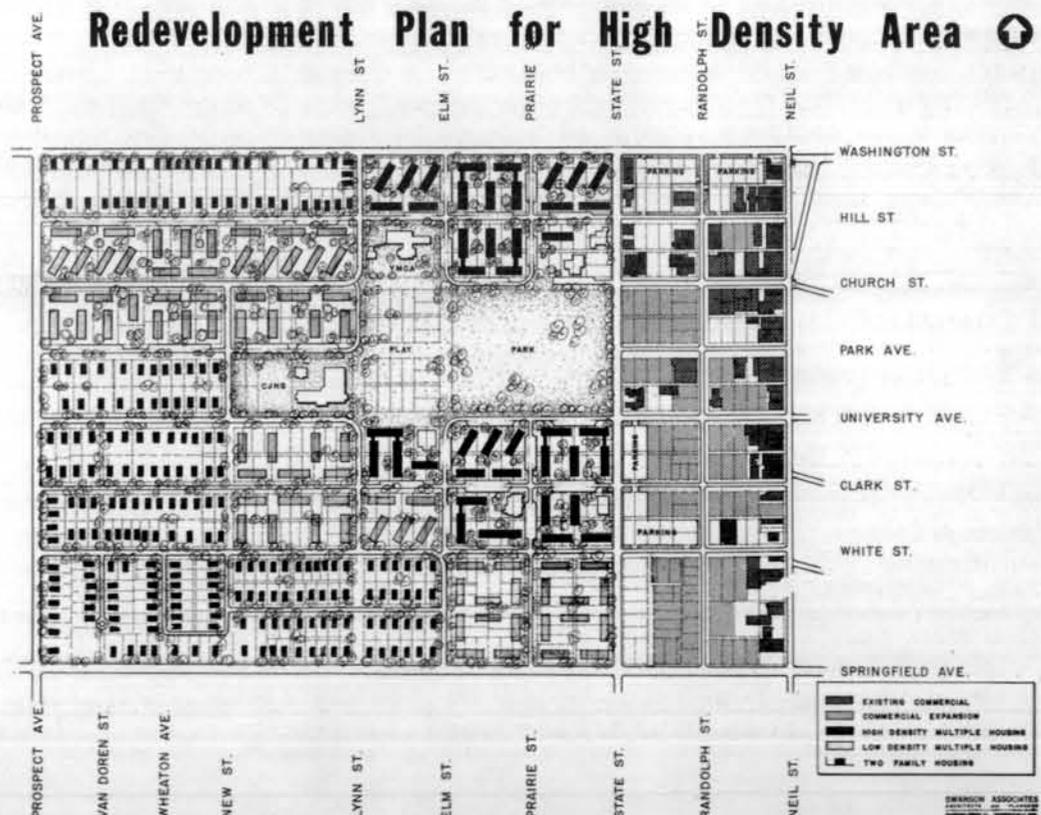
Ample open space for passive and active recreational purposes and for esthetic values is maintained. This is especially important where land is used intensively, as in this neighborhood. Acquisition of additional land bound by Lynn, Church, Elm, and University, for recreational purposes (playground for the existing CJHS) will integrate the school, the YMCA, and West Side Park, and provide for the general spaciousness and use by the school children, the shoppers and the residents.

Two alternate schemes may be exploited for further study of this area: one, the eastern portion of West Side Park may be used for possible parking purposes in exchange for the additional recreational area to be purchased to the west (area bound by Lynn, Church, Elm, and University), and two, the areas immediately to the north and to the south of West Side Park may be developed as a 'professional offices area', as suggested in the Development Plan.

This sketch is presented merely as a generalized design to illustrate desirable redevelopment principles so that the present high land values may be preserved. It is recommended that a large-scale plan, based on these general principles be developed in detail, and that large-scale redevelopment be encouraged to maintain a continuity and integration.

The redevelopment of this and other central residential areas is particularly important as a means of combatting the uneconomical effects of decentralization and obsolescence. Reestablishment of families with sufficient income also serves to recreate the central business district patronage and prevent the unwise growth of scattered business areas.

Neighborhood IX (Columbia): Blighted area along east edge of railroad tracks redeveloped as light industrial. Neighborhoods VIII and X will experience a natural growth across existing tracks when these are eliminated, and greater desirability of these properties will be a redevelopment factor.



## Redevelopment Procedures

The need to recapture and replan land was not foreseen in the formulation of our customs and legal procedures, and municipal regulatory measures alone cannot insure maintenance of good residential areas and neighborhood values. However, the larger of the areas requiring some degree of development can be made attractive for rebuilding or maintenance without either municipal or federal agency assistance.

Neighborhood councils and/or property-owner organizations are an excellent means of securing the cooperation or providing the initiative necessary. It is recommended that the organization of such groups within the neighborhoods as roughly defined be actively stimulated and encouraged.

Participation, at this level, in studying neighborhood problems and necessary action forces the realization on the part of the individual that his own financial and social interests are involved in the welfare of his neighborhood unit -- and the welfare of the community as a whole. Painting, minor repairs and modernization of structures is essential in maintaining neighborhood values, and it is important to have a means of insuring that all property-owners, not just a few, will do their part. It is equally important that these groups have a constructive attitude toward seeking ultimate goals rather than simply a 'watch-dog' attitude over the usual number of uncooperative property-owners. In addition to inducing owners to keep premises in good repair, the following functions can well be assumed by such groups: 1. In cooperation with the Planning Commissions, School and Park Boards, prepare plans for improvements of educational and recreational facilities. 2. Work out plans for closing unnecessary streets and improving adjoining main thoroughfares to discourage traffic through residential area, 3. Survey area for violations of health and zoning laws, and bring these to the attention of the proper officials.

An ultimate and well-studied plan is particularly essential in neighborhoods where a complete and long-range redevelopment is indicated, for each step in the program must be coordinated and conform to the goals sought. This may require the assistance of many outside agencies, as in the creation or maintenance of open or park areas, street closures, enforcement of minimum legal codes, etc. It is reasonable to expect that cooperation can be secured from School and Park Boards and from city governments.

Desirable neighborhood development regenerates and revitalizes adjacent 'sliding' areas, a phenomena which is presently observable in Champaign-Urbana on the Bradley Avenue-Bloomington Road area near Garden Park Subdivision, and between Prospect and McKinley Avenues south of Bradley.

## ● Neighborhood V

### University of Illinois Campus Area

This area presents specific redevelopment planning problems by the special nature of the neighborhood. The majority of the necessary housing for University personnel and students should fall within the boundaries of University Avenue, Lincoln Avenue, and the Illinois Central Railroad tracks.

It is recommended that the University contain future institutional expansion between Goodwin and Sixth Streets so as to encourage private development of good multiple housing and to retain an integrated neighborhood character. Commercial area expansion should be contained between Fourth and Wright and John and Healey Streets. The area bounded by Green, Armory, First and Sixth Streets should be redeveloped as high density multiple, either through University or private agencies, to meet student and staff needs. Medium density multiple housing is designated for the area between First Street and the Railroad tracks. The area directly north of the campus, between Green and University, should be retained as low density multiple. Congested street and utility facilities east of the campus make it imperative to maintain a low density multiple character.

It is also recommended that more egress and access be furnished to the campus area through opening underpasses at Florida and at John Streets.

## ● Slum and Blighted Areas

On a national average, slums and blighted areas contribute

- 45% of the major crimes
- 50% of the arrests
- 55% of the juvenile delinquency
- 35% of the fires
- 50% of the disease (60% of the T.B. victims)

These same areas require

- 45% of the city service costs

And these areas provide only

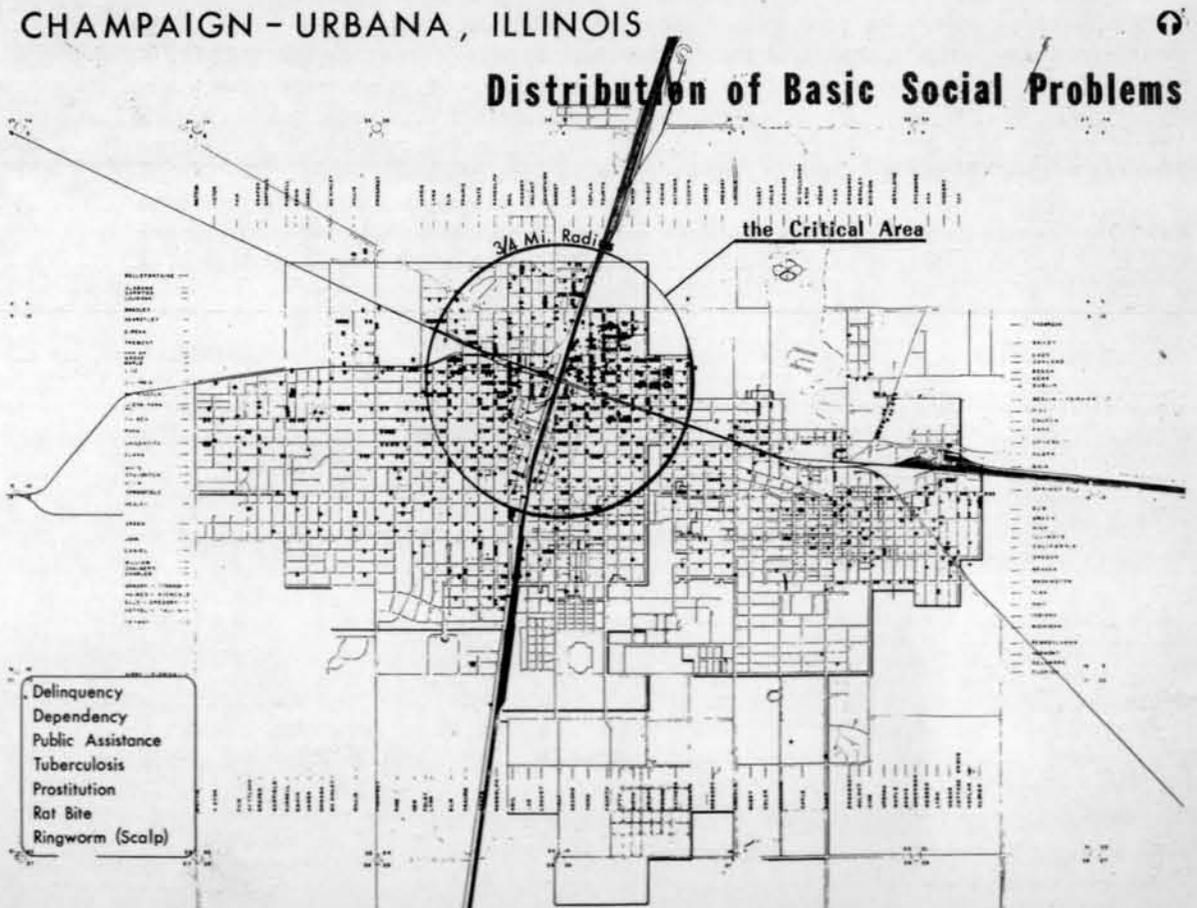
- 6% of the real property tax revenue

These tendencies and conditions exist in Champaign-Urbana, as judged from the latest information received from the various local social agencies.

A common mistaken belief is that slums are mainly found in big cities. Actually, there are more of them in the smaller communities. The census of 1940 showed that 36% of the dwellings in urban places outside of metropolitan districts were in slums or blighted areas, compared to 26% in the larger metropolitan areas.

The physical symptoms of blighted and slum areas are poor building design and construction, high population density, over-crowding of dwelling units, faulty subdivision of land, poor street pattern, and lack of utilities.

Studies have shown that the 'hidden' costs of maintaining slum areas are far greater than a city can afford, from a strictly dollar and cents angle. Redevelopment in other communities, through either private or public agencies, has raised the assessed valua-



tion of such properties and increased the actual tax returns to the city by as much as 1200%.

Tax-payers in most communities pay the rent on sub-standard and slum structures through the relief payments made to the tenants. In effect, this becomes a double subsidy for perpetuation of slum areas - once to pay for the rental, and secondly, additional monies to make up the difference between the cost of services to these areas and the tax return made by the areas. A study in one community showed that through various government agencies \$25,000 more a year was paid out for rental in slum structures than for rental in an adjacent housing project. The rental per unit for a slum structure is far more, in most cases, than the unit-rental of public housing.

The old argument that rehoused tenants will 'mess up' a new development or will be no different in different housing circumstances has been refuted many times. One study made on a validated Social Status Scale showed that families relocated in a housing project made a 68.4 average as against the 34.6 score of a matched control group in an adjacent slum area from which the first group had also come. This indicates a raising of living standards, habits and status through better housing.

#### Existing Conditions in Champaign-Urbana

The occurrence of disease and other social problems are positive signs of unhealthy housing and living. Though the so-called 'critical area' is spread on both sides of the tracks, the south and west portions of this will be eliminated by the normal development of commercial-industrial area expansion. Beyond scattered areas elsewhere, there remains the northeast sector, inhabited by mixed racial groups, and, perhaps, the lowest income groups in the Twin Cities. This area is proposed for almost complete rehabilitation in a residential sense so that the ultimate community of 198X will be the standard of the other neighborhoods.

The problem, both present and future, is so great that it will require cooperation of both public and private agencies. Additional public-subsidized housing is possible and desirable under Titles I and III of the Public Housing Act of 1949; private capital investment should be promoted through insurance company and other large-scale loans and through smaller cooperative ventures. Up to the present time, most private capital redevelopment of blighted areas has served only to replace the area with higher income families because of the high rentals necessary for an adequate profit return.

These projects should be integrated into the city's residential pattern so that the difference between public-owned and private housing is imperceptible, and such projects should be free to take land in any area designated for multiple housing. Investigation of

the Cooperative Holden, Yorkville, and Baltimore Plans is urged. Only effective partnership between private capital and public funds in carrying through planned projects will secure the necessary changes.

The present study of new ordinances for enforcement of building, health and safety codes should be continued, and an adequate comprehensive ordinance adopted. Only with adoption of such legislation will the community have authority to enforce demolition or bringing to standard of inadequate housing, and prevent future occurrence.

#### Redevelopment Proposals for Neighborhood VI

The accompanying diagram of Neighborhood VI illustrates a desirable neighborhood pattern superimposed upon an existing gridiron lay-out. The boundaries of the neighborhood are defined only by the physical barriers of the existing railroad and the proposed intra-city traffic-way on the south, industrial and commercial development to the east, and intra-neighborhood roadways to the north and west.

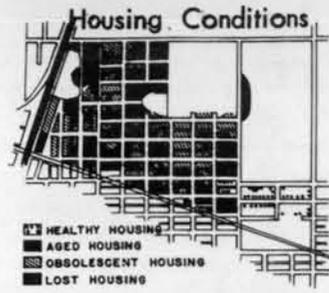
Such a development as sketched represents a coordination of the street system throughout the neighborhood to create residential streets with an exterior loop by-pass system; this diagram actually shows the creation of only one new street within the neighborhood, readjustment of alignment of a few others, and the closure of a number. The Douglas Park area becomes an even greater focus by consolidation of shopping facilities in the northwest corner; the present existing school-park-community center location is excellent.

Areas between Lincoln and Goodwin north of Breslin and between Wright and Goodwin north of Eads are not developed as yet, and could be platted as diagrammed. To accomplish the pattern within established areas cooperative effort of the property-holders would be required to replat corner lots; (there is no numerical loss of lots as sketched) and cooperation of the city in relocating streets and right of ways. The multiple garden apartment development shown between Poplar and Fifth represents a complete redevelopment project and would best be undertaken in its entirety either through P.H.A. or large-scale private investment.

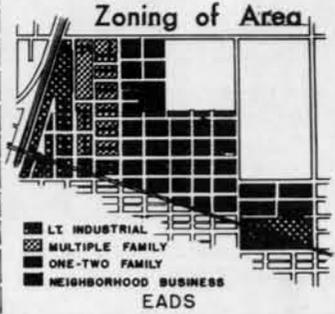
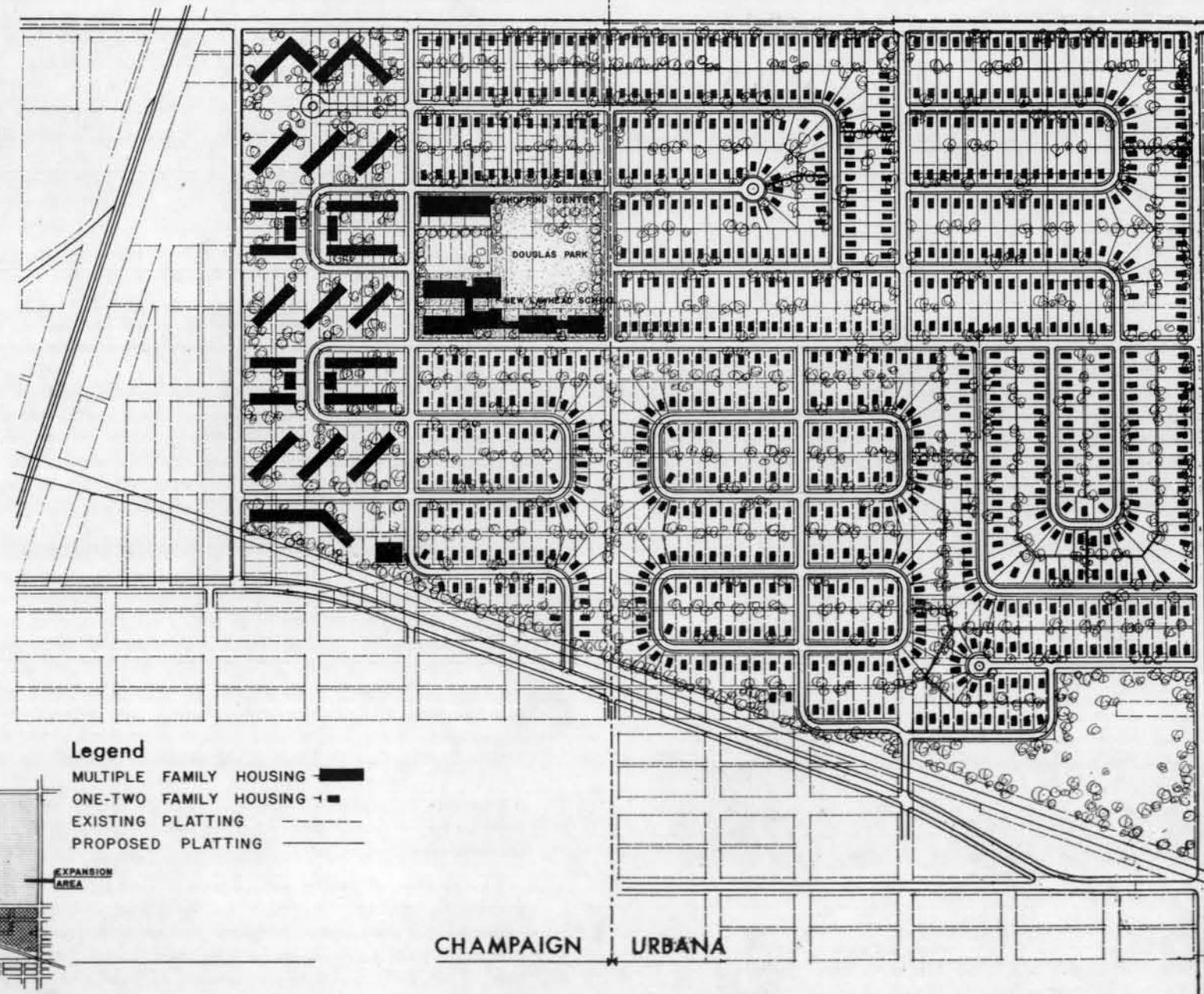
The diagram of the Lawhead area represents a generalized 'design', not a working drawing; it shows the ideal spatial arrangements toward which future changes should be aimed. The sketch is reproduced with the full knowledge that many practical considerations would force modifications to fit particular existing situations.

This is, graphically, the application of neighborhood planning principles to a blighted neighborhood to bring order, land value stabilization, and a high degree of liveability out of chaos through the direction of future changes toward an ultimate goal. Similar design patterns can be applied to all other deteriorating neighborhoods.

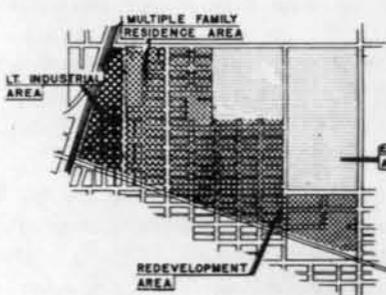
# Redevelopment Plan for Lawhead Neighborhood



BRADLEY  
BEARDSLEY  
EUREKA  
TREMONT  
GROVE  
VINE  
COLUMBIA  
WASHINGTON  
HILL  
CHURCH



BRADLEY  
BEECH  
DUBLIN  
BESLIN FAIRVIEW  
HILL  
CHURCH  
PARK  
UNIVERSITY  
CLARK



FIRST SECOND THIRD FOURTH FIFTH SIXTH WRIGHT ROMINE MATHEWS GOODWIN HARVEY GREGORY LINCOLN

# ● Planning Standards for Residential Areas

It is important to keep certain design standards in mind when new subdivisions of lands are planned; although these modern standards may be higher than those of existing subdivisions, it must be remembered that a land pattern, once established, exists for many decades. Communities grow from individual subdivisions - by accretion - and it is tremendously important that each new land division have the best possible pattern for that particular area. The problem of land subdivision is twofold: one, that of the local specific conditions of lot design, shape, and orientation, with the proper drainage, access, and protection; and secondly, that of the relation and integration of the subdivided area with community recreation areas, schools, and through roads.

The subdivider, to a large extent, determines the permanent pattern to which the residents must thereafter conform in living, traveling, and maintaining. Obviously, it is neither morally nor legally unjust for the community to demand reasonable standards of quality and reasonable respect for the welfare of the whole community before permitting installation of a subdivision.

Some design principles can be enforced by regulations, others encouraged by the Plan Commissions. The following principles apply, in the main, to new subdivisions, but will apply also to the resubdivision of developed land, a plausible near-future undertaking, particularly in the obsolete and blighted sections of the community.

**Area requirements.** The proposed zoning ordinance for Champaign specifies a minimum lot size of 6,000 square feet, with a 60' frontage; the proposed ordinance for Urbana specifies a minimum lot size of 6,000 square feet, with a 55' frontage.

The recommended densities for the future single-family expansion areas are indicated on the Development Plan Map, ranging from a density of 1 dwelling unit per acre to 5.2 dwelling units per acre. The areas are allocated according to the foreseeable need and demand in the various price ranges, the land topography, facilities presently available, existing development, and the most economical future utility extension. The following table shows, roughly, how this breaks down, assuming 28% of the area in community facilities - streets, parks, public buildings, and shopping centers.

Density (Dwelling units per acre)	Square Feet per Lot	* Approximate average lot size
5.2	6,000	60 X 100
3.6	8,775	65 X 135
2.5	12,800	80 X 160
2.	16,000	100 X 160

\* Lot dimensions are highly variable according to topography, subdivision layout, etc., but must have a minimum of 60 feet at the building set-back line. There is a distinct need for greater lot width because of the present tendency toward one-story and 'ranch style' houses, usually with a side-attached garage.

A measure of control is exercised when the density or number of families per gross acre is restricted. This gives wide latitude to the designer, for limiting the total number of households does not limit the size and shape of the individual parcels of land. However, conformity to minimum requirements of frontage, set-backs, side-yards, and other requirements necessary for sound and healthful homesite should be mandatory in all designs.

Poor subdivision design which produces unusable or awkward-shaped lots should be discouraged; land remnants or lots below minimum size left over after subdividing a large tract should be added to adjacent lots rather than allowed to remain as unusable parcels. Such parcels should not be accepted by the municipality as meeting the requirements for public and park land, for they will be inappropriately located in 99% of the cases.

Lot lines should be perpendicular or radial to streets in most cases; corner lots should be 10-20% larger than interior lots to allow adequate street set-backs on two sides of the lots.

Considerable flexibility in block design should be permitted. The present trend toward larger blocks has proven both economical and desirable; blocks up to 1,500 feet are desirable and 1800-2000 feet may be reasonable on occasion. Blocks should not be less than 500 feet under ordinary circumstances. A pedestrian cross-walk easement is usually desirable when blocks are 700-800 feet or more in length.

Changes in land use should occur at the rear property-line of lots rather than in the street center. Where a radical land use change is made, as from residential to industrial, a buffer-strip of land, wide enough to be maintained as a park, should be required.

Lots abutting a major thoroughfare should be protected by either planning a local limited access street parallel to the thoroughfare and separated by a planting strip, or by requiring that such lots back on the thoroughfares with a planting screen between and facing a parallel minor street within the subdivision.

The installation of sewer and water facilities, street grading and paving, street tree planting and other improvements necessary to prepare the land for use as home sites should be made at the expense of the subdivider. Such a regulation tends to insure both the quality and quantity of residential subdivision; speculative subdivision is discouraged and the quantity of land subdivided is more closely related to the real needs of the development and of the community. The requirement of installations should be reasonable and may vary with the character of the proposed development.

**Street plan.** The streets in all subdivisions should be required to conform to the major street plan, or the official Development Plan, and all designated through streets should be extended.

Good planning will result in a minimum number of intersections and a low percentage of street area, a near 15-16% as compared to a standard grid pattern coverage of 20-25%.

Minimum street width requirements must be varied according to proposed densities and the need for curb parking space, and according to designation as minor, secondary, or major streets.

Sharp angle intersections should be discouraged as they are dangerous because of poor visibility and result in land waste. Dead end streets are not advisable, and cul-de-sacs should be less than 500 feet long and with a minimum 80-100 foot turnaround. Private streets should be prohibited.

The dedication of both sides of a street should be secured by the subdivider where the street borders his land; half streets result in meaningless street widths and serious traffic hazards.

Street designs should be made with consideration of the following points.

1) Topography. Roads should flow with the topography where there is any variation, being aligned more parallel and diagonal than perpendicular to contours. In flat land the reverse is true - roads should be aligned perpendicular to contours. Better drainage both surface and underground, grading, and attractive character is achieved by such alignments.

2) Traffic flow. After designation of trafficways into through, collector, or local access has been accomplished, the design should aim for attaining reasonable flow from origin to destination points. Blocks should be arranged so as not to obstruct passage unduly of either pedestrian or vehicular traffic to points such as schools, shopping centers, major roads, etc.

**Reservation of public open space.** A sufficient amount of open space should be reserved for public use, such as for parks, recreational areas, community buildings, parking area sites, etc. Although the amount required may be dependent upon the area, 5% of the total subdivision may be regarded as a minimum standard. When the Development Plan calls for a larger amount of public open space than the subdivider can be reasonably expected to dedicate, the land beyond the subdivider's fair contribution can be reserved for acquisition at the expense of the community as a whole. The parcels to be dedicated for public use should be of size and shape adequate for the use for which they are intended, and not the least desirable lots from the subdivider's viewpoint.

When small tracts are subdivided, the public open space may be combined with dedications from an adjoining tract to encourage sufficient amount of usable recreational area without resulting hardship on the small subdivider.

**Commercial areas, shopping centers.** Shopping centers should be planned as units, with adequate off-street parking space. Where commercial or industrial use is planned, the block size should bear reasonable relation to the planned use of the land.

**Relation to Community Development Plan.** It is recommended that the subdivider consult with the Plan Commission while proposed subdivisions are in sketch form so as to ascertain the location of all planned projects and related developments as set forth on the Development Plan, and to achieve as high a degree of conformity with good planning principles as possible. Consideration should be given at that time to the effect of the proposed subdivision on areas designed in the Plan for public use or for future public facilities.

## • ADMINISTRATIVE CONTROLS

At the present time, Champaign has a Subdivision Regulation which requires considerable revision to be adequate; Urbana has no Subdivision Regulation. Regulations embodying and amplifying the principles discussed should be passed in the immediate future.

Careful administration of the proposed new zoning ordinances is a second and supplementary means of encouraging good residential area development. Subdivision Regulations should require, of course, that all lots shown on the plat conform to the requirements of the Zoning Ordinance.

For areas beyond the control of zoning ordinances and subdivision regulations, such as land immediately outside the corporate limits, deed restrictions can be valuable interim development tools when written with the advice and aid of the Plan Commission.

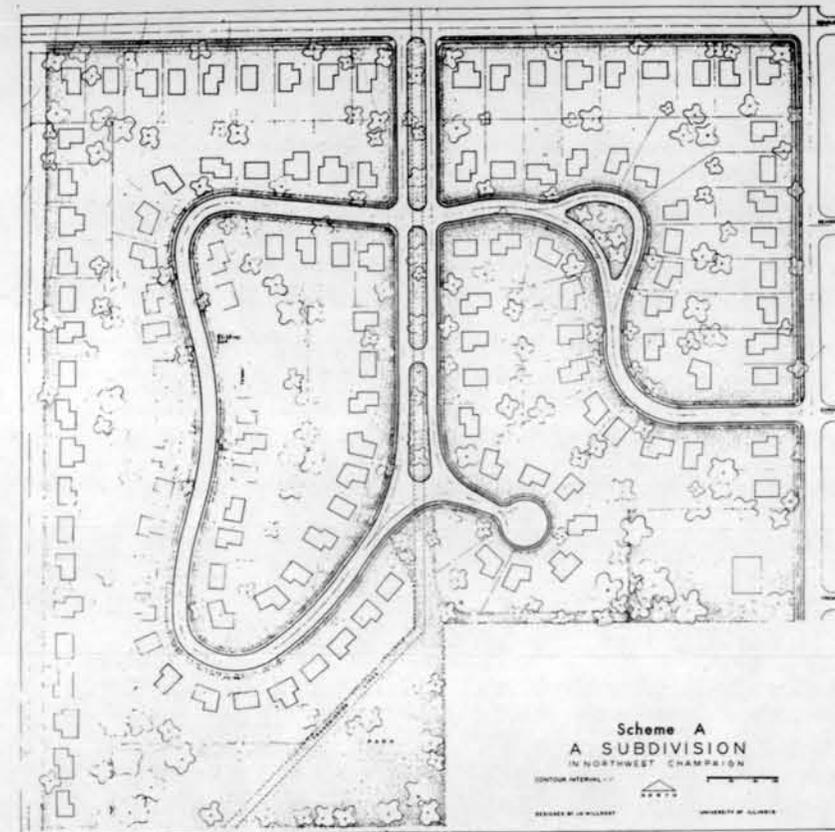
The Building Codes of both Champaign and Urbana should be brought up-to-date. If, however, provisions of the existing code had been and were now adequately and consistently enforced, much of the present slum and blighted housing would not have developed. Too frequently it is easier and more dramatic to 'buy' new codes, new control measures and new plans than to expend the time and money necessary to enforce the existing ones. Extremely profitable results, in terms of better community living, can be achieved simply by coordinating the enforcement of existing codes and regulations toward a constructive end.

Faulty land subdivision in the past has given rise to many problems that subsequent replanning must attempt to mitigate. Those who undertake land subdivisions in Champaign-Urbana in the future should be encouraged to use the best modern principles as a guide.

The relative advantages of a 'tailored' design and the standard gridiron pattern are illustrated in the sketches reproduced, University of Illinois student studies of a tract of land in northwest Champaign which is bisected by high-power transmission lines. As shown, considerably less land is devoted to streets and right-of-ways in a planned development such as Scheme A than in the gridiron development, Scheme B, with a high resultant savings in cost of pavement and maintenance. Streets give adequate access to all abutting properties, but are laid out to protect the residences from through traffic and have far fewer dangerous intersections. There are four more lots in Scheme A, a matter of obvious interest to the subdivider, and better use is made of land contours for drainage and lot site variation. The larger block areas are more economical than those of the rigid gridiron system, and the natural beauty and land contours of the area are retained. More open park area is available.

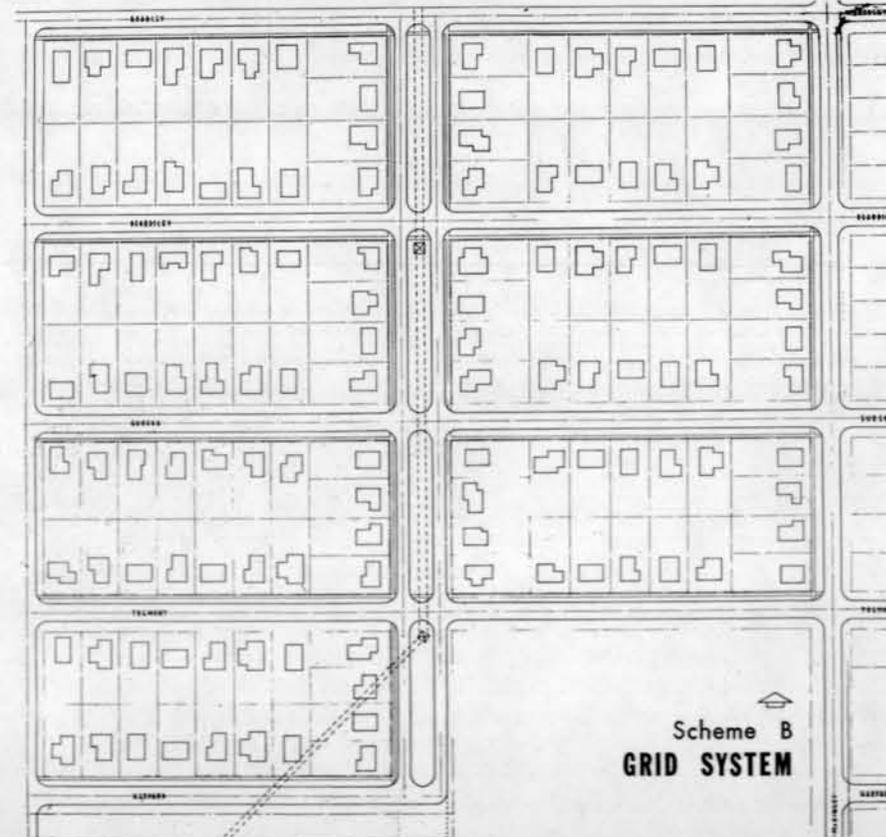
Several minor disadvantages are apparent. Designs such as shown in Scheme A require greater care and time in preparation, street numbering is less simple, and it is somewhat more difficult to lay out utilities.

No attempt should ever be made to superimpose a 'model' curvilinear street pattern on a tract of land, for this will give as poor results as superimposing the standard gridiron system. Each area and parcel of land must be studied individually and imaginatively; the results of such careful planning are apparent in terms of economy and increased amenities of living.



### SCHEME A

Park Area - 3.05 acres  
(8.9% of area)  
Right-of-way - 5.45  
(15%)  
Lots - 24.28 acres  
(73.1%)  
Owner's area - 1.35 acres  
(3%)  
Paved street area -  
12,502 sq. yards  
Sidewalk area -  
2,480 sq. yards  
Number of lots - 130  
Average lot area -  
8,136.66 sq. feet  
Total area - 34.13 acres



### SCHEME B

Park Area - 0.067 acres  
(2.0% of area)  
Right-of-way - 8.55  
(25% of area)  
Lots - 24.9 acres  
(73%)  
Paved street area -  
21,312 sq. yards  
Sidewalk area -  
4,750 sq. yards  
Number of lots - 126  
Average lot area -  
8,603.8 sq. feet  
Total area - 34.13 acres

# IV • Schools

Planning, as concerns the school program, involves the organization of present and future physical location and expansion, and, to some extent, designation of the desirable facilities. A well-organized school system must be set up 1) to meet community needs 2) for convenience to children 3) to bring enough students together for good instruction at reasonable cost and 4) to be soundly financed and administered.

A school serves as a neighborhood focal point; when well integrated with neighborhood needs it serves as a stabilizing influence. The school of today and tomorrow is not an expensive community monument, but a highly functional building planned to meet many needs. A change in educational theory has affected the facilities required, and rendered many old buildings inadequate and obsolescent. (For example, twenty years ago 16 sq. ft. per pupil was considered adequate; today 30 sq. ft. per student is set as a minimum standard.)

The need for new and enlarged school facilities has never been greater in the country as a whole, and this condition is reflected in Champaign-Urbana. A number of factors have contributed to this: an increase in the birth rate with a steadily mounting enrollment; war-time delay in building and maintenance; and the postponement of new building in the face of present high building costs.

Preliminary to making any planning recommendations, extensive surveys were made of existing school plants, density and growth of population, student dispersal and attendance areas, and material from surveys of other agencies was incorporated into the study.

From this study four current or approaching major problems were identified:

- 1) Obsolescence and inadequacy of many present school plants.
- 2) A great post war increase in child population, expected for 1952-60.
- 3) Further student increase on the basis of predicted population growth to 198X.
- 4) Shift and spread of residential areas.

The following initial general conclusions were reached, as concerns Champaign-Urbana:

1) The basically sound dispersion of schools in the residential areas has and will continue to be altered by the shifting of population; this has left a number of older schools "high and dry" in the core of the community, with lessened enrollment and rapid obsolescence, and has put an increasing demand on the inadequate facilities of the growing residential periphery.

2) All possible economies must be exercised in order that the limited bonding powers may be put to their maximum utility in meeting the need for new and enlarged schools. Within a coordinated community school system, additional economies can be gained by the abandonment of duplicating and obsolete school plants in favor of larger, more efficient and better located modern structures.

3) Inadequacies exist at present in almost all individual school plants. There is increased classroom space need for the growing child population, and new demands and standards for outdoor recreation, adult education, and neighborhood activity facilities.

4) The loose relationship between actual attendance areas and natural neighborhood boundaries indicates the loss of a valuable community factor; effectuation of the school as a neighborhood focus should be one of the prime objectives in planning the ultimate school dispersion.

Planning proposals for the school program divide into two sections:  
1) An immediate program to accommodate the approaching peak enrollments and 2) the integration of these immediate expedient solutions with the long term needs.

## ● Standards Used in Formulating School Development Program

### NURSERY SCHOOL

**Enrollment:** 30 children per 1,000 population (275 families), assuming 85% of eligible children are enrolled, 2½ to 4 years of age.

**School Plant:** Capacity of 30 to 120 children, one-story building accessible to playground area, which is fenced off and entirely separate from other outdoor activities. Ideally located in or next to a park.

**Attendance area:** ¼ mile walking distance, or 15 minutes by bus or other conveyance.

### KINDERGARTEN AND ELEMENTARY SCHOOL

**Enrollment:** 15 children per school year per 1,000 population.

**School Plant:** Recommended size for size grades, assuming maximum of 30 children per classroom.

Minimum school - 6 classrooms (one classroom per grade) 180 pupils.

Average school - 13 classrooms (one per semester grade plus one) 390 pupils.

Maximum school - 25 classrooms (2 per semester grade plus one) 750 pupils.

One story building recommended, 85 sq. feet per pupil (above 500 pupils, add 75 sq. feet to general area), outdoor classrooms directly accessible.

**Facilities:** Gym-auditorium; library, industrial and home arts rooms, science room; music room; art room; school office; teachers' room; storage space, cafeteria (if attendance area greater than ½ mile radius).

**Playground:** 100 sq. feet per pupil (when school is not adjacent to park-playground) 5 acres overall area desirable where school and playground combined.

**Attendance area:** ¼ to ½ mile walking distance (¾ mile or 20 minutes by bus is acceptable if hot lunches are served at school).

### JUNIOR AND SENIOR HIGH SCHOOL

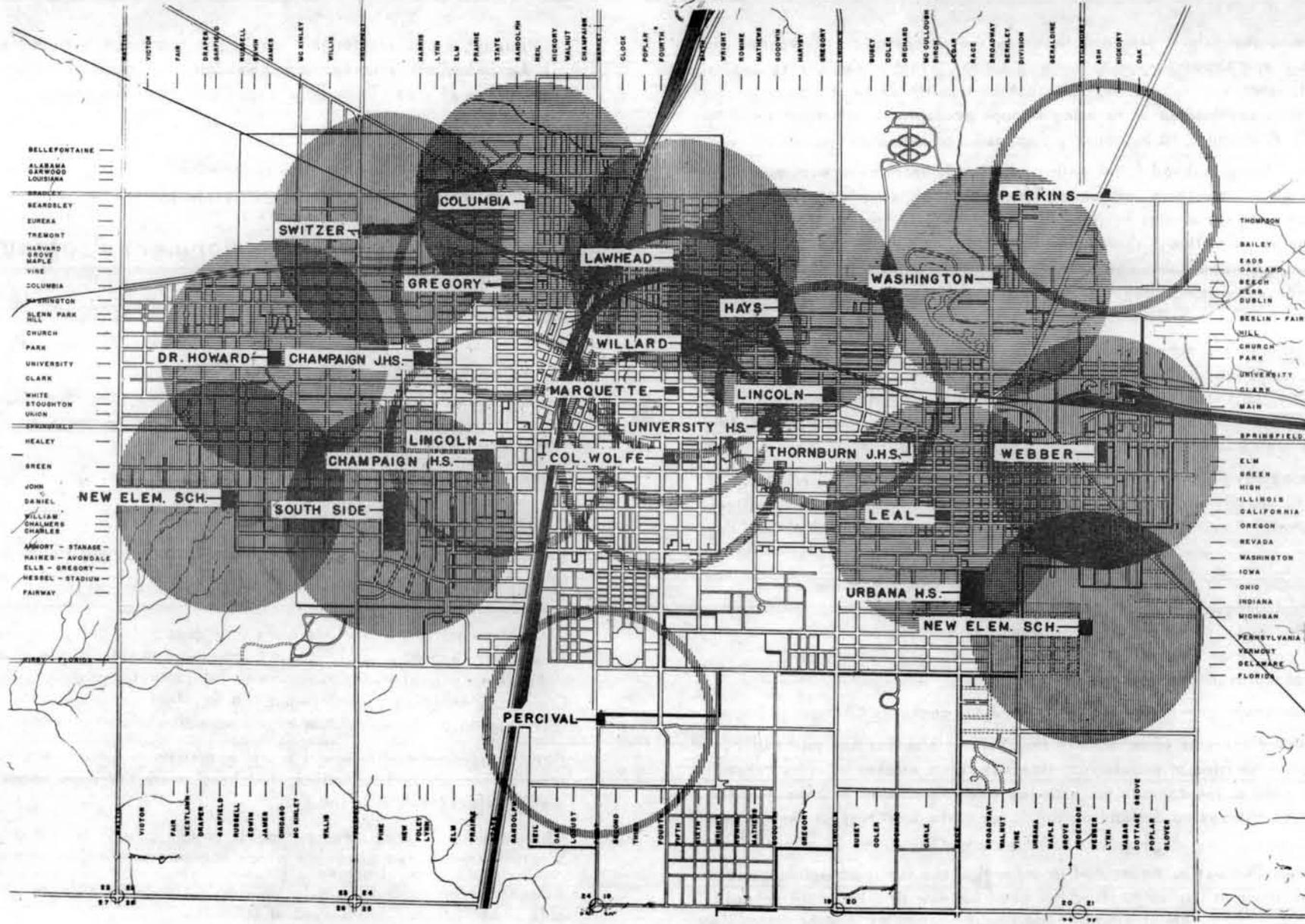
**School site:** 20 to 100 acres for enrollment of 500 to 3,000 pupils (incorporating municipal recreational facilities) 15 to 20 acres needed for "organized play".

**Facilities:** Gymnasium; auditorium; science laboratories; art rooms; music rooms; commercial rooms; home economic rooms; shops; library; cafeteria-lunchroom; administrative, guidance, curricular and service facilities.

**Attendance area:** Junior High School - ¾ mile walking distance or 20 minutes by bus; Senior High School - 1½ mile walking distance or 20 minutes by bus.

# CHAMPAIGN - URBANA, ILLINOIS

# Present School System Duplication

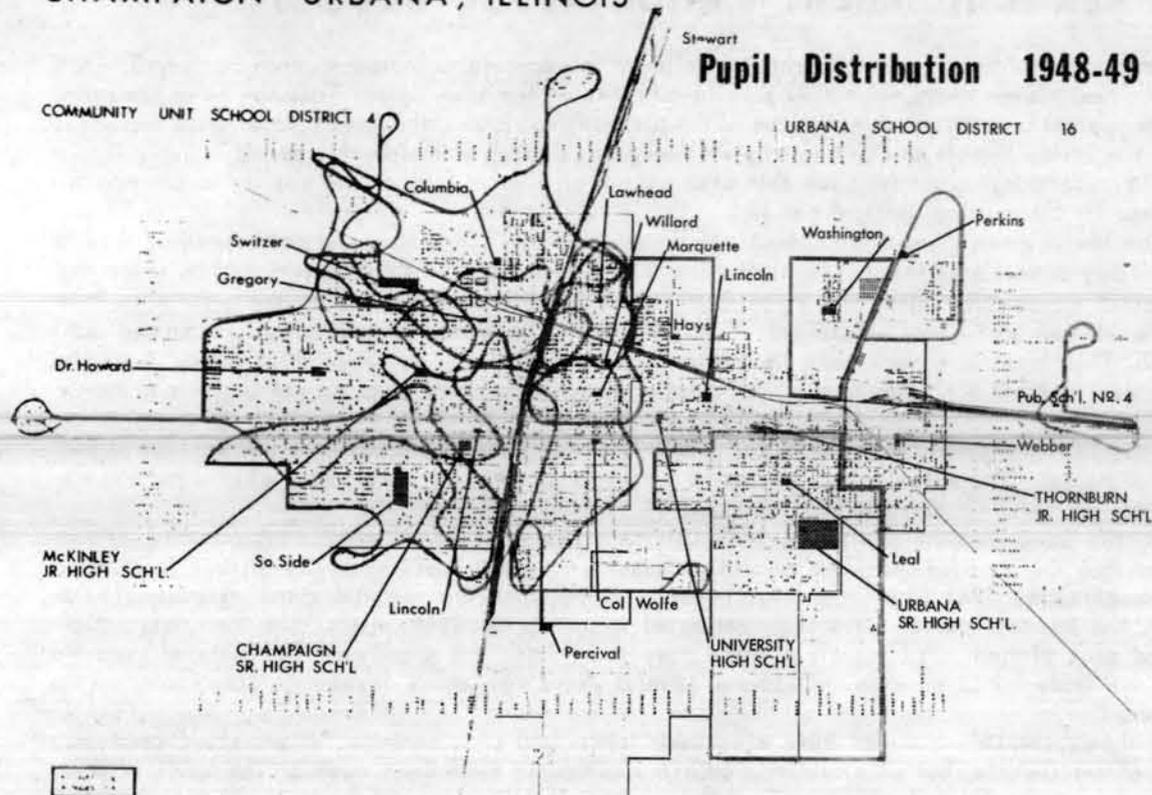


This map, showing all existing schools with the theoretical elementary school attendance areas of 1/2 mile radius, points up the overlapping and attendant inefficiency. Some apparent duplication shown on the map is, of course, unavoidable when physical boundaries such as railroads, highways, etc. are taken into consideration, but the majority is unnecessary.

As may be seen, these overlapping areas are largely coincident with the older cores of the cities; therefore a great deal of this will be obtained by the natural moves toward modernization and consolidation. Those particular schools that can and should be abandoned are shown on the map by the hollow rings. Their attendance will be taken over by new or other existing expanded plants.

# Existing Conditions

## CHAMPAIGN - URBANA, ILLINOIS



At the present time Champaign's school attendance is based on the individual choice system, Urbana's on strict sectional attendance areas. The former system is inherently inefficient; the latter is a more defined system - traffic hazards are reduced and neighborhood groupings are fostered to a greater extent. Actually, attendance lines will always be flexible and compromises will be necessary, particularly during the forthcoming peak enrollment period. But practise has proven that the greatest benefits can be derived from a defined system which takes into account basic neighborhood patterns as the starting point for adjustment.

The pupil dispersal map also graphically points up the movement within the residential areas, the vacating of the core, and the crowding of the periphery.

## Existing School Plants and Facilities (1949)

Name	Date Construction/ Addition	No. Class-rooms/ Capacity	Structure	Additional Rooms	Area of School Plot (Acres)
DR. HOWARD	1910/1930	12/420	3 Story, Brick Basement	A, O, R, Com, 5W	2.5
COLUMBIA	1905/'20/'30	12/420	2 Story, Brick Basement	M, C, A, O, R, S, C, H, 3W	1.6
SOUTH SIDE	1924/'47/'48	7/245	2 story, Brick	O, 2W	2.6
SWITZER	1927	4/140	2 Story, Brick	BR, A, T, S, D, 2W	10.2
LAWHEAD	1907	4/140	2 Story, Brick	R, H, 2W	.6
COL. WOLFE	1905	8/280	2 Story, Brick Basement	2W, BR	.93
GREGORY	1898	8/280	2 Story, Brick Basement	G-A, R, Com, K, 4W	.7
LINCOLN (C)	1894	8/280	2 Story, Brick Basement	G-A, 20, Com, K, 3W	.8
MARQ ETTE	1870/'05	8/280	3 Story, Brick Basement	T, Com, K, 2W	1.
WILLARD	1898	4/140	2 Story, Brick	T, SC, 2W	.45
PERCIVAL	1922	1 CR	1 Story, Frame	G	1.
LEAL	1936	15/430	2 Story, Brick Basement	Kin, O, G-A, K	2.
WASHINGTON	1929	4/120	2 Story, Brick Basement	O, 2W	2.5
WEBBER	1905	11/300	2 Story, Brick Basement	A, SP, 2W	1.8
HAYS	1908	4/120	2 Story, Brick	L, 2W	1.5
LINCOLN (U)	1904	8/250	2 Story, Brick	O, 2 Rec, M, R, T, 2W	2
PERKINS	1908	3/60	1 Story, Brick	C, 2W	.75
P. S. No. 4		1/19	1 Story, Frame	2W	.25
CHAMPAIGN JUNIOR HIGH	1935	35/1100	3 Story, Stone	M, C, G-A, O, R, Ec, H, Sh, 8W	3.3
CHAMPAIGN SENIOR HIGH	1914	40/1100	2 Story, Brick		2.7
THORNBURN JUNIOR HIGH	1896/1927	13/300	3 Story, Brick	O, G-A, C, T, R, Ec, Sh, H, 2W	1.5
URBANA SENIOR HIGH	1913/'16	30/540	2½ Story, Brick Basement	G, A, M, C, 40, 4W	27

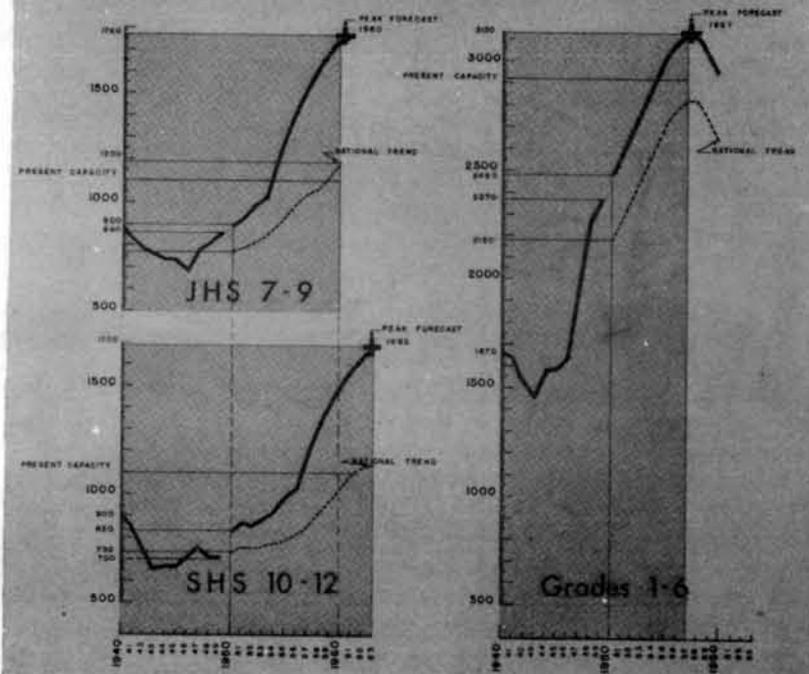
### KEY:

W Washroom  
BR Basement Room  
M Music Room  
C Cafeteria  
S Storeroom  
L Lunchroom

Ec Home Economics Room  
Com Community Room  
A Auditorium  
O Office  
R Reception Room  
SP Speech Correction Room  
K Kitchen  
Kin Kindergarten

Sh Shop  
H Health Room  
G Gymnasium  
T Teachers' Washroom  
SC Scouts  
Rec Recreation Room  
G-A Gym-Auditorium

## Champaign, Ill. Public School Enrollment Forecast



## • Peak Enrollment Period (1950 - 1965)

On a national basis, over-all school enrollment is expected to increase approximately 33 1/3% in the next eleven years, with 1947 enrollment taken as the base figure. This has been computed by competent authorities on estimates of the present population, the predictable future increases, and the known number of children who will be going through school in this period.

The accompanying graphs show this peak school enrollment forecast as applied to Champaign-Urbana for the coming 'critical period.'

The low point in elementary school enrollment in 1943-44, and the later corresponding drop in secondary school enrollment reflects the low birth rate during the 1934-38 period. The sharp and constant increase in birth rate since 1940 has already become evident in the great rise in today's elementary school enrollment. This increase in birth rate is predicted to continue until 1952. This creates a peak load in the elementary schools in 1957-58, after which it can be assumed to taper off when that school population will gradually shift to the junior and senior high school.

After 1958, in general, a tapering-off of the birth rate is expected until the current high school group marries. Thereafter a normal rise in birth-rate is forecast until 1980, when a decrease in the rate is again expected to continue past the turn of the century.

On the accompanying chart, the 1949 Urbana elementary school enrollment actually shows lower than the predicted forecast enrollment based on the national trend. The reverse is true for Champaign; the 1949 Champaign enrollment is higher than the national trend estimate. Therefore, the forecast curves have been corrected to match the 1949 levels, and from this anticipated peak plotted. (Present enrollments have invalidated the enrollment forecasts of separate surveys made for Champaign and Urbana several years ago; these levels are also shown on the graphs.)

National enrollment trends have also been taken into consideration for projected secondary school enrollments, but more realistic adjusted estimates have been made on the basis of present population and the carry-over from the projected elementary school load. The Senior High School figures assume that the 5% enrollment drop will be counterbalanced by the normal increase in population.

(Note: The University of Illinois Laboratory school and the parochial school populations have not been taken into consideration in these figures.)

Peak enrollment periods are forecast thus:

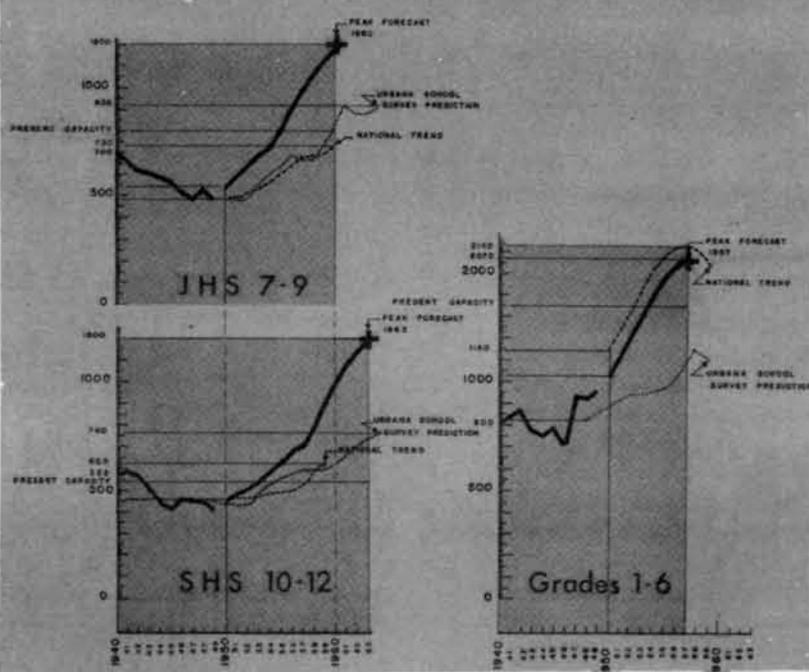
- 1957-58 Elementary schools
- 1958-60 Junior High Schools
- 1960-63 Senior High Schools

To accommodate the increased enrollment now entering the school system, and, the even larger predicted enrollment, a concentrated school building and expansion program beyond all past experience is clearly unavoidable; coordination must be instituted. Duplication in the center of the cities should be avoided; tuition payment or other means are possible. The University Laboratory School should be incorporated in the system to share the coming school load.

Beyond this, the greatest economy can be achieved by scheduling all improvements into positive moves toward the realization of the ultimate planned community-wide system. All 'emergency' expansion should, therefore, be directed wherever possible toward enlarging only those permanent schools whose ultimate predicted enrollment justifies expansion. This has been the basis for the formulation of the following recommendations as part of the overall plan, given in the table on the next page. In determining the school expansion requirements of individual neighborhood schools, predictions were made of the future housing market and residential construction in those particular areas, and adjusted to the enrollment forecasts.

During the five years following the peak enrollment period (1957-59) of the elementary schools, it will be possible, as noted on the table following, to schedule the abandonments and conversions that are necessary to bring the entire system into an economical and efficient unit.

## Urbana, Ill. Public School Enrollment Forecast



In formulating building plans, it will be well to keep in mind the possibility of flexible construction that would permit the conversion of part of the school building to community uses when and if the child population no longer warrants the use of the total number of classrooms. It is essential to realize that within a stable neighborhood, the demands for school facilities will rise and fall within certain periods of time as the families pass through the age cycles. Construction of school buildings for easy conversion to other uses would further guarantee the permanent value of the expenditures involved.

### ● Projected Peak Enrollment and Necessary Building Expansion

	Capacity/ Classrooms	Existing Enrollments	Peak Enrollment	Total Classrooms Needed	Building Program
<b>CHAMPAIGN</b>					
Elementary	2250/75	2349	3130 (1957)	104	29 class-rooms
Junior High	1100/35	867	1760 (1960)	59	24
Senior High	1100/30	717	1700 (1963)	57	27
Total	4450/140	3933	6590	220	80
<b>URBANA</b>					
Elementary	1350/45	1459	2070 (1957)	69	24
Junior High	300/10	337	1200 (1960)	40	40*
Senior High	540/18	572	1200 (1963)	40	22*
Total	2190/73	2368	4470	149	86*

\* By combining secondary school facilities, a reduction in the total number of classrooms needed can be achieved.

### ● Program Schedule for Peak Enrollment Period

#### ● Elementary Schools - Urbana

School	1949-50	1950-52	1957-59 (Peak Period)	1960-65
P.S. No. 4	Enrollment 11 Classrooms 1 Capacity 19	School to be abandoned; enrollment to Webber School		

#### SCHOOLS TO BE MAINTAINED UNTIL ULTIMATE ABANDONMENT

Lincoln	Enrollment 214 Classrooms 8 Capacity 250 Overload (none, 36 under)	Maintained	250	Abandon, enrollment to University School and Washington
Hayes	Enrollment 110 Classrooms 4 Capacity 120 Overload 10	Add one classroom, kitchen, gym, community room	150 5 150 0	Abandon with school system consolidation; enrollment to Lawhead school
Perkins	Enrollment 118 Classrooms 3 Capacity 90 Overload 28	Grades 1 to 3 in existing building; grades 4-6 to Washington school	90 3 90 66 overload to Washington	Abandon; enrollment to Washington school

#### SCHOOLS TO BE EXPANDED AS PERMANENT

School	1949-50	1950-52	1957-59 (Peak Period)	1960-65
Washington	Enrollment 132 Classrooms* 4 Capacity 90 Overload 28 (*rooms under-sized)	Add 6 classrooms, gym, kitchen, cafeteria, and special teachers' room.	240 10 300 0	Convert original 4 classrooms to other uses, expand new school (see 198x program)
Webber	Enrollment 364 Classrooms 11 Capacity 300 Overload 64	Add six classrooms, cafeteria, kitchen, gym.	500 17 510 0	Abandon original building, expand new school (see 198x program)
Leal	Enrollment 510 Classrooms 15 Capacity 430 Overload 80	Maintain, overload to new southeast school	430 15 430 120 pupils to new S.E. School 130 pupils to U. of I. school	Expand (see 198x program)
New SE School	Enrollment 144 Classrooms 6 Capacity 180 Overload ---	6 classrooms, gym, kitchen, teachers' room and special rooms.	180 (from Leal and new population) 6 180 0	Expand

#### ● Elementary Schools - Champaign

#### SCHOOLS TO BE MAINTAINED UNTIL ULTIMATE ABANDONMENT

Gregory	Enrollment 145 Classrooms 8 Capacity 240 Overload (none, 95 under)	Maintain Take 38 overload from Columbia	240 8 240 (50 overload from Columbia)	Abandon 1965, enrollment to McKinley converted.
Lincoln	Enrollment 183 Classrooms 8 Capacity 240 Overload (none, 57 under)	Maintain	240 8 240 0	Abandon, enrollment to new U. of I. Elementary School.
Marquette	Enrollment 175 Classrooms 8 Capacity 240 Overload (none, 65 under)	Abandon; 230 enrollment to U. of I. School, Colonel Wolfe and Willard		
Willard	Enrollment 120 Classrooms 4 Capacity 120 Overload 0	Maintain	120 4 120 (40 to U. of I. school)	Abandon, enrollment to U. of I. school
Colonel Wolfe	Enrollment 188 Classrooms 8 Capacity 240 Overload (none, 52 under)	Maintain	240 8 240 0	Special classes to converted Champaign Junior High School
Lawhead	Enrollment 140 Classrooms 4 Capacity 120 Overload 20	Add 4 classrooms, abandon 2 existing, or add 6	180 6 180 0	Abandon old 4 classroom add 5 with consolidation expand (see 198x Progra
Columbia	Enrollment 398 Classrooms 12 Capacity 360 Overload 38	Add 4 classrooms, overload to Gregory	480 16 480 (50 overload to Gregory)	Abandon 4 classrooms, expand (see 198x Progra

School	1949-50	1950-52	1957-59 (Peak Period)	1960-65
Dr. Howard	Enrollment 468 Classrooms 12 Capacity 360 Overload 108	Maintain; overload to Switzer	360 12 360 187 overload to Switzer 77 overload to SW School	Expand
Switzer	Enrollment 130 Classrooms 4 Capacity 120 Overload 10	Add 8 classrooms Take overload from Dr. Howard school	360 12 360 187 overload from Dr. Howard	Convert to Junior High School, expand.
S. Side	Enrollment 402 Classrooms 7 Capacity 210 Overload 192	Add 7 classrooms Overload to SW school (new)	420 14 420 116 overload to new SW school	Expand or combine with Junior High School, rebuild
New SW School	Enrollment 192 Classrooms 7 Capacity 210	From South Side School	193 7 210 116 from South Side School 77 from Dr. Howard	Expand (see 198x Program)
University Laboratory School*	Enrollment Classrooms Capacity		400 13 400 130 overload from Leal School 35 overload from Lincoln (U) 230 overload from Marquette 40 overload from Willard	

\* This assumes that the College of Education will carry its share of the Twin Cities' pupil enrollment, and that the building will be used to the maximum for elementary pupils during the peak period, and the existing building be continued as a school until 1960.

## • Secondary Schools - Urbana

School	1949-50	1950-52	1957-59 (Peak Period)	1960-65
Thornburn	Enrollment 337 Classrooms 13 Capacity 300 Overload 37	Maintain	Maintain until enrollment can be accommodated in new Junior and Senior High Schools	
Urbana Jr.-Senior High School	Enrollment 540 Capacity 540			Enrollment 1900 Present capacity 540 Needed capacity to add 1360

## • Secondary Schools - Champaign

McKinley Junior High	Enrollment Classrooms 35 Capacity 1100	Maintain	1100 35 1100 620 overload to new S. Side Junior High 100 overload to University Junior High	Partial conversion to elementary school after peak Junior High School enrollment period. 19 classrooms (1960)
South Side (Junior High)		Add 4 classrooms	Enrollment 620 Classrooms 20 Capacity 600	Expand (see 198x Program)
Champaign Senior High School	Classrooms 40 Capacity 1100	Maintain		15 additional classrooms added
University Laboratory School (Combined Jr. and Sr.)			Enrollment 400 Classrooms 13-14 Capacity 400	100 each from Champaign and Urbana to Jr. High 100 each to Senior High School

# ● Long Range School Program

## ● Projected School Enrollment

Champaign and Urbana are assumed to continue to grow in their past proportion (roughly 3:2), and the child population per family is assumed to decrease to its 1940 ratio (1.6 children per family, or 15 children per 1,000 population), as predicted by the U.S. Census Bureau.

The total school requirements, therefore, of this expanded Champaign-Urbana population can be stated as shown below, including the theoretical and divided enrollments and the classroom facilities necessary to accommodate them.

	Enrollment - 198X	Required Classrooms
<b>CHAMPAIGN SCHOOLS</b>		
Kindergarten and Elementary	3770	128
Junior High	1760	60
Senior High	1660	55
<b>URBANA SCHOOLS</b>		
Kindergarten and Elementary	1890	63
Junior High	875	29
Senior High	830	27
<b>UNIVERSITY OF ILLINOIS LABORATORY SCHOOL</b>		
Kindergarten and Elementary	400	14
Junior-Senior High	750	14

Following the peak enrollments of 1956-63, the predicted slump in the overall attendance (countered to some degree by the gradually increasing population) provides an opportunity for the necessary abandonment of those obsolete structures which can no longer meet adequate educational standards, and their replacement by new construction where needed. This represents a gradual replacement program to provide school facilities for the next and even larger overload of children predicted in 198X.

The tables and maps following portray this maximum program for the ultimate population of 198X.

This program is built on several basic premises predicated, but not wholly achieved, in the initial post-war expansion. These are, in the order of their importance:

1. Consolidation of or cooperation between the Twin City-rural school districts, and the inclusion of the facilities of the College of Education of the University of Illinois in serving the distribution of pupils throughout the over-all school system.
2. The integration of elementary schools with the local parks as the nucleus of organized neighborhood centers, for adult and child, social, educational, and recreational purposes. Secondary school areas should also be provided and equipped so as to extend these same facilities on a wider basis.
3. One hundred per cent attendance should be achieved from kindergarten through senior high school. In addition, there is an increasing need for adequate special education for children and adults in the permanent school program, and pre-school education should be undertaken as an integral part of the public school system.
4. Attendance areas for individual schools should be defined as far as possible to coincide with the natural neighborhood boundaries, thus fully representing the needs of those individual social groupings.

## ● Recommendations for Future Status of Existing Schools 198x

**Dr. Howard:** Expand to 24 classrooms for continued use as an elementary school.

**Columbia:** Original 4 classrooms to be razed, expand to 17 classrooms for use as elementary school.

**South Side:** Expand to 24 classrooms for continued use as elementary school (or conversion for junior high school).

**Switzer:** Expand to 40 classrooms and convert for use as junior high school.

**Lawhead:** Raze old building, replace by new school fronting on Douglas Park.

**Colonel Wolfe:** Abandon as school (1960-65), raze or convert to community center or park site (attendance to new University of Illinois elementary school).

**Gregory:** Abandon as school (1960-65), raze or convert to community center (attendance to CJHS converted).

**Lincoln (C):** Abandon (1960-65), raze or convert to community center or adult education (attendance to CJHS converted).

**Marquette:** Abandon as school (1952), raze or convert to community center (attendance to new University of Illinois elementary school).

**Percival:** Abandon.

**Leal:** Expand to 20 classrooms for continued use as an elementary school.

**Washington:** Expand to 14 classrooms for continued use as an elementary school.

**Webber:** Abandon when new building on same site is completed, in connection with Victory Park (1960-70).

**Willard:** Abandon as school (1960-65), raze or convert to community center (attendance to new University of Illinois elementary school).

**Hays:** With consolidation, abandon as school, convert to public building, such as Park District Headquarters (attendance to Lawhead).

**Lincoln (U):** Abandon as school (1960-70), raze or convert to community center (attendance to Lawhead).

**Perkins:** Abandon as school by 1960, convert to community center (attendance to Washington).

**P.S. No. 4.** Abandon as school, attendance to Webber.

**Champaign Junior High School:** Convert for use as elementary school and special education.

**Champaign Senior High School:** Expand to 55 rooms, new athletic field, Hessel Park extension.

**Thornburn Junior High School:** Convert to administration offices or community center by 1963.

**Urbana High School:** Expand to 56 classrooms for use as combined but separate junior-senior high school.

**University High School:** Convert to College of Education use.

• Development Plan for Elementary Schools (198x)

School and Neighborhood Population	Nursery School population Nursery site Kindergarten pupils	Elementary pupils Classrooms**	Present classrooms and facilities retained	Total Playground Area	Total Site***	Additional site needed
<b>CHAMPAIGN</b>						
Lawhead 5318	158/ Douglas Park 79	554/ 18 classrooms	4 (1950 expansion)	In park	2.64 acres	2.64
Columbia 4958	148/ Neighborhood Park 74	443/ 17 classrooms	8 and auditorium	In park	2.45	1.
Dr. Howard 7011	209/ Eisner Park 104	626/ 24 classrooms	12 and all existing facilities	1.68	5.45	2.95
McKinley (Converted to elementary) 10,241	264/ West Side Park 132	792/ 35 classrooms	35 (some used for special education) and all existing facilities	2.1	4.5	1.2
Southwest School 3,993	108/ School site 54	356/ 14 classrooms	New building (1950-51)	1.	2.95 of 5 acre site	-----
South Side (Elementary) 6,843	203/ Hessel Park 102	610/ 24 classrooms	10 (including 1950 expansion)	1.68	5.08 expansion on the present site, or conversion to junior high school and relocation of elementary school in Hessel Park area.	
<b>URBANA</b>						
Washington 4217	127/ Crystal Lake Park 63	380/ 14 classrooms	4 classrooms converted and 1950-51 expansion	1	3.6	1.1
Webber 5300	158/ SE Park 79	475/ 16 classrooms	New building	1.2	3.8	2.6
Leal 5734	172/ Thornburn site converted 86	515/ 20 classrooms	14 classrooms and all existing facilities	1.4	3.65	1.75
Southeast 3678	105/ Blair Park 53	317/ 12 classrooms	New building	1	2.68 of 5 acre site	-----
University of Illinois Laboratory School 2280		400/ 14 classrooms	New building	1.2	4.3	-----

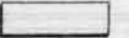
Note: \*\* Classrooms figured at maximum of 30 pupils per classroom  
 \*\*\* Site total includes building acreage, service area, expansion area and playground area.

• Development Plan for Secondary Schools (198x)

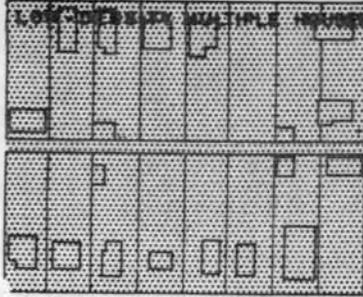
School and Neighborhoods Served	Area population served	Enrollment/ Classrooms	Existing facilities Retained	Total Playground	Total Site	Additional Building Need
<b>JUNIOR HIGH SCHOOLS</b>						
Switzer (Columbia, Dr. Howard, McKinley)	22,400	1200/ 40 classrooms	12 rooms and all existing facilities	3 acres	10.2	28 classrooms
Southside (S. Side, SW,, McKinley)	10,640	560/ 19 classrooms	New building	1.2	13.5	New building
McKinley Field (U) (Washington, Webber, Leal, SE Urbana)	18,930	876/ 29 classrooms	New building	2	27	New building
<b>SENIOR HIGH SCHOOLS</b>						
Champaign High School (Neighborhoods same as Switzer and S. Side)	33,046	1666/ 55 classrooms	40 rooms and all existing facilities	20		15 classrooms
Urbana High School (Neighborhoods same as Jr. High)	18,930	828/ 27 classrooms	30 rooms and all existing facilities	20	27	
University of Illinois Jr. and Sr. High (Lawhead, Campus area)	7,600	400/ 14 classrooms	New building	13.2 (Illinois Field)		New building

Note: On this and preceding table, the standards and figures given indicate a trend, are not set forth as exact.

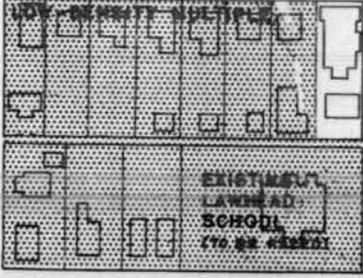
# Champaign Schools Expansion

Existing — Site , Building   
 Expansion — " , " 

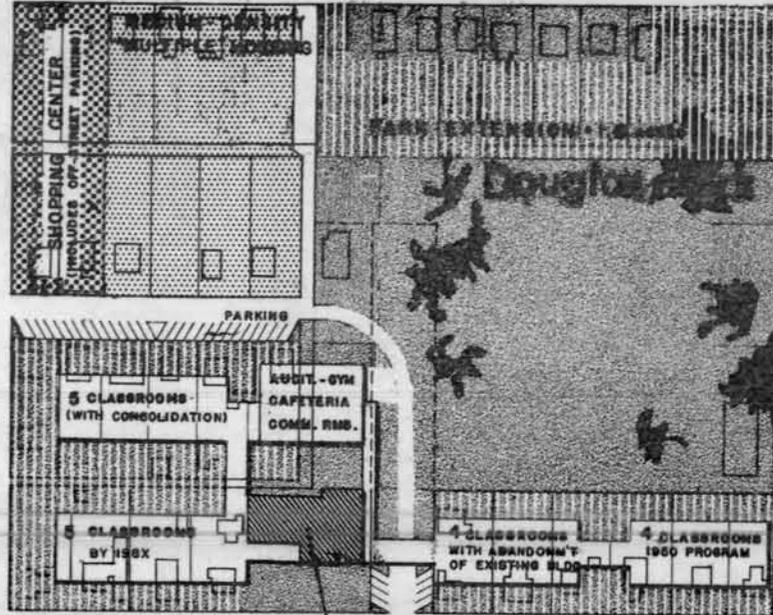
## EUREKA



## TREMONT

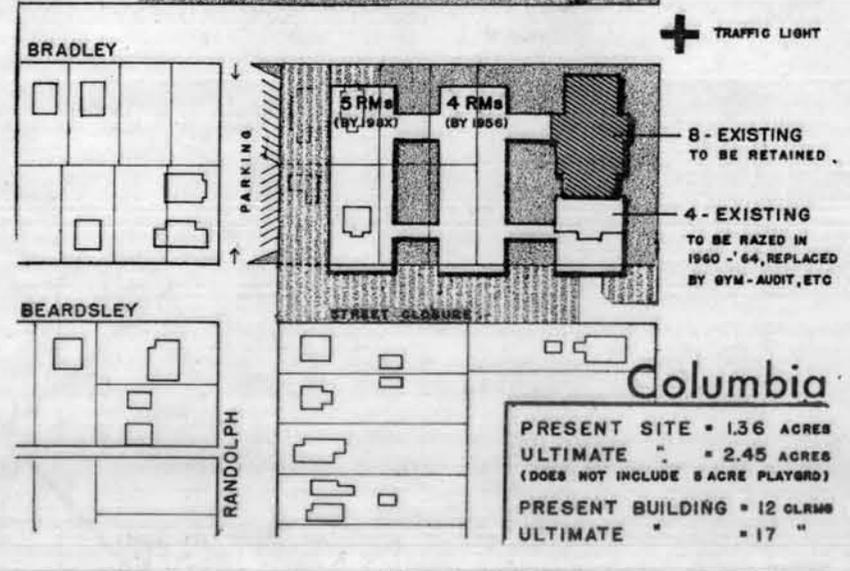


## GROVE

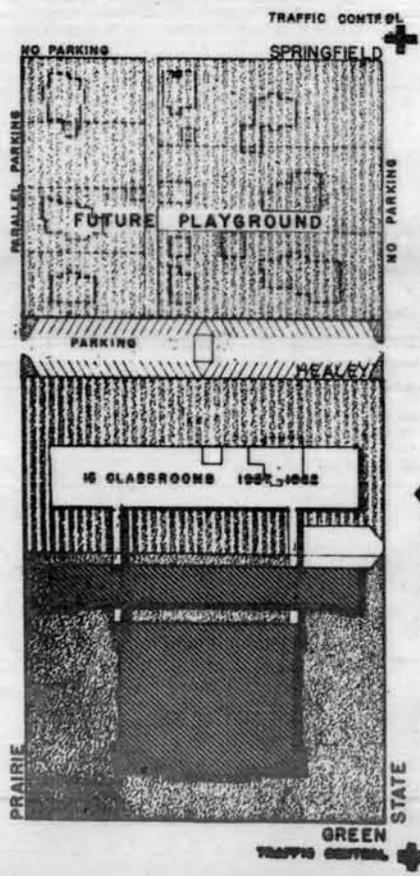


**Lawhead**  
 PRESENT SITE = .6 ACRES (TO BE ABANDONED)      ULTIMATE SITE = 2.64 ACRES  
 " BUILDING = 4 CLASSROOMS ( " )                      " BUILDING = 18 CLASSRMS.

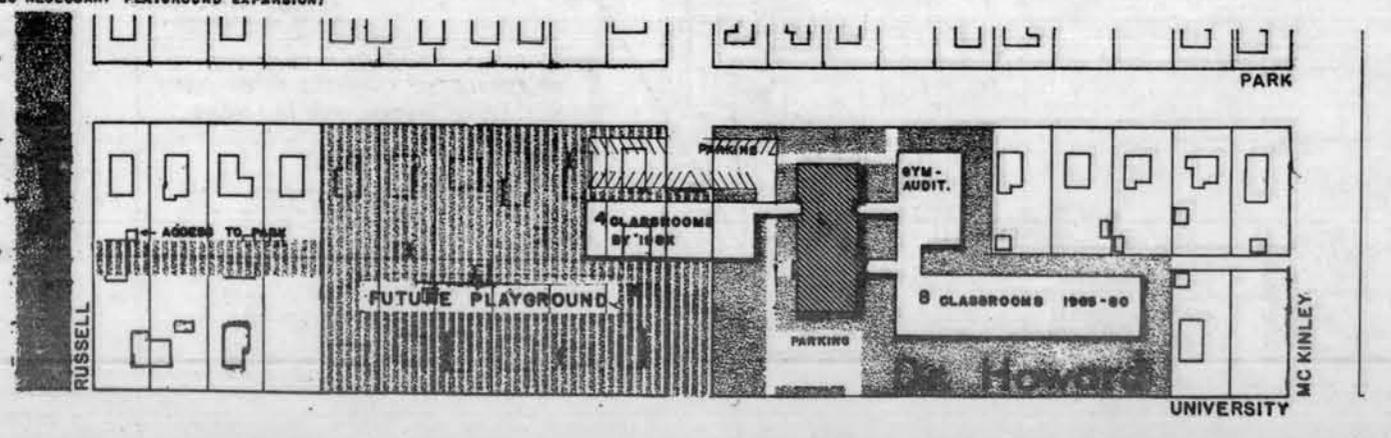
5-ACRE NEIGHBORHOOD PARK - PLAYGROUND  
 (TO BE ACQUIRED FROM COUNTY HOUSING AUTHORITY)



**Columbia**  
 PRESENT SITE = 1.36 ACRES  
 ULTIMATE " = 2.45 ACRES (DOES NOT INCLUDE 5 ACRE PLAYGRD)  
 PRESENT BUILDING = 12 CLRRMS  
 ULTIMATE " = 17 "

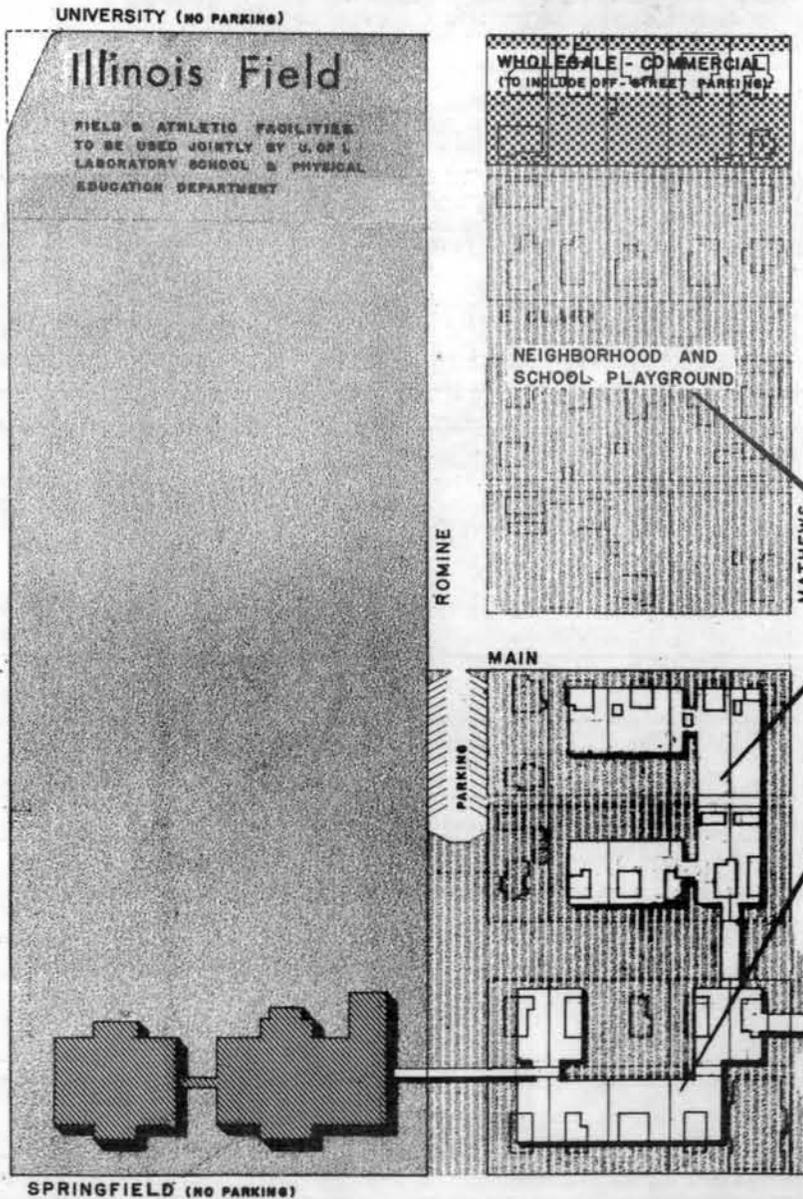
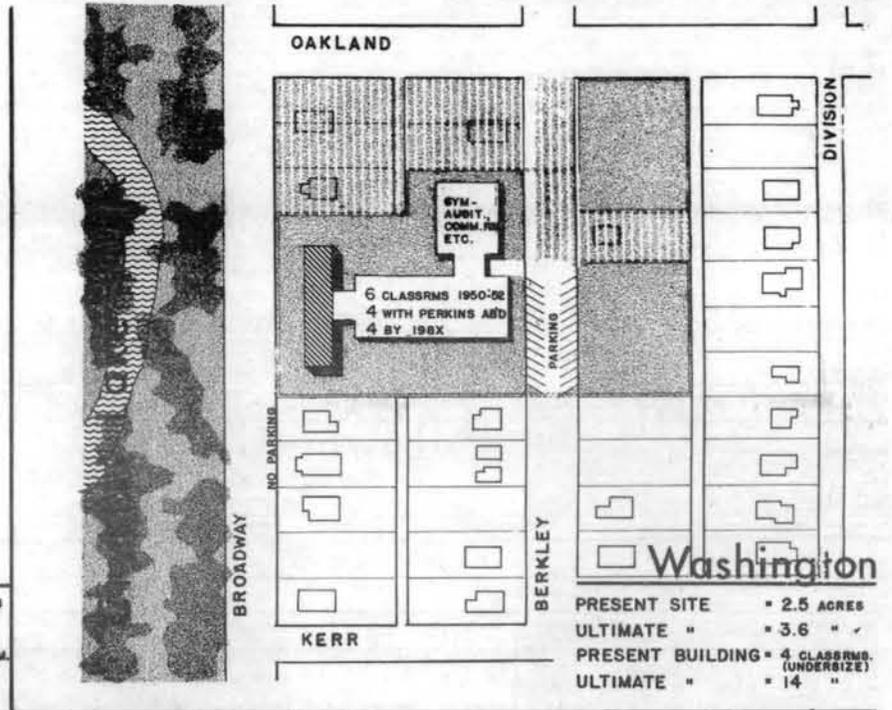
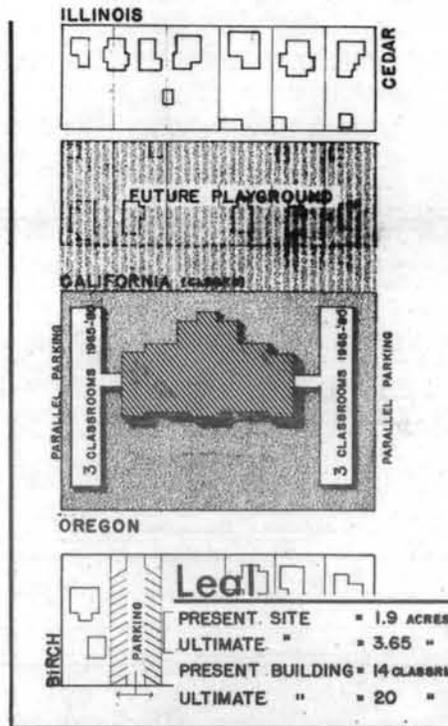
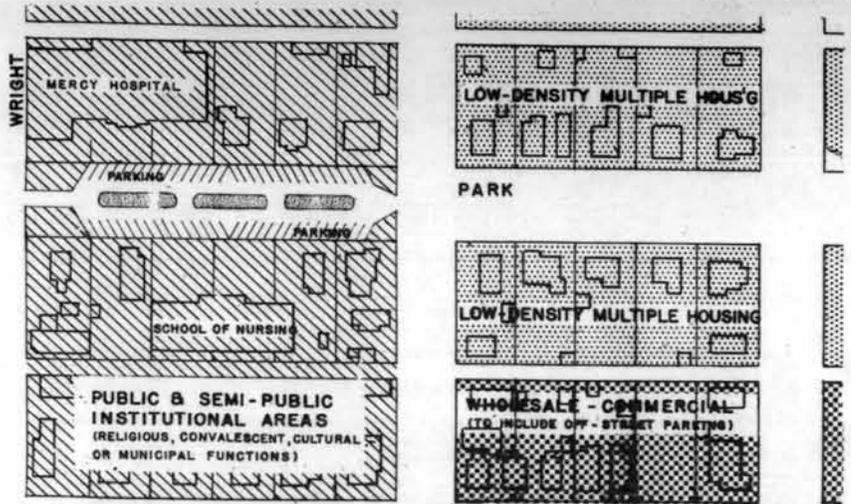


**Mc Kinley**  
 PRESENT SITE = 3.3 ACRES  
 ULTIMATE " = 4.5 " (PROVIDES NECESSARY PLAYGROUND EXPANSION)  
**Senior High**  
 PRESENT SITE = 2.7 ACRES  
 ULTIMATE " = 7.6 "  
 PRESENT BUILDING = 40 CLASSRMS.  
 ULTIMATE " = 55 "  
**Dr Howard**  
 PRESENT SITE = 2.5 ACRES  
 ULTIMATE " = 5.45 "  
 PRESENT BUILDING = 12 CLASSRMS.  
 ULTIMATE " = 24 "



# Urbana Schools Expansion

Existing —  
 Site — Building —  
 Expansion — Site — Building —



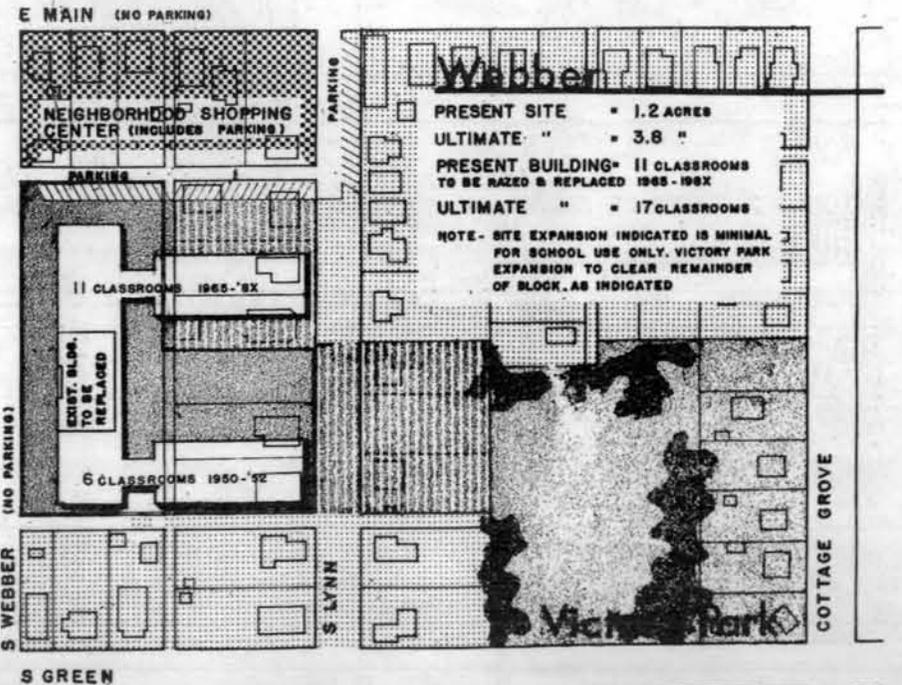
## U. of I. Lab. School Elementary -

ULTIMATE BUILDING = 14 CLASSROOMS  
 " SITE = 4.3 ACRES (PART)

## J-Senior High -

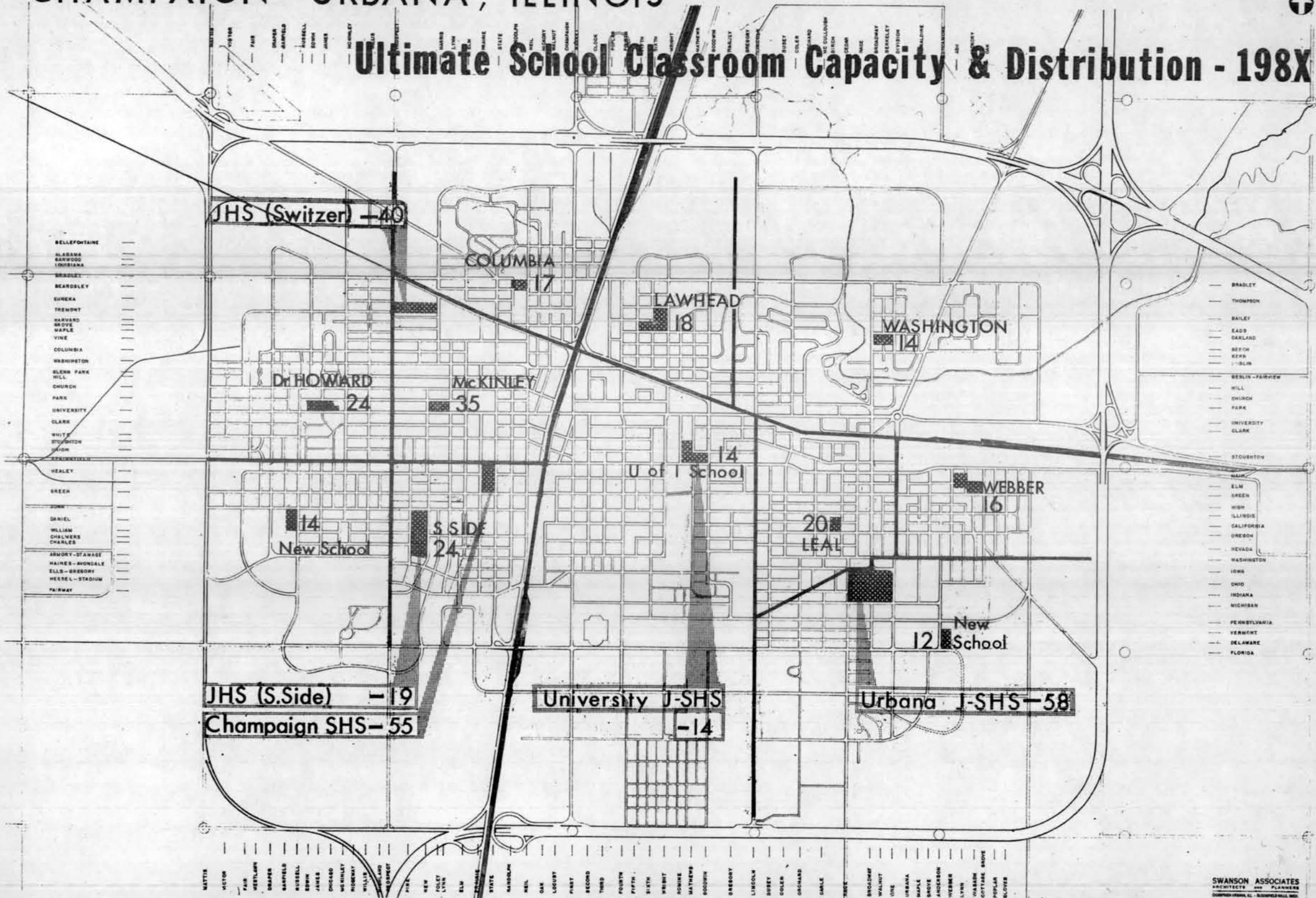
ULTIMATE BUILDING = 14 CLASSROOMS  
 " SITE = 4.3 ACRES (PART) & JOINT USE OF ILL. FIELD-13.2 A.

EXISTING UNIVERSITY HIGH SCHOOL TO BE CONVERTED, EXPANDED TO UNIVERSITY & SPECIAL INSTRUCTION FUNCTIONS.....  
 STOUGHTON



# CHAMPAIGN - URBANA, ILLINOIS

## Ultimate School Classroom Capacity & Distribution - 198X



# V • Parks and Playgrounds

In Champaign-Urbana, as in other communities across the country, there is an increasing need for more adequate park and recreational facilities. Attention has been focused on the problem in recent years by the pressures of increased leisure in the wake of reduced working hours; by the demands of growing segment of population which is older, and frequently retired from active work; by the rapid absorption of vacant land, particularly in the post-war years, with too little attention paid to the need for holding open land for public use; and the present-day tendency toward small homes and lots with reduced play area.

With one or two notable exceptions, existing public parks in Champaign-Urbana were donated by civic-minded individuals or purchased for community use from 40 to 80 years ago. This heritage of the past has had little embellishment. Higher land values coupled with the passing of the era of "donation and dedication" makes the acquisition of parks and recreational areas a public responsibility.

Parks and playgrounds have proved of high economic value, for they both stabilize and improve the character of the neighborhood. The existence of open area helps to overcome the effects of congestion, and tends to curb the uneconomic movement to the suburban periphery.

Large scale recreational areas are also valuable and necessary conservation measures, in terms of soil, water, and wildlife. Strategic "spotting" can preserve scenic spots before the further onslaught of waste, expansion, and commercialization.

Champaign-Urbana falls far below accepted planning standards for park and recreational areas and facilities, a situation which has led some qualified experts to dub the community "a recreational desert".

Statistically, the park area amounts to 2.4% of the total land use, in comparison with the average American city park coverage of 4.0%. There are 10 parks in Champaign, 5 in Urbana; however, the total acreage for Champaign is 55, and for Urbana 103. Only two parks are of adequate size to meet modern active recreational purposes on a city-wide basis.

The planning problem involves:

1) the satisfaction of local needs, particularly neighborhood and inter-neighborhood facilities within the residential areas and

2) the provision of adequate large-scale recreational facilities for the transient population, including Chanute Field (14,000) and the University of Illinois (20,000), mainly young people, and the rural and "rurban" population within the market area for which the Twin Cities are a cultural-recreational-commercial focus.

A planning standard of 10 acres per 1,000 population was taken as the city-wide goal for active and passive recreation space. This total space is divided proportionately among the following categories:

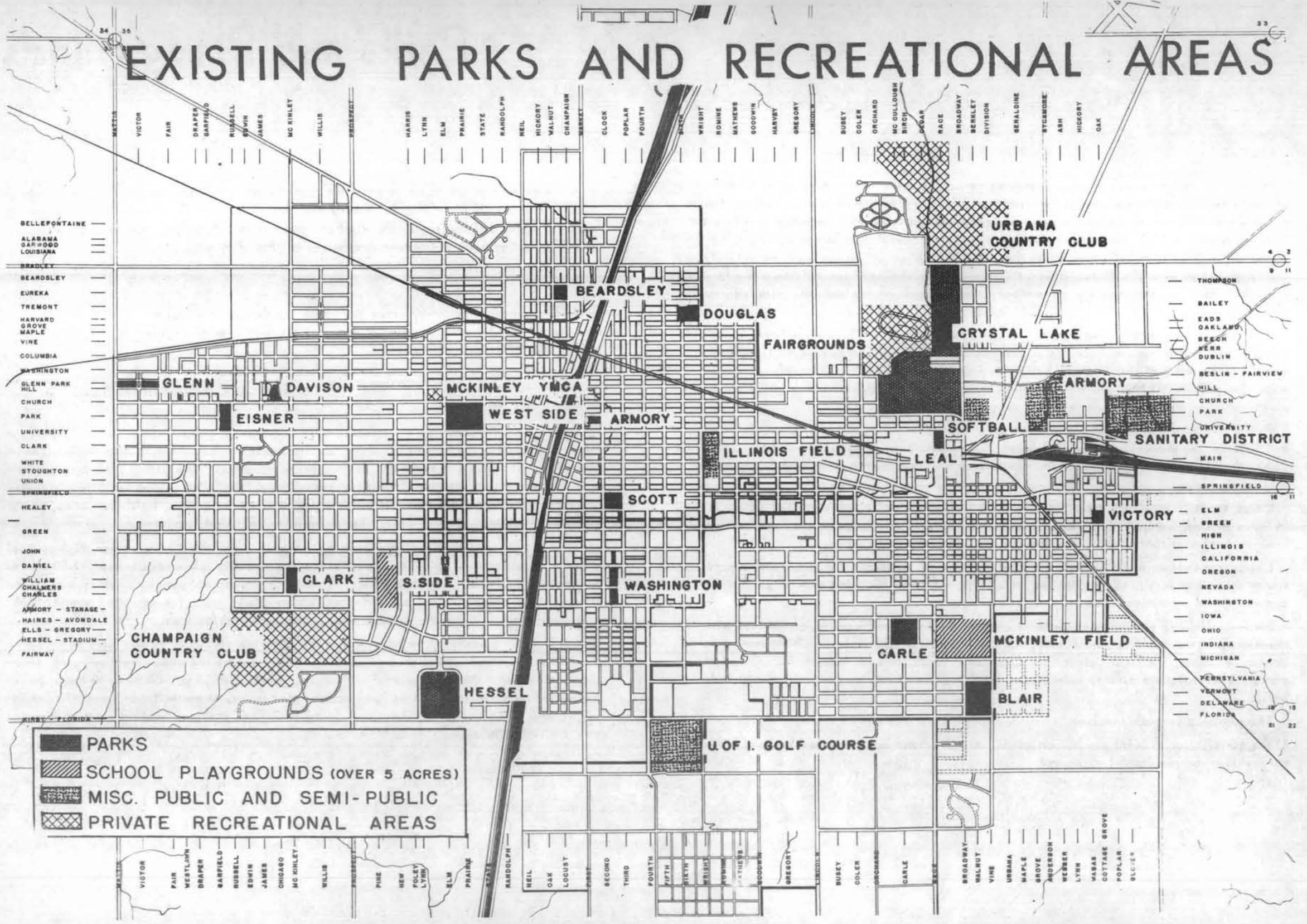
a) Playlots and interior parks, to be spaced not more than  $\frac{1}{4}$  mile from every home served, and approximately 1 acre in size. Suggested facilities: sandboxes, swings, wading pool, benches.

b) Neighborhood playgrounds, combined with elementary school sites, and neighborhood parks, for passive recreation, to serve the residential areas within  $\frac{1}{2}$  mile radius. These should be 2.75 acres if separate, 5-10 acres if combined. The playground area requirements may be filled by the elementary school playground. Suggested facilities: Apparatus area, open space for informal play, surfaced court for games, field for games, spray pool or other water activity area, shelter building, drinking fountain.

c) Inter-neighborhood playfields, which coincide with the junior-senior high school athletic grounds, serving an area roughly 4 miles square, space requirement 12-20 acres. Suggested facilities: surfaced courts, fields for organized games, small sports areas (horseshoes, croquet, etc.) amphitheater, nature study area, ice or roller skating rink, archery range, field house, storage sheds, adequate parking area.

d) Large-scale peripheral parks within walking, biking distance, or bus service to serve the entire urban and market area population. This category includes municipal golf course, picnic areas, etc; these peripheral or "natural" parks should be 100 acres or more, possibly including such facilities as hard surface play areas, scoutcraft areas and clubhouses picnic areas and shelters, hiking and riding trails and stables, boating area, swimming zoo, and wild-life area.

# EXISTING PARKS AND RECREATIONAL AREAS



- PARKS
- SCHOOL PLAYGROUNDS (OVER 5 ACRES)
- MISC. PUBLIC AND SEMI-PUBLIC
- PRIVATE RECREATIONAL AREAS

BELLEFONTAINE  
 ALABAMA  
 GARWOOD  
 LOUISIANA  
 BRADLEY  
 BEARDSLEY  
 EUREKA  
 TREMONT  
 HARVARD  
 GROVE  
 MAPLE  
 VINE  
 COLUMBIA  
 WASHINGTON  
 GLENN PARK  
 HILL  
 CHURCH  
 PARK  
 UNIVERSITY  
 CLARK  
 WHITE  
 STOUGHTON  
 UNION  
 SPRINGFIELD  
 HEALEY  
 GREEN  
 JOHN  
 DANIEL  
 WILLIAM  
 CHALMERS  
 CHARLES  
 ARMORY - STANAGE  
 HAINES - AVONDALE  
 ELLS - GREGORY  
 HESSEL - STADIUM  
 FAIRWAY  
 KIRBY - FLORIDA

THOMPSON  
 BAILEY  
 EADS  
 OAKLAND  
 BEECH  
 FERR  
 DUBLIN  
 BESLIN - FAIRVIEW  
 HILL  
 CHURCH  
 PARK  
 UNIVERSITY  
 DISTRICT  
 MAIN  
 SPRINGFIELD  
 ELM  
 GREEN  
 HIGH  
 ILLINOIS  
 CALIFORNIA  
 OREGON  
 NEVADA  
 WASHINGTON  
 IOWA  
 OHIO  
 INDIANA  
 MICHIGAN  
 PENNSYLVANIA  
 VERMONT  
 DELAWARE  
 FLORIDA

VICTOR  
 FAIR  
 DRAPER  
 BARFIELD  
 RUSSELL  
 EDWIN  
 JAMES  
 CHICAGO  
 MC KINLEY  
 WILLIS  
 PROSPECT  
 PINE  
 NEW  
 FOLEY  
 LYNN  
 ELM  
 PRAIRIE  
 STATE  
 RANDOLPH  
 NEIL  
 HICKORY  
 WALNUT  
 CHAMPAIGN  
 MARKET  
 CLOCK  
 POPLAR  
 FOURTH  
 BAZEN  
 WRIGHT  
 ROHME  
 MATHEWS  
 GOODWIN  
 HARVEY  
 GREGORY  
 LINCOLN  
 BUREY  
 COLER  
 ORCHARD  
 MC GULLOUGH  
 BIRCH  
 CEDAR  
 RACE  
 BROADWAY  
 BERKLEY  
 DIVISION  
 GERALDINE  
 STERREUSE  
 ASH  
 HICKORY  
 OAK

VICTOR  
 FAIR  
 WESTLAWN  
 DRAPER  
 BARFIELD  
 RUSSELL  
 EDWIN  
 JAMES  
 CHICAGO  
 MC KINLEY  
 WILLIS  
 PROSPECT  
 PINE  
 NEW  
 FOLEY  
 LYNN  
 ELM  
 PRAIRIE  
 STATE  
 RANDOLPH  
 NEIL  
 HICKORY  
 WALNUT  
 LOCUST  
 FIRST  
 SECOND  
 THIRD  
 FOURTH  
 FIFTH  
 SIXTH  
 WRIGHT  
 POWING  
 ATHERTON  
 GOODWIN  
 GREGORY  
 LINCOLN  
 BUREY  
 COLER  
 ORCHARD  
 CARLE  
 RACE  
 BROADWAY  
 WALNUT  
 VINE  
 URBANA  
 MAPLE  
 GROVE  
 BROOKHOLM  
 ANDERSON  
 WEBBER  
 LYNN  
 VASAS  
 GOTTAGE GROVE  
 POPLAR  
 BUCKEN

## ● Existing Facilities

### ● Parks

	SIZE (ACRES)	FACILITIES
<b>CHAMPAIGN</b>		
Beardsley Park	1.9 acres	-----
Scott Park	3.22 acres	wading pool (not used), swings, benches, 2 shuffle-boards, basketball board (Boneyard runs through).
Davison Park	1.22 acres	benches
Eisner Park	4.35 acres	softball diamond, 2 shuffle board, 2 tennis courts (poor condition), 1 picnic fireplace
Hessel Park	20.4 acres	4 tennis courts, 2 sets of swings, and bars, soft- ball diamond, pavilion, 6 shuffleboard, picnic tables, fireplaces
Clark Park	3.2 acres	tennis courts
Douglas Park	4. acres	Community building, ball diamond, shuffle board, 2 tennis courts, model flying ring, tool house
Washington Park	2.45 acres	-----
West Side Park	12.3 acres	large fountain, wading pool, band pavilion, shuffle- board, swings for tots, open space used for softball
Glenn Park	2.0 acres	-----
<b>URBANA</b>		
Blair Park	10 acres	open space for ball games, etc.
Carle Park	8.3 acres	shelter house-equipment, toilets, swings, playground equipment, benches, ball diamond, horseshoes
Leal Park	1.97 acres	shelter house-dance hall, benches, tables
Victory Park	2.24 acres	softball, room for other facilities, horseshoes
Crystal Lake Park	80.2 acres	stream, artificial lake, swimming pool, picnic grounds, pavilion, dance hall, boating and fishing, swings, slides, ball diamond

### ● School Playgrounds

<b>CHAMPAIGN</b>	
Elementary schools	20.38 acres
South Side school	10.4
Total	30.78
<b>URBANA</b>	
Elementary schools	10.8
McKinley Field	27
Total	37.8

### ● Miscellaneous Public and Semi-Public Areas

Champaign Armory (indoors)	
Urbana Armory	
Softball Field	6.8
University (not available to the public)	
Illinois Field	13
Univ. Golf Course	170
Miscellaneous campus playfields, courts, etc.	
Urbana-Champaign Sanitary District	51 (including picnic area)

### ● Private Recreational Areas

Champaign Country Club	92
Urbana Country Club	113 (88 additional contemplated)

# • Neighborhood Parks and Playgrounds

Neighborhood facilities form the backbone of any park system. These parks and recreational facilities are usually integrated with the 'neighborhood center', and are in many cases coincident with the elementary school site.

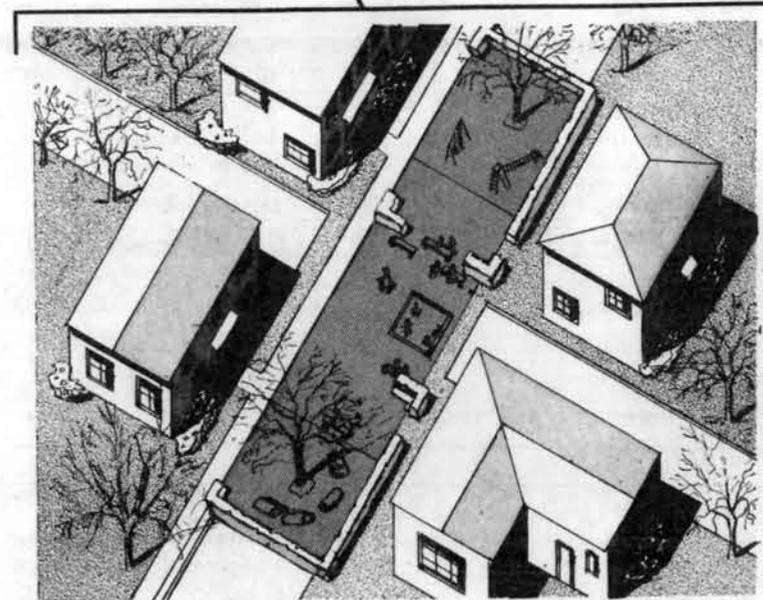
There is a particular need for small playyards for pre-school children, as these 'tot lots' should be completely separate from the more active play areas used by older children and adults, they could well be located in the parks (passive recreation areas). Since the dispersion of suitable open space is not consistent with the over-all residential pattern, some of these tot-lots will have to be created from vacant lots, closed streets or alleys, or through interior block space made available by the surrounding property-owners. Ideally these lots should be located in every block; the more practical solution would be 1/2 mile dispersion (1/4 mile radius from homes served.) This would total approximately 30 such small areas throughout the Twin Cities. The location and designation of play lots and small parks is largely dependent on the neighborhood development; no specific proposals are included in this plan. An illustration suggesting how this might be accomplished in a typical developed area is shown right.

Amount of additional needed area and expansion sites for neighborhood parks and playgrounds to serve the eleven residential neighborhood units of Champaign-Urbana is given in the table below. The sketch map of Victory Park, right, shows a typical development which would be desirable.



## Tot Lot

PLAY AREA FOR PRE-SCHOOL CHILDREN  
EXAMPLE OF DEVELOPMENT BY CLOSURE OF STREETS



## • Recommended Neighborhood Park and Playground Expansion

Neighborhood	PARKS		PLAYGROUNDS	
	Area Needed (Acres)	Sites	Area Needed (Acres)	Sites
<b>URBANA</b>				
Washington 4,217 population	3 plus	Crystal Lake Park, Leal Park 5% Fairgrounds subdivision	5	Washington School, Perkins School area converted to recreational use
Webber 5,297 population	3.5 plus	Victory Park expanded	6 plus	Victory Park combined with Webber school grounds
S. E. Urbana 3,678 population	2.5	5% from new subdivision, Blair Park (developed with McKinley Field)	4.5	S.E. School site
Leal 5,734 population	5	Carle Park	0	Carle Park, Thornburn JHS converted to recreational use Lincoln school site converted
<b>CHAMPAIGN</b>				
Lawhead 5,318 population	6	Douglas Park extended	6	Hayes School converted to recreational use Douglas Park combined with school grounds
Columbia 4,958 population	3.5	Columbia Park, Beardsley Park, 5% new subdivision	6	Columbia school site expanded Switzer Playfield West Side Park
Champaign JHS 10,241 population	10	West Side Park	12	South Side athletic field Champaign High School site
South Side 6,843 population	5	Hessel Park	8.4	Dr. Howard school site expanded
Dr. Howard	5	Davison Park, Glenn Park Eisner Park, 5% new subdivision	8.4	SW Champaign school site
S. W. Champaign 3,993 population	3	Clark Park	5	Illini Field or U. of I. Elementary school site.
U. of I. 2,281 population	2	Scott Park	3.25	



## Victory Park

NEIGHBORHOOD PARK AND PLAYGROUND COMBINED WITH WEBBER SCHOOL EXPANDED TO COTTAGE GROVE AVE. ON EAST - COMPRISING 3.14 ACRES  
FUTURE EXPANSION INCLUDES ENTIRE BLOCK

## ● Inter-neighborhood Parks and Playgrounds

To supplement neighborhood parks and playgrounds, there should be larger areas, serving several neighborhoods within a one-mile radius, and providing the necessary facilities to serve city-wide recreational functions. New park areas of this nature would necessarily be located on the edge of the city, where large tracts of land are available for future expansion.

### ● Urbana Park Recommendations

**Crystal Lake Park.** With the recommended addition of the wooded preserve to the north (Tawney Woods) and the sloping land now in the Champaign County Fairgrounds, the total park area would be increased to 175 acres. The park should be preserved as a municipal natural area, with the recommendation of the addition of recreational facilities similar to but less extensive than those shown in the Hessel Park extension sketch map.

**McKinley Field-Blair Park.** A parallel inter-neighborhood center for Urbana would be coordinated and developed with the High School facilities on McKinley Field and adjacent Blair Park.

**Illinois Field.** Combined use of Illinois Field for high school athletics and public recreation would provide for the mass needs of the central area of Champaign-Urbana if the University-owned Field were opened to the public.

### ● Champaign Park Recommendations

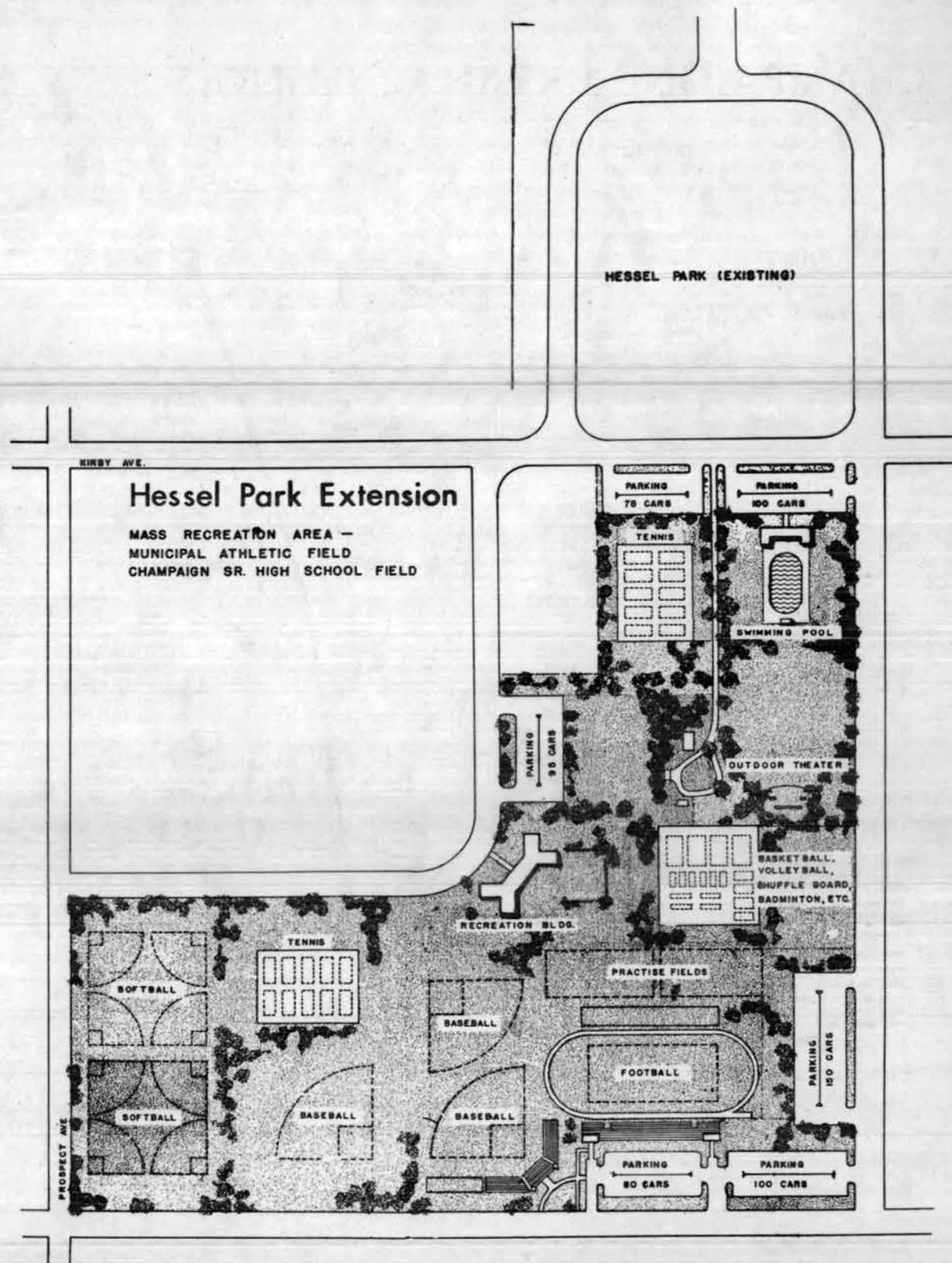
**North West Champaign Park.** A need exists in north and west Champaign for a similar inter-neighborhood park on a less extensive scale. Several alternate locations have been studied and designated on the larger map completing this section.

1. Location 'A' in northwest Champaign, west of Prospect Avenue, south of the proposed expressway and east of Arthur-Mattis Road. This location would also provide an adequate athletic field near the projected Switzer Junior High School.

2. Location 'B' north of the present Garden Park development, and encompassing the waterhead of the Boneyard. This recreation area would be accessible to the more congested residential area of northwest Champaign.

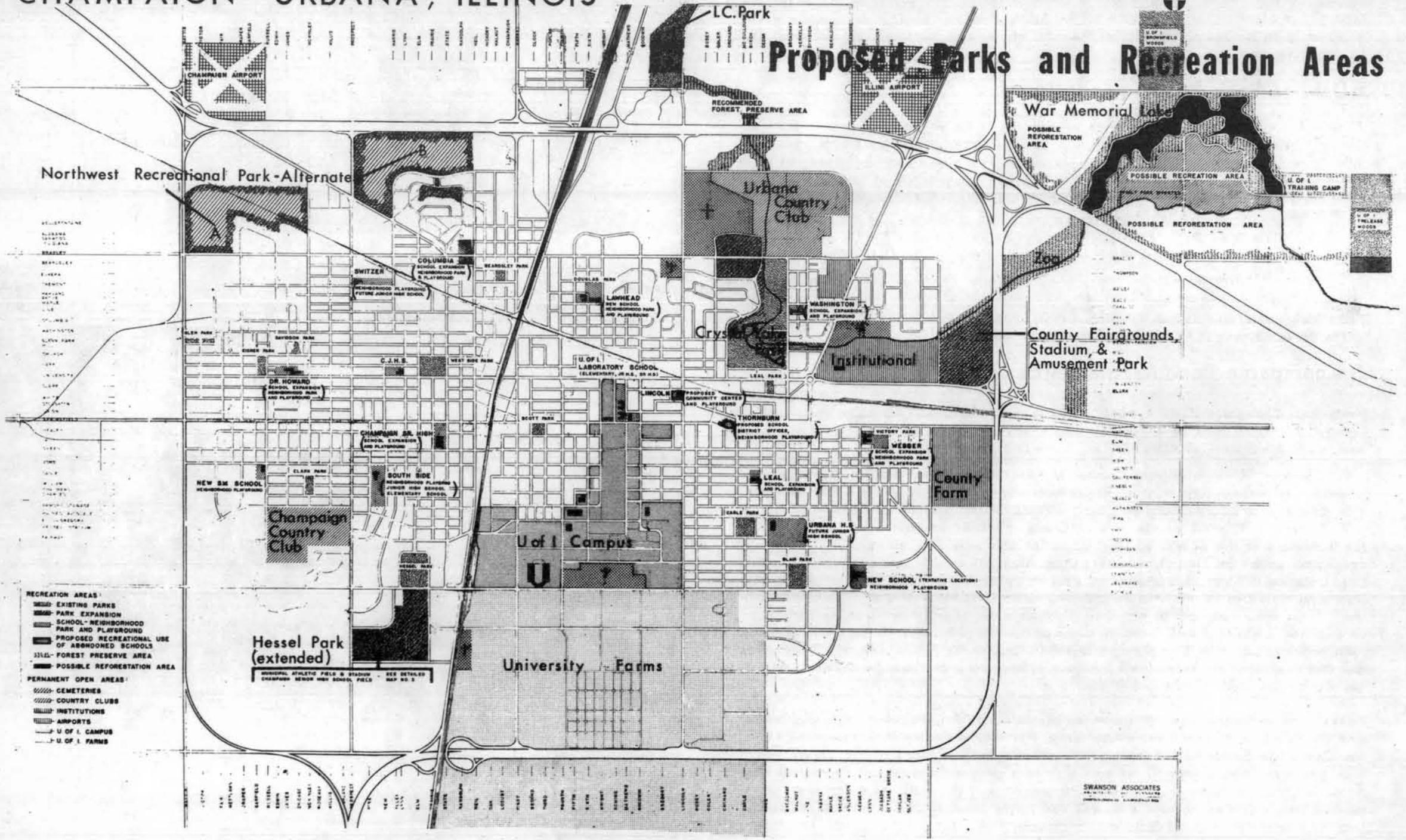
3. Location 'C' (not shown on map), west of Mattis-Arthur Road, north of Route 159. Quarrying activities in this area indicate the future possibility of a small lake development. If the water body can be economically maintained of sufficient size, this would be an excellent additional park location, and would seem to balance the far north development noted as Location B. If the area is subdivided for residential use, it is recommended that open area for recreational purposes around the water body be incorporated into the design and held for semi-public use.

**Hessel Park Extended.** The accompanying sketch shows the desirable suggested facilities for this type of 'mass recreation' area. Not only will this Park extension serve the Champaign Senior High School as an athletic field in place of the present South Side site (see Schools report), but will also be employed for necessary municipal functions. It should be noted that the southern periphery of this park is allocated to institutional use which will benefit from and add to the over-all development. Open vacant land is presently available adjacent to Hessel Park. It is not adequate in size to service, as it must, the entire southwest Champaign area, particularly in view of expected residential expansion, but is well located for both present and future uses. Further development and expansion will stimulate and stabilize the surrounding neighborhood pattern.



# CHAMPAIGN - URBANA, ILLINOIS

## Proposed Parks and Recreation Areas



## ● Large-Scale Recreation Areas

Completion of the proposed expressways will centralize the 'market area' influence of Champaign-Urbana. Large-scale recreational facilities should be expanded to accommodate the regional population as well as the expected increased population of the Twin Cities. The following proposed recreation facilities will serve as a 'drawing card' to the market area population - with distinct and consequent commercial advantages. (See County Planning section for recommendations for other regional park and recreational areas.)

### County Fairgrounds

The County Fairgrounds can be relocated to achieve greater use for year-around activities as a center for spectator recreation, and the recommended subdivision of the present Fairgrounds for residential use will result in considerable economic benefit to the community and sufficient profit to more than defray the expenses of the move. Wherever relocated, it would be highly practical to re-use many of the existing structures by dismantling and re-assembling. Estimates of the area necessary range from 80 to 100 acres. Two suitable locations are:

1. North of the present County Farm, on the site of the to-be-abandoned dumps. This site offers not only varied contours, accessibility to the towns and the expressway, but would also provide an opportunity for an institutional park in connection with the expanded Armory functions, the Sanitary District, etc.

2. The west end of the proposed War Memorial Lake, adjacent to the expressways intersection. This offers the obvious advantage of easy accessibility for the entire 'market area'. Further addition could be provided for the full facilities of a permanent amusement park, including roller coaster, galleries, permanent stands, etc., if deemed profitable in view of the potential demand from Chanute Field and the University population.

There is some possibility of recreational area development adjacent to the new University Golf Course and Athletic Club; this could serve as a center for spectator sports and as an exhibition area for national intercollegiate and professional competition.

### War Memorial Lake (Salt Fork Recreation Area)

As shown on the map, the suggested area for a lake and large-scale recreational development is northeast of Urbana and east of the proposed north-south expressway. A location in this area would service the large central county population group, including the Champaign-Urbana community and Rantoul-Chanute Field; the county population periphery is serviced to some extent now by Lake of the Woods, Allerton, Lodge and Kickapoo Parks. Location at the intersection of two main highways through the county (U.S. 45 and 150) would make the project easily accessible by bus or automobile, and close enough to the Twin Cities to be reached by pedestrians and bicyclists. The green strip of the south part of Crystal Lake Park, the National Guard Armory, the Sanitary District and the proposed wild-life conservation area would provide a parkway approach, and walking and bicycle paths could be established.

Land contours of the proposed site are ideal for a natural lake and according to State Department engineers would require only a minimum amount of grading. The Salt Fork stream would be by-passed by a cut, and this dirt used for dam construction; the lake so constructed would be comparatively free from pollution and silting, and would be fed entirely from a 3 square mile surface-drained tile area. The land is low grade farm acreage, and during the depression much of it was tax-delinquent.

Many possibilities exist for recreational development, including picnic areas, fishing, boating, bridle paths, open-air amphitheater, a small zoo, a municipal golf course, etc. Educational needs could also be filled. The study of wild-life already carried on in the

University's Brownfield and Trelease Woods areas could be continued and expanded by the strip cover connecting and extending from these two wooded tracts. A physical education camp could be included, with these facilities used by other groups such as the Boy and Girl Scouts, the WMCA, etc. Permanent buildings would make the camp useable for year around gatherings.

The War Memorial Lake area could provide needed year-round recreation and education activities for the entire market area, and at the same time steps would be taken to preserve the depleted natural resources of the region.

## ● Summary

At the 60,000 projected Twin City population, (which figure excludes University of Illinois student personnel as the greatest share of their immediate local recreational needs are supplied within the campus area), Champaign-Urbana will require 600 acres of recreation area, excluding the natural preserves and large-scale developments outside the city, which should not be considered as fulfilling these requirements. The necessary program is tabulated as follows:

<b>Existing</b>		
	Present park areas	158 acres
	Present school sites	31.18
	Present semi-public areas	57.8
	Private recreation areas (not considered in the calculations)	
<b>Development Plan Proposals</b>		
	Neighborhood Park Expansion	48.5 plus
	Elementary School Playground Expansion	13.3 to 18.2
	Obsolete School Sites Converted	5.65
	<b>Municipal Park Extension</b>	
	Hessel Park	60
	Northwest Champaign Park	75
	Crystal Lake Park	95
	U. of I. Illinois Field (for public use)	13
	Fairgrounds (relocated)	82
	War Memorial (Salt Fork) Lake Area	400 to 1,000

The necessary expansion and development for adequate recreation will require the dual use of existing and proposed facilities wherever possible. The following recommendations are submitted as basic to the accomplishment of a coordinated program as outlined:

1. Coordinated planning and administration of the Boards of Education and the Park Boards to achieve maximum flexibility and availability in their overlapping facilities. Study of such Park-School programs as those of Glencoe, Illinois, and other communities would offer suggestions for administrative set-up functions.

2. The participation of such public and semi-public bodies as Elks and Sportsmen Clubs, Fairgrounds Board, University of Illinois, and Chanute Field in the development of recreational activities and facilities closely coordinated with those of the community.

3. The reactivation of the Regional Planning Commission of Champaign County and its integration with a consolidated Champaign-Urbana Park District and a joint Recreational

Commission and with the County Forest Preserve District. The present separated Park Districts should be consolidated under one district, and a single tax-supported Recreation Commission established.

4. The application of the Pittman-Robinson Act and other State enabling legislation to the fullest extent to preserve and enlarge the remaining natural areas in the region.

5. Full encouragement and assistance of municipal bodies should be given to neighborhoods acting to create play areas by street closure or interior block rearrangement. Adoption of subdivision regulations requiring dedication of open area for public use will make playground and park acreage available in new residential sections, and judicious application of Federal slum clearance benefits will make it possible to open up needed area in old or obsolescent sections.

# VI • Traffic and Transportation

## • Traffic

Trafficways are one of the most important urban facilities, for they provide the 'life-line' for flow of persons and goods within the community and between the community and other parts of the county, region and state. The adequacy of this 'life-line' system determines, to a large extent, the development and health of all sections of the community.

A study and plan for a street system must be closely coordinated with all other features of the community's development. A street plan which is not firmly based on a thorough study of present and future population densities, expansion areas, zoning regulations, and land use is meaningless; a street system cannot be considered 'planned' until it has been properly adjusted to all other elements.

This report contains recommendations for the street system design to 1) provide protection of residential areas from through traffic, 2) provide direct access to present and future commercial, campus and industrial areas, and 3) provide by-pass routes for through traffic with origin and destination points outside the community. The provision of terminal facilities is an integral part of traffic planning. Discussion of parking needs and plans is included in the following section on COMMERCIAL AREAS.

The present street system of Champaign-Urbana is a projection and mechanical extension of the original plats of two separate communities; the great number of street offsets, width variations, and street jogs are evidence of lack of integration in the platting. The cities are laid out on a rigid gridiron system, with a resulting high amount of land (30%) devoted to streets. The cost of cleaning, repairing, and reconstructing an excess 25-50% paved street surface of a grid system is a large item of municipal expense. The grid system, in addition to paving wastefulness, does not accommodate traffic adequately; uniform width and spacing of streets invites a diffusion of traffic, increases the traffic hazards, and encourages scattered commercial and industrial development.

Street lay-out is fairly permanent; wholesale redesign and extension is completely untenable. The problem becomes, then, a study for 're-use' and modification of the existing system to fit present-day and future needs. It is equally important that streets developed in new areas conform to an over-all plan, and do not simply perpetuate past errors and increase present problems of congestion. A well-designed street plan can, in turn, serve as a control measure.

Present studies and modifications of the street system are made imperative by the acute problems raised in the past decade by the great increase in automobile registration and the even greater proportional increase in truck registration. The community 'life-lines' are clogged and clotted. Grandpa's horse and buggy made better time 50 years ago than our modern high-speed automobiles can today on our antiquated street system.

The economic losses due to congestion are large. In 1948 there were more than 815 accidents in Champaign-Urbana that involved a property damage of more than \$50. The extent to which accidents may be reduced by basic improvements in streets is estimated by traffic authorities at 25-30%. Further, loss of working time, salaries of operators and fuel consumption during traffic delays is a heavy, if hidden expense. Less direct and measurable losses include depreciation and destruction of property values, hampering of trade activities, and loss of regional and/or local retail trade.

The main street pattern and traffic problems in Champaign-Urbana are:

1) Inadequacy of major arterial streets for intra-community traffic. Main arteries are not clearly defined and are of inadequate width which is further reduced by curb parking. These streets, for the most part, lead directly into or through the most congested dis-

tricts, and are not systematized for diversion and distribution of traffic. Access is permitted at every intersection, increasing the congestion and reducing the efficiency of the through streets.

2) Inadequate residential area protection from through traffic.

3) Lack of a by-pass system for out-of-town traffic. Although out-of-town traffic forced through the center of the community is now only 18-20% of the total traffic count, this percentage can be expected to increase with the further development of the inter-regional highway system, and the expected increase in truck use.

## • Principles of Street Design

The gridiron street pattern was developed during a period when the small amount of traffic warranted little differentiation of pavement type, width, or right-of-way; present day congestion is evidence that this is an outmoded system which must be modified to serve an entirely different set of conditions.

Streets have three main functions: to furnish avenues for traffic, to give light, air and access to abutting properties, and to accommodate utilities. All but an insignificant number of streets in the Twin Cities carry utilities and furnish access to properties, but only a few are important as traffic avenues. The bulk of the traffic is carried by relatively few 'major' streets;  $\frac{3}{4}$ ths serve only to give access to abutting property. It is obviously uneconomical to provide and maintain the same, wide heavy pavement for residential areas as for the heavily-traveled 'major' streets.

The use to which a street is to be put defines the classification and pavement mechanics. (See chart following.)

The reorganization of the street pattern is accomplished by a planned schedule of street widening and alignments, limitations of access and street closures, properly coordinated with up-to-date traffic regulations. No one of these steps alone will expedite traffic.

Street widening projects undertaken without reference to an over-all pattern may increase congestion, not relieve it. Haphazard erection of stop signs and traffic lights in congested zones further delays traffic and adds to the mounting congestion.

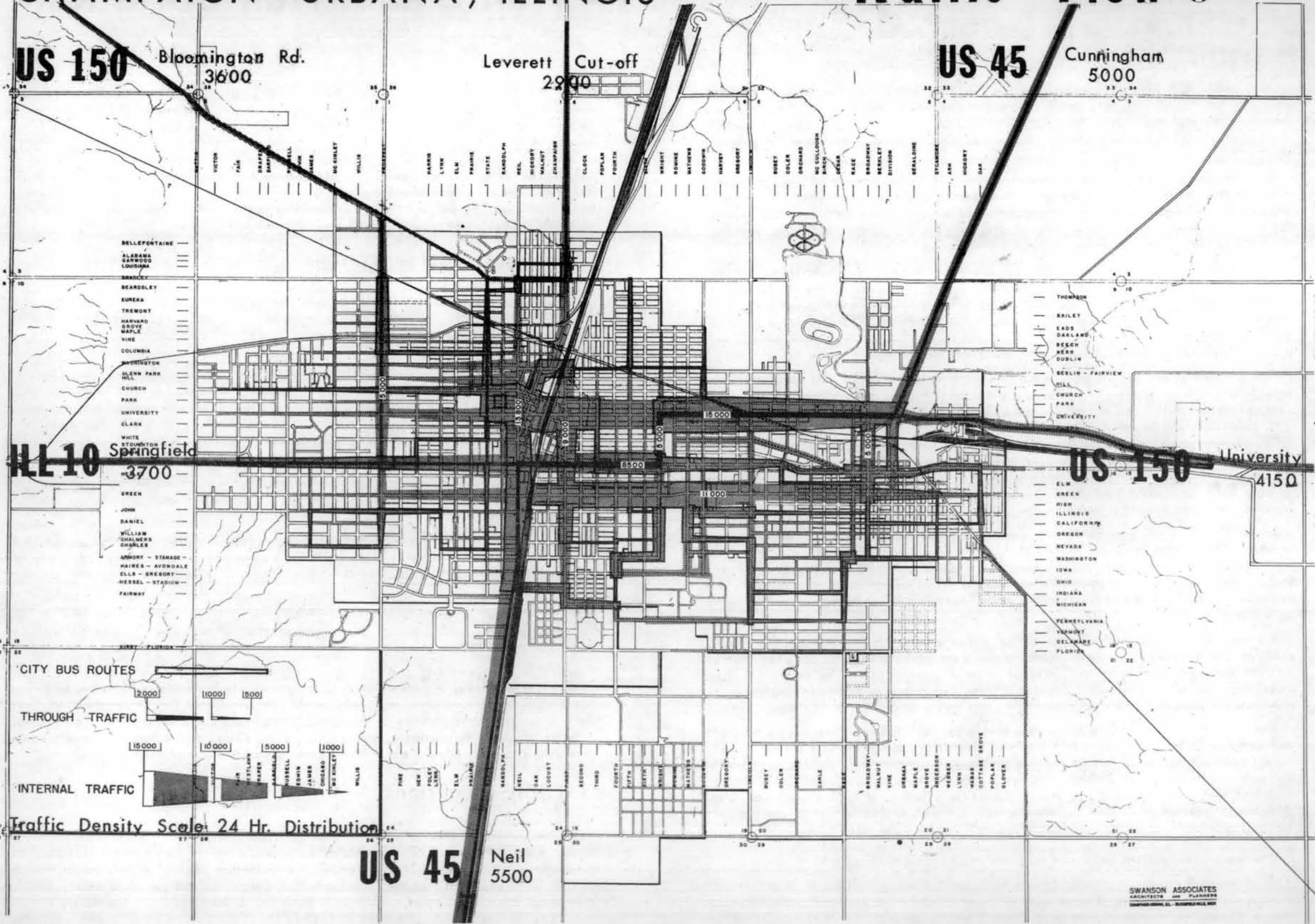
Judicious arrangement of street closures to protect residential areas and limit access to main thoroughfares, in addition to mitigating traffic hazards and congestion, will mean that 30-50% of the land area now inefficiently used or wasted can be devoted to interior block or neighborhood park areas without additional land acquisition cost. The savings, in terms of street maintenance, street assessment costs, and increased lot values are more than enough to pay the cost of park development and maintenance.

## • Existing Conditions

Champaign-Urbana is a terminal point for a large amount of traffic originating in the 'Market Area'. A total of 27,000 vehicles enter and leave the community on the main entry avenues in an average 24-hour period; this rises to a peak of 42,000 on major home football week-ends. Within the community the three main concentration points are the Champaign business district, the Urbana business district, and the University campus area. Traffic flow studies, prepared in 1948 by the Illinois Division of Highways, reveal

# CHAMPAIGN - URBANA, ILLINOIS

# Traffic Flow



the following counts:

8,600 vehicles originating within the community and 10,300 vehicles originating outside enter and leave the Champaign business district in a 24-hour period, a total traffic of 18,900 vehicles.

5,900 vehicles originating within and 3,000 vehicles originating without the community enter and leave the Urbana business district in a 24-hour period, a total of approximately 9,000 vehicles.

3,700 vehicles originating within and 2,000 vehicles originating outside the community enter and leave the University campus and campus business districts in a 24-hour period, a total traffic of 5,700 vehicles.

40,000 vehicles cross Wright Street east and west a day; 18% of this traffic is from external areas to internal commercial districts, and 77% has both origin and destination within the Twin Cities.

The traffic flow map illustrated shows, graphically and numerically, the pattern of the existing traffic movements.

Vehicle registration has been rising rapidly in the past decades, and it is expected that this trend will continue. As of 1948, 9,500 vehicles were registered in Champaign-Urbana and approximately 23,000 in Champaign County. The graph showing projected vehicle registration trends is a conservative estimate, and serves to indicate, to a limited extent, the increased amount of local traffic which can be expected.

The Existing Streets Map, illustrated, shows that the average street paving width is too wide or about right for minor streets, about right for secondary streets, and too narrow for major streets.

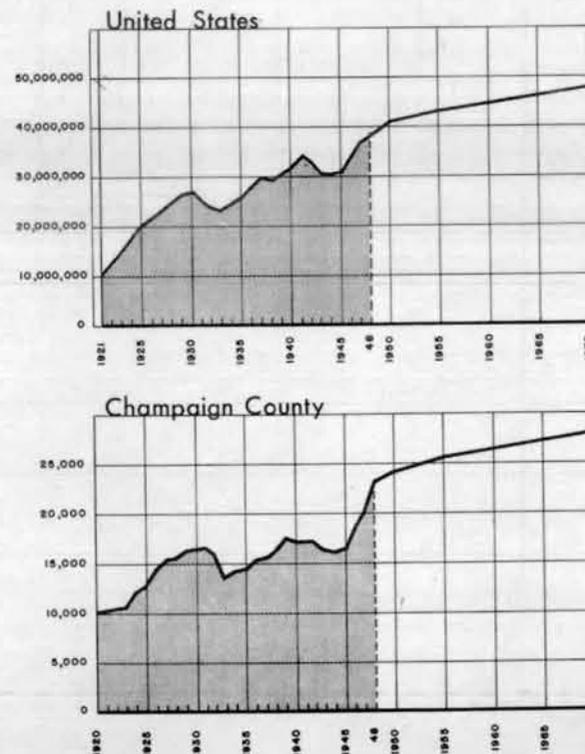
The traffic flow count and pattern, vehicle registration and existing street pattern, plus all related 'existing conditions' studies of residential, commercial, industrial areas, etc., establish the major street planning problems, which must be coordinated with all future projected needs and developments.

## ● Summary

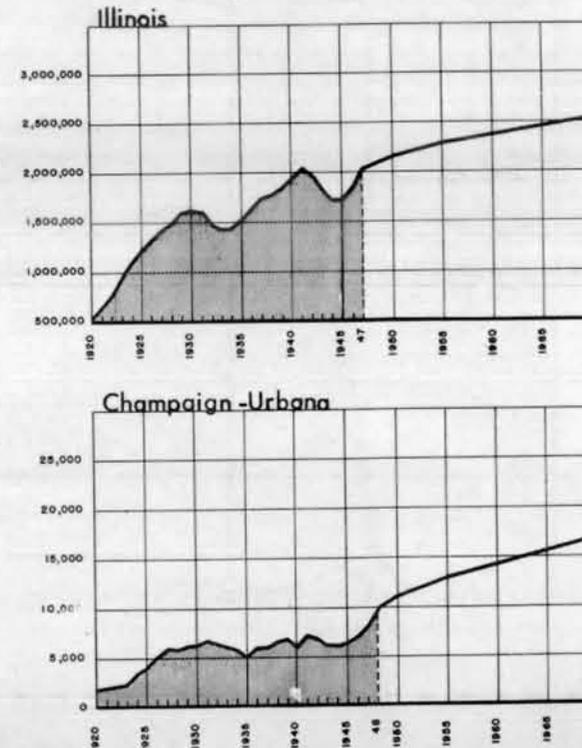
The existing inadequacies of the Champaign-Urbana street system are so widespread and basic, as previously pointed out, that specific enumeration is pointless. In general, all residential areas lack systematized traffic channels to destination areas. This is particularly evident in northwest Champaign, but true also, in greater or lesser degree, of all other areas. Too many streets are presently used as major arteries, without reference to adequacy or routing; at the same time, no single existing street is adequate to handle the necessary traffic channeling. All cross-town traffic east and west must go directly into or through the business centers and most congested districts. Most residential streets are inviting to unnecessary and dangerous through and commercial traffic. There is considerable railroad trackage interference, most notably the grade crossing at Lincoln and University Avenues, and all railroad underpasses are inadequate to some extent.

Reorganization must be based on the best possible use of the existing street pattern with only the most reasonable and necessary extensions and additions.

## VEHICLE



## REGISTRATION





## ● Major Street Plan

A major street plan must be laid out with both existing and probable future traffic loads and movements in mind. The use of modern city planning techniques makes it possible to arrive at reasonably reliable estimates for determining the desirable pattern, location, and width of major streets.

The map 'Major Street Plan' shows, in detail, the proposed re-design of the street system. Briefly, it can be described thus:

**External by-pass system.** The outer by-pass system, as proposed, is roughly  $\frac{1}{2}$  mile east and north of the corporate limits, and one mile south. To the east it runs along the east border of the County Farm, to the north along the  $\frac{3}{4}$  mile section line, to the west on Arthur Road-Mattis Avenue, and to the south on the Myra Station Road extended. This is proposed as a limited access, 4-6 lane high speed highway. Two main considerations are pertinent.

1) Elimination of through traffic. Although the present through-community traffic is a small proportion of the total traffic flow, a far greater percentage can be expected with the further development of the inter-regional highway system. Present traffic counts on the existing highways have no direct relation to the anticipated traffic volume when the road improvements are made. One of the main purposes of the highway system is to facilitate military movements; the proximity of Chanute Field makes it obvious that any system which will by-pass military traffic and convoys is to the advantage of the community.

2) As a distribution system. The Twin Cities are a main terminal point for a great deal of traffic originating in the 'Market Area', as shown by the traffic counts. The by-pass system, as shown, would permit this traffic to turn into the community on the access roads nearest the point of destination. Thus, for example, traffic from the north going to the Champaign business district would not be forced through congested and residential areas of the community to reach its destination; similarly other destination areas could be reached directly from this loop. The by-pass system would also serve to relieve the tremendous traffic load occasioned by football games and other University events. Traffic would be channeled directly in and out of the community to the by-pass by using the access roads. The internal community traffic system would not be completely disrupted during these times, as presently, and those visitors desiring access to the business districts would find such access relatively possible, rather than completely impassable as at present.

The locations of the by-pass segments were given careful consideration in the light of a number of determining factors. The  $\frac{3}{4}$  mile location of the northern segment, somewhat further out than originally proposed by the State Highway Department, is deemed essential in view of the expected and desirable community expansion. Past experience has proven that development does not readily 'jump' a 4-6 lane high-speed limited access highway. A close-in location will choke off future desirable development in this direction. The eastern segment was allocated to provide good and reasonable alignment with existing Route 45 north, and to allow the expansions indicated on the Comprehensive Plan (residential development, heavy industry, recreational, Fairgrounds, etc.). The southern segment was placed at the best possible access through the University property

Much of the indicated community expansion and development may well take place before completion of the proposed by-pass system; present estimates are that the east-west routes will be completed within 5-10 years, and the north-south within 10-20 years.

**Internal loop systems.** An internal loop system, as proposed, is formed by Bradley Avenue on the north, Arthur Road-Mattis Avenue on the west, Florida Avenue on the south, and the Philo Road extended (S.A. Route 4) on the east.

This is designed to permit free passage through the community, and spread out the traffic presently concentrated on three streets. It will permit circulation between all neighborhoods without going through the center of the community; at the present time all traffic must come into the center and radiate out, a case of 'putting a rope through the eye of a needle'. The system will service the peripheries of the community, now without major accesses.

Within this loop a second, composed of the 'backbone' streets Springfield, Washington, University-Vine, and Prospect Avenues ring the central areas, and provide good, quick access between the business areas.

Over the loop systems a series of radial arteries criss-cross; Prospect, State, Market, First, and Lincoln Streets. Secondary partial arteries, primarily servicing the immediate neighborhoods, are Russell, Sixth, Goodwin, and North Broadway.

Thus existing streets can be defined and used in a pattern that approaches the ideal circulatory system, modified by local needs and practical considerations; radiating arteries to lead to the centers, and a series of loops to provide easy flow between these centers and between the neighborhoods. All arterial streets ring rather than bisect neighborhoods as far as possible, providing the much-needed residential area protection.

### ● Programming

The following improvements are necessary to establish the major street system.

INTER-LOOP; 4-lane traffic, no parking.

1. South portion
  - a. Construct new roadway between McCullough and Vine Streets.
  - b. Widen Springfield Avenue between State and McCullough Streets.
2. North portion
  - a. Construct new roadway between Lincoln Avenue and Washington Street, paralleling the Big Four Railroad tracks.
  - b. Widen and align Washington Street between State Street and new roadway.
  - c. Widen University Avenue between Lincoln Avenue and Vine Street.
3. West portion
  - a. Widen State Street between Washington Street and Springfield Avenue.East portion is sufficient.

### COMMERCIAL AREAS LOOP SYSTEMS

1. Urbana Central Business District
  - \*a. Widen McCullough Street between Main and Green Streets.
  - \*\*b. Widen Green Street between McCullough and Vine Streets.
2. Champaign Central Business District
  - a. Widen First Street between Washington Street and Springfield Avenue (four lane).
3. Campus Area
  - \*a. Widen Goodwin Avenue between Springfield and Florida Avenues.
  - \*\*b. Widen Sixth Street between Springfield Avenue and Peabody Drive.

### OUTER LOOP AND MAJOR ACCESS STREETS; two traffic lanes

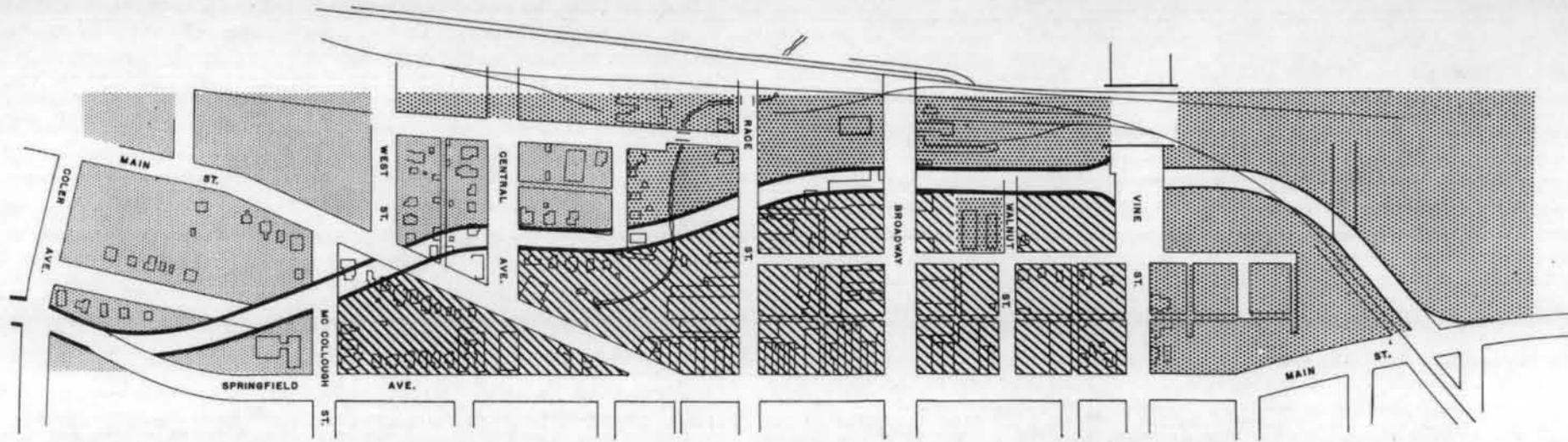
1. South portion
  - a. Widen and improve Florida-Kirby Avenue between Prospect Avenue and Neil Street.
  - b. Construct underpass at the I.C.R.R., and new roadway between Neil and First Streets.
  - \*c. Widen Florida Avenue between First and Vine Streets.
2. North portion
  - a. Widen and improve Bradley Avenue between Lincoln and Prospect Avenues.
3. West portion
  - a. Widen and improve Prospect Avenue between Springfield and Florida-Kirby Avenues \*(between Prospect and Armory).
4. East portion
  - a. Widen and improve Vine Street between Green Street and Florida Avenue.
5. Access Streets
  - a. Widen Springfield between State Street and Prospect Avenue (4 lane).
  - b. Widen and improve Lincoln Avenue between Bradley and University Avenue.
  - \*\*c. Widen Lincoln Avenue between University and Nevada Avenues.
  - \*d. Widen Lincoln Avenue between Nevada and Florida Avenues.
  - \*e. Widen Washington Street between State Street and Prospect Avenue.
  - f. Widen Springfield Avenue between Prospect and Mattis Avenues.
  - g. Construct new roadway between Vine and Main Streets, and  
\*\* widen Main Street between new roadway and Glover Street.
  - \*h. Widen State Street between Bradley Avenue and Washington Street, and between Springfield and Kirby-Florida Avenues.
  - \*\*i. Widen Market Street between Washington Street and corporate limits.
  - j. Widen Bloomington Road between State Street and Prospect Avenue.
  - k. Construct new roadway paralleling I.C.R.R. on east side between Bradley Avenue and Washington Street.
  - l. Improve Bradley Avenue between Cunningham and Lincoln Avenues.

Develop rest of system as area is built up and as the by-pass system is developed.

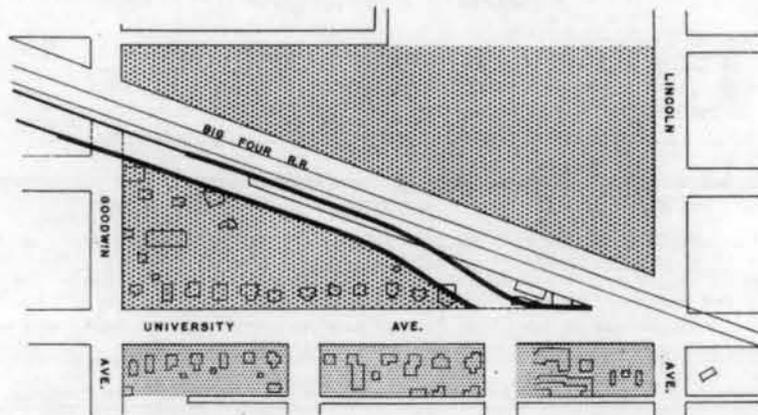
\* Widening not necessary if parking is prohibited.

\*\* Widening not necessary if parking is prohibited on one side.

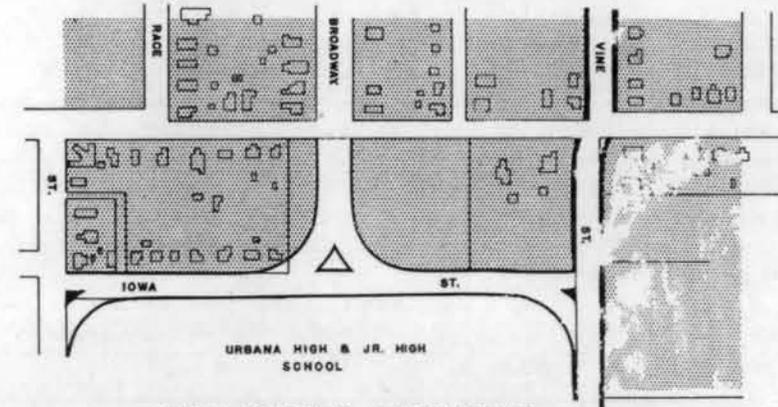
# PROPOSED NEW STREETS & STREET ALIGNMENTS



NEW STREET NORTH OF URBANA CENTRAL BUSINESS DISTRICT



NEW STREET INTERSECTION  
UNIVERSITY & LINCOLN AVE.



VINE STREET ALIGNMENT  
NEW STREET BETWEEN BROADWAY, RACE & VINE STREETS

**KEY**

RESIDENTIAL



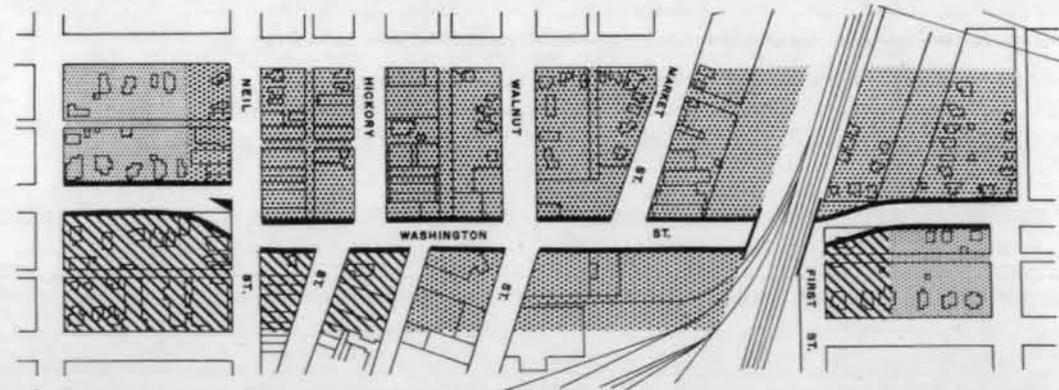
COMMERCIAL



INDUSTRIAL



SWANSON ASSOCIATES  
PLANNERS & ENGINEERS  
1001 N. MAIN ST. URBANA, ILL. 62901



WASHINGTON STREET ALIGNMENT

# ● Regulations and Administration

It is well to remember that major street patterns are not designed to increase the speed in miles per hour of individual vehicles, but to increase the amount of the total flow. It is not true that the carrying capacity of a street is proportionately increased by the greater speed of individual vehicles. The maximum carrying capacity of a street is achieved at speeds of 15-25 miles per hour, and the carrying capacity decreases at higher speeds because of the greater necessary spacing between cars. Thus high speeds may reduce street capacity. Other causes of reduced street capacity are:

Truck travel. This may reduce capacity by 25-40%.

Cross-traffic interference. This reduces street capacity by as much as 40%, strong evidence of the necessity for limited access on major streets.

Parking. Curb parking preempts one lane of moving traffic and reduces the capacity of the adjacent lane by 10-20%.

A major street plan is designed to be carried out over a number of years; in the meanwhile many minor maladjustments may be corrected and up-to-date traffic regulations adopted to provide some temporary relief in congested situations.

Among the most important is the elimination of curb parking at certain times and places, such as during rush hours, on narrow streets, and for a considerable distance at the intersections of all main streets. For example, elimination of curb parking on Springfield Avenue, or at least at the intersections of Lincoln, Wright, First, Neil, and Prospect would considerably expedite traffic on this main thoroughfare. Other recommendations include lane striping of all heavily-traveled streets, improved timing of traffic signals, control of hours of commercial delivery in congested districts, strict enforcement of traffic regulations, continuous program of driver-education, and elimination of heavy truck travel on residential streets.

A thorough study of good traffic engineering principles and their application to local situations can substantially improve traffic circulation by using existing facilities to their maximum utility, and may thereby reduce the extent of the need for expensive new facilities.

A small number of street closures are indicated on the Development Plan map. The possibilities of others should be explored and encouraged; closure of minor streets that intersect major arteries will reduce traffic hazards and increase the flow of traffic, and will discourage through traffic in residential areas. Obviously, it is equally important to discourage the opening of any unnecessary accesses, such as recently occurred on West Springfield Avenue when a number of new lots were opened up. A cul-de-sac or other access which did not open on the heavily-traveled street could have been provided; the lots would have been more desirable when thus protected from unnecessary traffic, a savings in street area would have been effected, and a dangerous intersection avoided.

It is recommended that the residential area paving program be coordinated with the major street improvement program, and that future commitments be made in the light of community-wide needs; a program of first-come, first-serve is unrealistic, and frequently forfeits the rights of the community to the rights of a few individual property-owners. The requirement of street surfacing installation in new subdivisions at the expense of the subdivider will minimize the problem in future years.

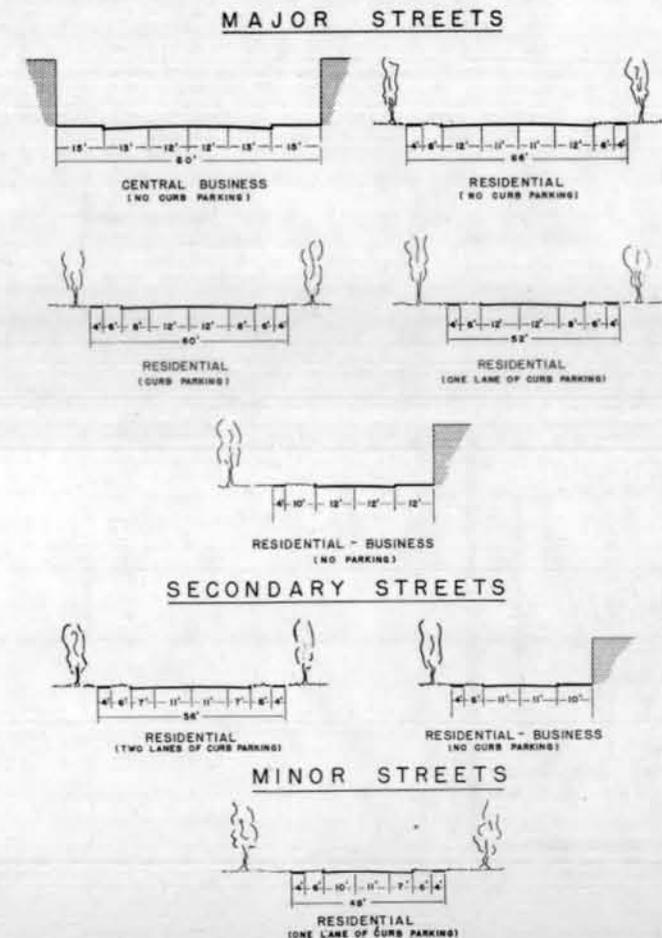
As indicated, it will be necessary to widen the right-of-way of a number of streets; future acquisition of these strips of land is considerably eased if a building line regulation is adopted. This involves a detailed study of existing development, lot depths, topographical considerations, etc., and a detailed map showing the proper location of future street lines. After adoption of such a map and ordinance by the Councils, no building permit is issued for any portion of a structure to be erected between the present and future street lines, except in unusual cases involving undue hardship. This set-back

requirement is in addition to that required by the zoning ordinance. In this way land acquisition cost will not be unduly increased by new building. Over the period of time in which the street plan is carried out, many present structures will be replaced; if built in conformance with set-back requirements, relatively few or no buildings will have to be moved or altered when long-range street improvements are undertaken. Future street tree plantings or replacement should also be governed by proper set-back distances on streets designated for widening.

Securing the necessary right-of-ways for street widening projects is expensive and difficult. Adoption of a street plan and an improvement program establishes a policy and method, which may be flexible to a degree, but is impartial and less subject to attack by individuals who may be inconvenienced.

Wise administration of a street plan is the responsibility of both municipal officials and the citizens who are intimately concerned - the housewife who must now send her child to school across a busy street...the nerve-wracked families whose quiet residential streets are usurped by speeding vehicles bound elsewhere...the worker and employer who must spend more time and money because of delays and congestion...the businessman who can foresee the shift of the stream of customers away from his business area toward one less congested and more accessible...the consumer who pays the price of inefficient movement of goods.

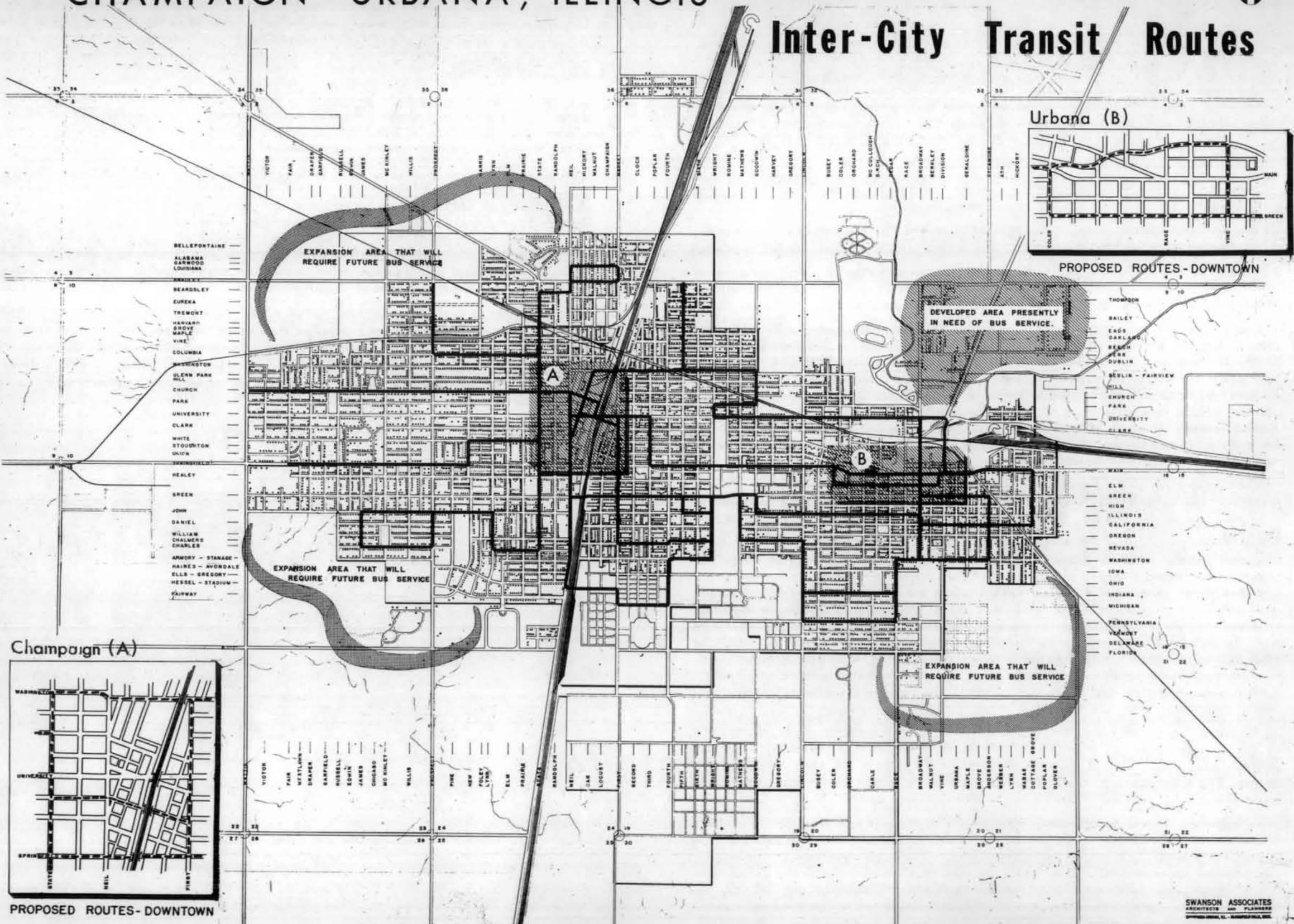
The question of cost is not so much one of a total figure, but of how it can be distributed equitably over the years, as to whether it is worth the expenditure, and whether an equal or greater cost in one or another form can be avoided in any event. Expenditures for street improvement constitute a substantial proportion of all municipal expenditures, and will undoubtedly continue to do so. Planned and programmed expenditures are an economy in the long run.



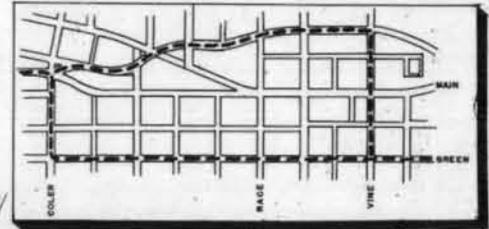
# CHAMPAIGN - URBANA, ILLINOIS



## Inter-City Transit Routes

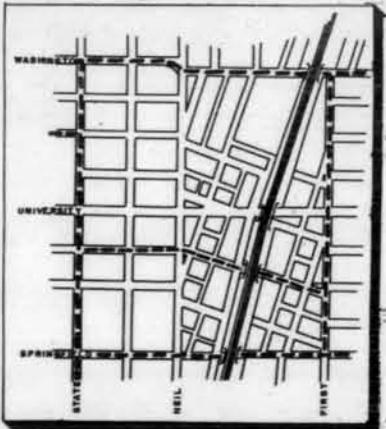


Urbana (B)



PROPOSED ROUTES - DOWNTOWN

Champaign (A)



PROPOSED ROUTES - DOWNTOWN

## ● Transit and Transportation

As Champaign-Urbana is an important retail trade area, with the possibility of a limited increase of industrialization the flow of commodities and persons by bus, truck, railroad, and air has an important influence on its development in the future, as in the past. Adequate provision for and good future development of these facilities properly coordinated and integrated with other phases of community growth is a large consideration in any planning.

The intersection of four railroads has been the prime factor in the past industrial development of the Twin Cities. The improvement of highways and the expansion of trucking services has decreased the importance of railroad service to some extent. The development of the present highway crossing into one of the fifty-seven national expressway intersections should create, within the next few decades, as great an opportunity for the location of industries dependent on centralized transport access to the Chicago-St. Louis-Indianapolis region as did the initial development of the railroads. Air transport service in the region should be facilitated through the University Airport and the proximity of Chanute Field.

### ● Bus Transportation

The local community bus routes are illustrated on the accompanying map. Routing of bus traffic will always be a flexible arrangement meeting local conditions as they change, and for that reason no inclusive recommendations are made in this report. Proposed future routing of local busses around the Champaign and Urbana business districts is diagrammed on the same map. Traffic congestion in the central areas will be considerably alleviated by eliminating the busses from the main streets, and service-time and passenger convenience will be improved by this periphery routing. The ultimate bus service system is contemplated as utilizing Springfield Avenue to connect the three commercial areas and the neighborhood loop system. Express busses are recommended for feeding the neighborhoods to and from the down-town centers.

It is necessary to encourage more widespread use of bus transportation as a corollary to the solution of the parking problem in the central business districts.

It is proposed that the intra-community bus terminal be relocated at First and Main Streets, Champaign (see Champaign Commercial Areas map) adjacent to the existing Illinois Central Passenger Station, with the development of the Street Plan. Access and egress routes for long-range busses would be limited to those routes allocated to long haul trucking (see below) with the additional use of Springfield Avenue as a connecting link with the two secondary passenger terminal points in Urbana and the campus area, located on the main arterial ways.

### ● Trucking and Terminals

With the development of the two expressway routes, and most particularly U.S. Route 45, a main route connection between Chicago and New Orleans, the community can look to greatly expanded truck traffic routed through the local area. With the industrial potential of a centralized transport crossing, terminal facilities in the form of shipping or transfer can be developed.

To meet this potential in-trucking volume and movement, two major access routes from the expressways have been designated:

1. East of Urbana at the cloverleaf-overpass of Route 45 and University-Main, feeding the Urbana industrial and commercial areas.
2. North of Champaign at the overpass of U.S. Route 150 and the I.C. tracks, feeding down Market Street and the roads paralleling the tracks to the combined freight terminal, warehousing, commercial, and industrial districts.

The terminal and warehouse area north of the railroad track crossing, serving as a transfer point for all long-distance trailer haulage, would alleviate the present traffic congestion in the commercial areas. Local distribution would be handled by smaller

transfer vehicles. The map included in the section INDUSTRIAL AREAS shows the traffic routing proposed, and the relation to industrial areas and terminals. Interim re-routings, as the Street Plan is completed and major obstacles removed, can be made to expedite truck traffic flow and remove the heavy vehicles from the congested area.

### ● Railroads

The railroad locations have had profound influence upon the past development of the Twin Cities; Champaign was platted as a new community when the Illinois Central tracks were laid west of the existing community of Urbana.

A number of existing problems that arise from railroad location must be dealt with in planning considerations; interference with free traffic circulation, scattered location of terminals, grade crossings, arbitrary community divisions and barriers to desirable expansion, and depreciation of property values adjacent to right-of-ways.

In general, the Plan has been developed with the assumption that all existing services will be maintained, with the possible exception of the Illinois Terminal and probably minimum operation of the Big Four and Wabash lines. The Illinois Terminal will undoubtedly be supplanted by bus and air service within a short period of time.

Two trackage relocations have been recommended, as indicated on the Development Plan:

1. Removal of the Wabash-Philo spur from Urbana to a location already surveyed by the Railroad, ¼ mile east of Myra Station.
2. Removal of the I.T.-I.C. tracks from northwest Champaign to a new position paralleling Arthur Road.

Both of these relocations are felt to be essential to the integrated and uninterrupted development of the residential areas of the two cities. The abandoned land could be utilized for parks, streets, or additional private property. The consolidation of tracks along the Big Four right-of-way shared by the Wabash, from Arthur Road east to Lincoln has been recommended to create all or part of the land necessary for a paralleling traffic road, part of the proposed 'loop' traffic system connecting the outlying areas of the community.

It is noted in this connection, as detailed in the section TRAFFIC, new underpasses are proposed at John St., Florida Avenue extended, and the Washington Street underpass improved and aligned. Existing grade crossings, though presenting a traffic hazard, are not designated for over- or under-pass development for the railroad traffic at these crossings is relatively light.

Although the three switching yards have been retained as essential to the servicing of the existing and proposed heavy industry areas, it was generally realized that the two roundhouse repair units would be abandoned with the complete switch-over to diesel engines.

A consolidated freight terminal north of the track crossing, near First and Columbia, should service all three railroads and the trucking lines. With the improved traffic facilities, in-town trucking service could be distributed from this central point with greater effectiveness. The proposed location for this combined terminal-warehouse is shown on the Industrial Areas Development Map.

### ● Air Transport

Air transport service will be of greater importance in the future. It is proposed that a permanently-certified north-south route over Champaign-Urbana from Chicago-to-the-south for long distance traffic be established, and limited service provided from this community to Danville, Decatur, and Bloomington, as part of a state-wide local network.

The University Airport is completely adequate to handle this service and expansion possibilities are unlimited. If traffic justifies, a joint Municipal-University Airport may be a logical development. In addition to this terminal facility, it is recommended that the two private airports northeast and northwest of the community be developed to complete half-mile strips for private flying and instruction purposes.

# VII • Commercial Areas

## ● Introduction

The central business areas are the core of Champaign-Urbana's business and civic life, and contain the highest tax base property in the community.

These central districts were once the scene of all local daily trade, but as the community grew, small trade areas were established within neighborhoods. Increased use of the automobile hastened this decentralization trend, but at the same time increased the size of the regional trade area. Thus between 1920 and 1940, the central areas gained more through extension of the trade area, in terms of volume of trade and income from land and buildings, than lost from the population and business shift outward. At the present time, the gain from increased trade and the loss from decentralization is approaching a balance, and unless present trends are reversed, the loss will ultimately outweigh any future gains.

A number of communities of 50,000-100,000 population have computed their estimated losses from these existing trends in terms of property devaluation in the central business district; Binghamton, New York lost 32.4% from 1930-45; New Rochelle, New York 15% between 1941 and 1946; St. Petersburg, Florida 29.1% from 1930-45; Harrisburg Pa. 3.5% in the same period. Loss of tax revenue is a matter of serious concern, for central business areas provide tax revenue several times greater than the cost of providing services and facilities, and this tax balance makes these areas the most valuable portions of the community.

This study of commercial areas has been made primarily in the light of parking needs and street plans, for at the present stage of commercial development the deficiencies of these two elements create the most serious problems. The continued ability of the commercial business districts to attract trade depends most of all on accessibility and on adequacy of terminal facilities. The purpose of the following recommendations is to

- 1) keep the three central business districts efficient and economically sound,
- 2) establish the most appropriate and balanced use of land to uphold property values,
- 3) encourage a more modern and less intensive land use,
- 4) provide adequate access and parking facilities.

## ● Existing Conditions and Problems

The central business district of Champaign is bounded, roughly, by Randolph Street on the west, Washington Street on the north, Clark Street on the south, and an irregular line on the east, a mixture of commercial and light industrial uses extending to the I. C. Railroad tracks. Strip development has ribboned out South Neil Street and East University Avenue.

The central business district of Urbana is bounded, roughly, by Cedar Street on the west, Water Street on the north, Vine Street on the east, and Elm Street on the south, with the most intensive use facing Broadway and Main Streets. There is a strip development tendency on South Broadway.

The campus business district is a highly specialized shopping center, developed to cater to the campus-generated trade. The main development is on Green Street, between Wright and Fifth, with a secondary development on Wright Street between Healey and John Streets.

Traffic circulation in all three areas is extremely poor, transversed as they are by main inter- and intra-community arteries. A large proportion of the vehicles on these streets within the business districts have no business-producing function within the areas, but are forced through for lack of other access-ways. No streets within the area are expandable, pointing up the need for future 'ring' artery street development. The lack of area integration with the street pattern has resulted in unreal land values,

particularly at congested intersections.

Shoppers must cross and recross streets, as shopping frontage is continuous; it is obvious, therefore, that these should not be main traffic routes, and principal shops should not be extended along main traffic routes. 'Width' as well as 'length' growth must be encouraged so as to permit easy access by vehicles while protecting pedestrian ways.

Uneconomical decentralization of the business area is only a threatening trend at the present stage of commercial development in Champaign-Urbana. Room for expansion is needed, and will continue to be needed with the growth of the community. Because of unreal land values, traffic congestion, parking difficulties, etc. this expansion tends toward 'areas of least resistance'. If unchecked and uncontrolled, commercial area expansion will develop the length of South Neil to the periphery of town, along University Avenue east, along Market Street north, along route 45 north, and eventually on all access roads at the city peripheries. The disadvantages of such unrestricted and scattered developments are obvious and constitute a real threat to both the businessman and the community at large; commercial areas at the city limits are not good tax base property and return limited revenue to the city as compared with that of the centralized areas, unnecessary damage is done to residential areas adjacent, the problems of traffic congestion are not solved but merely shifted, and the central business areas become commercial 'slums' as money, both in investments and in trade, is spent elsewhere. It is for these reasons that allocation of suitable expansion area in the central business districts is carefully studied. A certain amount of decentralization is desirable and unavoidable, but not that which is forced by decay and congestion in the business centers.

A number of commercial buildings are presently obsolete, as indicated on the maps, 'Existing Commercial Areas'. Field checks of commercial buildings revealed serious structural deficiencies and fire hazards in many buildings, some of which had recently undergone expensive 'show window' remodeling. As buildings continue to age and become less economic to maintain or less suited to modern merchandising or business needs, the tendency to abandon such buildings or convert to less suitable uses can only be checked by a coordinated program that maintains land values through improved traffic circulation, improved parking facilities, etc. **Encouragement of 'in-growing' is essential if business sprawl is to be avoided.** A sound improvement program plus confidence in the community's ability and determination to carry it out is an important factor in assuring the future stability of the central business areas.

52 acres of land are presently used in Champaign in the central business district; no land was zoned for central business under the old zoning ordinance, but was classified as 'light industry'. Under the new ordinance 90 acres of land are zoned for central business use. The Development Plan recommends an eventual use of 117 acres.

28.5 acres of land are used in Urbana for central business purposes, 50 acres were so zoned under the old ordinance. The proposed new ordinance classifies 54.8 acres, and the Development Plan recommends an eventual (198X) use of 70 acres.

The maps showing proposed commercial area development of Champaign and Urbana show future expansion areas; these are not synonymous with the proposed zoning ordinances, for they are not drawn for the same periods of time. It is important that the present limits of the commercial areas, under the new ordinances, be held within the area zoned until this land is used for the purposes indicated. Then additional area may be rezoned. This procedure is strongly recommended to promote orderly growth and to prevent the scattered development that would spring up if all the area needed by 198X were so zoned now. Requests for rezoning for commercial purposes come singly and over a period of

# Commercial Areas

existing land use & obsolescence

existing parking facilities & immediate expansion possibilities

# Champaign



West Side Park

**key**

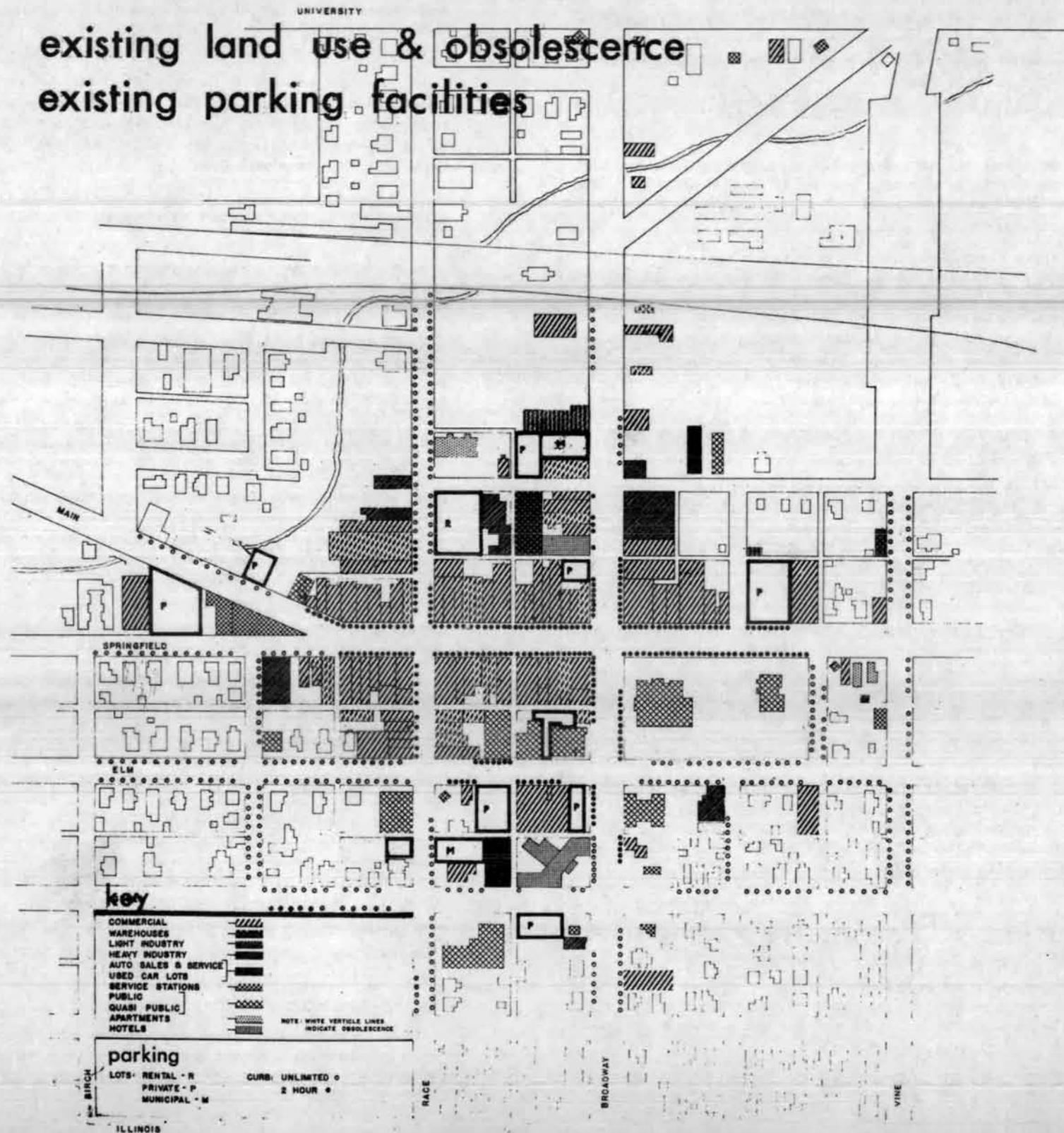
COMMERCIAL	////	obsole	
WAREHOUSES & ETC.			
LIGHT INDUSTRY			
HEAVY INDUSTRY			
AUTO SALES & SERVICE			
USED CAR LOTS			
SERVICE STATIONS			
PUBLIC			
QUASI-PUBLIC			
APARTMENTS			
<b>parking</b>			
LOTS - RENTAL - R			
PRIVATE - P			
MUNICIPAL - M			
CURB - UNLIMITED - ○			
2 HOUR - ●			

SWANSON ASSOCIATES

# Commercial Areas

# Urbana

existing land use & obsolescence  
existing parking facilities



years, in general. If all such requests are granted, without reference to the recommended pattern, the aggregate over a 10-20 year period will substantially vary the pattern.

The central business areas are presently ringed with 'blighted' areas, a condition which inevitably follows when commercial areas are over-zoned. It is recommended that these blighted areas be redeveloped, as detailed elsewhere, through coordination of private efforts and a Federal slum clearance program.

Additional parking facilities represent one of the most pressing needs in the central business areas.

Within a ¼ mile radius of the central business district of Champaign, there are 1005 curb parking spaces, 680 spaces in rental, private or municipal lots, a total of 1,685. There are 406 curb spaces and 228 spaces in rental, private or municipal lots in the Urbana business district, when surveyed, a total of 634.

A recent University student study concluded that 27% of the cars entering the Champaign business district could not find parking space. Champaign has approximately 45 parking spaces per 1,000 population of Champaign, which decreases to only 28 spaces per 1,000 population when the entire Champaign-Urbana community is considered. In a community such as Champaign-Urbana, where the private automobile rather than mass transit is the primary means of reaching the downtown area, a minimum of 75 spaces per 1,000 population is sometimes used as a measurement standard, and where the community services a large rural trading area, the standard is raised considerably.

The number of on-street parking spaces cannot be increased, and will, in fact, be substantially decreased as curb parking is eliminated at congestion points.

The majority of the streets in both the Champaign and Urbana business districts are presently metered for time-parking limits. Although in no sense a solution to the parking problem, this has increased the space turn-over to some extent. Many merchants and employees continue to use these metered curb-spaces for all-day parking without realizing that they have preempted the space that could have been occupied by as many as 8 business area customers. A recent one-day drive to get all-day parkers to use the business area peripheries during a sales promotion event revealed the amount of curb space that could be cleared. Parking meters, particularly in Champaign, are now so dispersed that effective control is not possible; the Champaign police department was forced to purchase a special motor carrier so that officers could make the rounds. In addition to the amount of area that must be covered, a disproportionate amount of police time must be devoted to checking parking violations; the number of tickets issued for parking violations exceeds the total number of tickets issued for all other traffic violations.

Streets are not intended for vehicle storage; they are held in trust for the community for purposes of passage, travel, and circulation, and the community is required to keep them open and free of obstruction. In addition, the American Municipal Association has estimated that it cost \$1,193.40 per car space to provide and maintain curb parking on paved streets. Provision of off-street parking appears reasonable in cost in the face of this figure; in the light of all influencing factors, it becomes imperative.

## ● Champaign Business District Recommendations

**Proposed street system:** Most merchants are cognizant of the need for unobstructed customer circulation within their stores, and many have made floor plan studies and changes to improve this circulation. They can be no less aware of the need for free and unhindered customer-circulation within the business area as a whole.

A four-lane, no curb-parking loop system is proposed for the Champaign business dis-

trict, with two main cross routes, University and Neil, providing main internal arterial access. The proposed parking lots are easily approached from any access. The street system organization provides for a greater dispersal of terminal points, and equalizes the desirability of much of the commercial area, which in turn stimulates the development within the limits indicated.

It is recommended that Church Street and University Avenue be closed at the west edge of West Side Park, and this traffic redirected east and west into the proposed ring traffic system. Under the proposed major street plan, University and Church are no longer major arteries, as presently used, and cross-town traffic will not flow through the congested central business district.

It is recommended that the intersection of Church-Neil-Main streets be partially re-aligned, as indicated, to relieve congestion at this point and reduce the traffic-pedestrian hazard.

Further reduction of congestion and elimination of much of the present double-parking will be secured by adoption of an ordinance limiting the hours during which loading and delivery activities may be conducted.

**Parking proposals:** 3420 off-street parking spaces have been located within the commercial district. Location of these proposed lots was determined by the street pattern and the area expansion possibilities rather than the price of land or the condition of the existing buildings. Parking is to be encouraged at the peripheries of the expanded area as much as possible, and the lots have been sufficiently distributed so that the motorist may park near any destination point. A concentrated central parking area is not practical nor desirable.

Many of the indicated lots are presently occupied only by obsolescent residential structures; others represent an organization of existing open area. Most parking lots permit double store frontage, thus increasing the merchandise display space. A large lot, for all-day use, could be developed north of Washington Street with the financial assistance of the slum clearance program.

Short-time parkers will continue to use the metered street curb parking spaces. Street parking on University and Neil Streets should be removed as soon as off-street parking space is acquired so as to relieve congestion on these two important cross-streets.

Acquisition of parking lots is a step-by-step procedure, and the programming should aim at an orderly dispersal about the area rather than concentration on any one section at the expense of the whole. In some cases (See Detail 'C' on map) parking lot development can be combined with new commercial building.

A comprehensive off-street parking program can be undertaken in a number of ways -- by the city, by park-and-shop corporations, by individual developers, or by a Parking Authority. The responsibility for providing off-street space lies equally with the corporate authorities and with the merchants. Several methods of determining responsibility and/or assessment percentages are used, based on such factors as lot frontage, floor area, etc. It is important to select a fair unit of measurement adjusted to local circumstances so that responsibility is fairly distributed.

It is recommended that an Authority or other organization be set up for purposes of administering a comprehensive program, based on this general study.

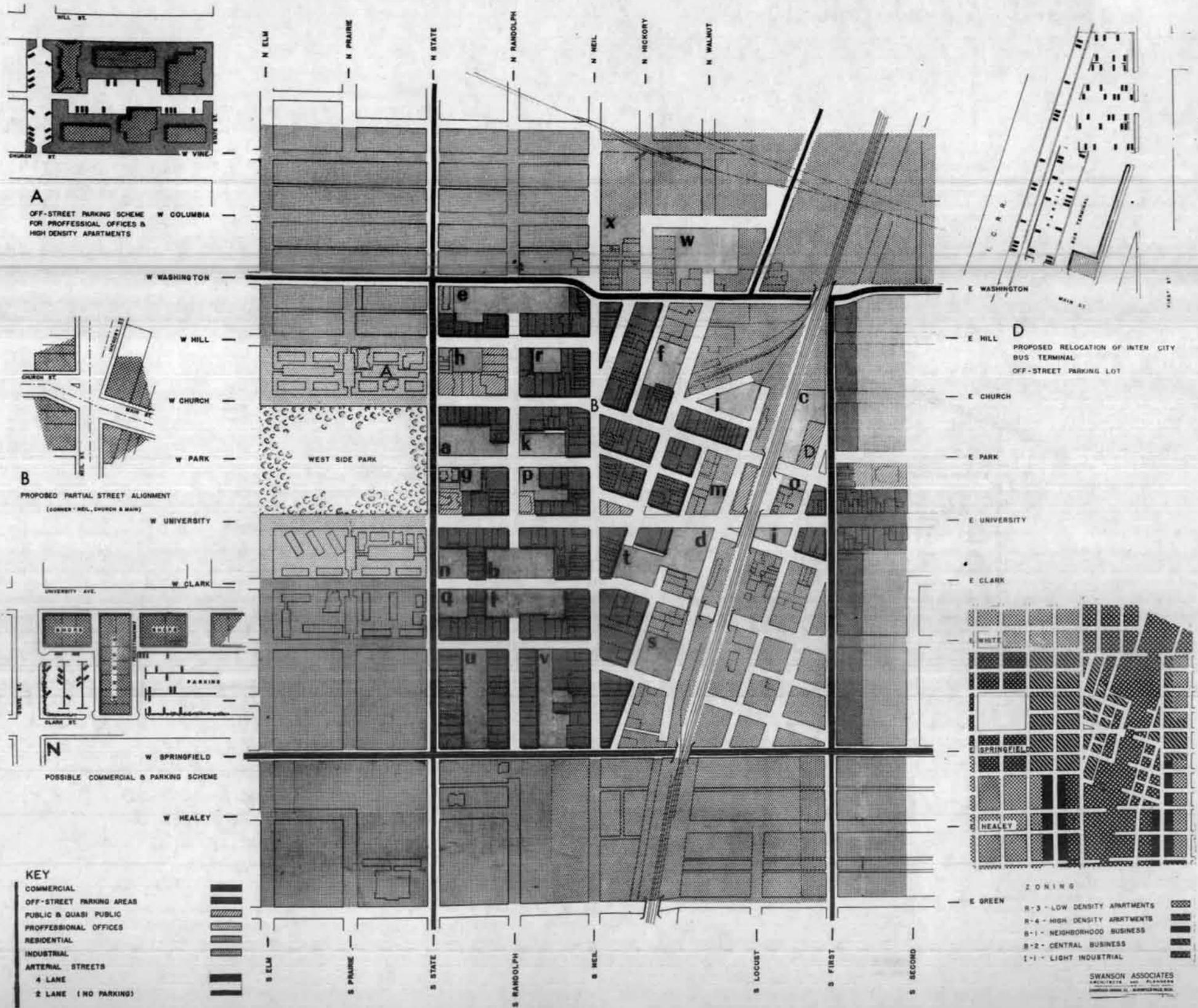
A small number of additional spaces can be created by use of alleyways and interior block space, particularly for employer-parking.

It is recommended that all obsolescent commercial structures be brought up to standard, and necessary street improvements such as the Church-Neil-Main intersection re-alignment undertaken when structural rebuilding is done.

# Commercial Areas

proposed development

# Champaign



**A**  
OFF-STREET PARKING SCHEME  
FOR PROFESSIONAL OFFICES &  
HIGH DENSITY APARTMENTS

**B**  
PROPOSED PARTIAL STREET ALIGNMENT  
(CORNER N EL, CHURCH & MAIN)

**D**  
PROPOSED RELOCATION OF INTER CITY  
BUS TERMINAL  
OFF-STREET PARKING LOT

**KEY**  
COMMERCIAL  
OFF-STREET PARKING AREAS  
PUBLIC & QUASI PUBLIC  
PROFESSIONAL OFFICES  
RESIDENTIAL  
INDUSTRIAL  
ARTERIAL STREETS  
4 LANE  
2 LANE (NO PARKING)

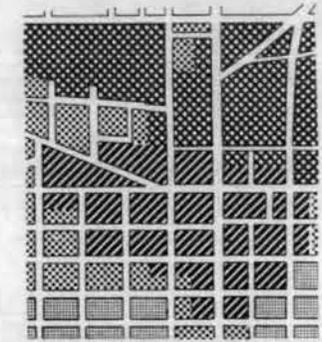
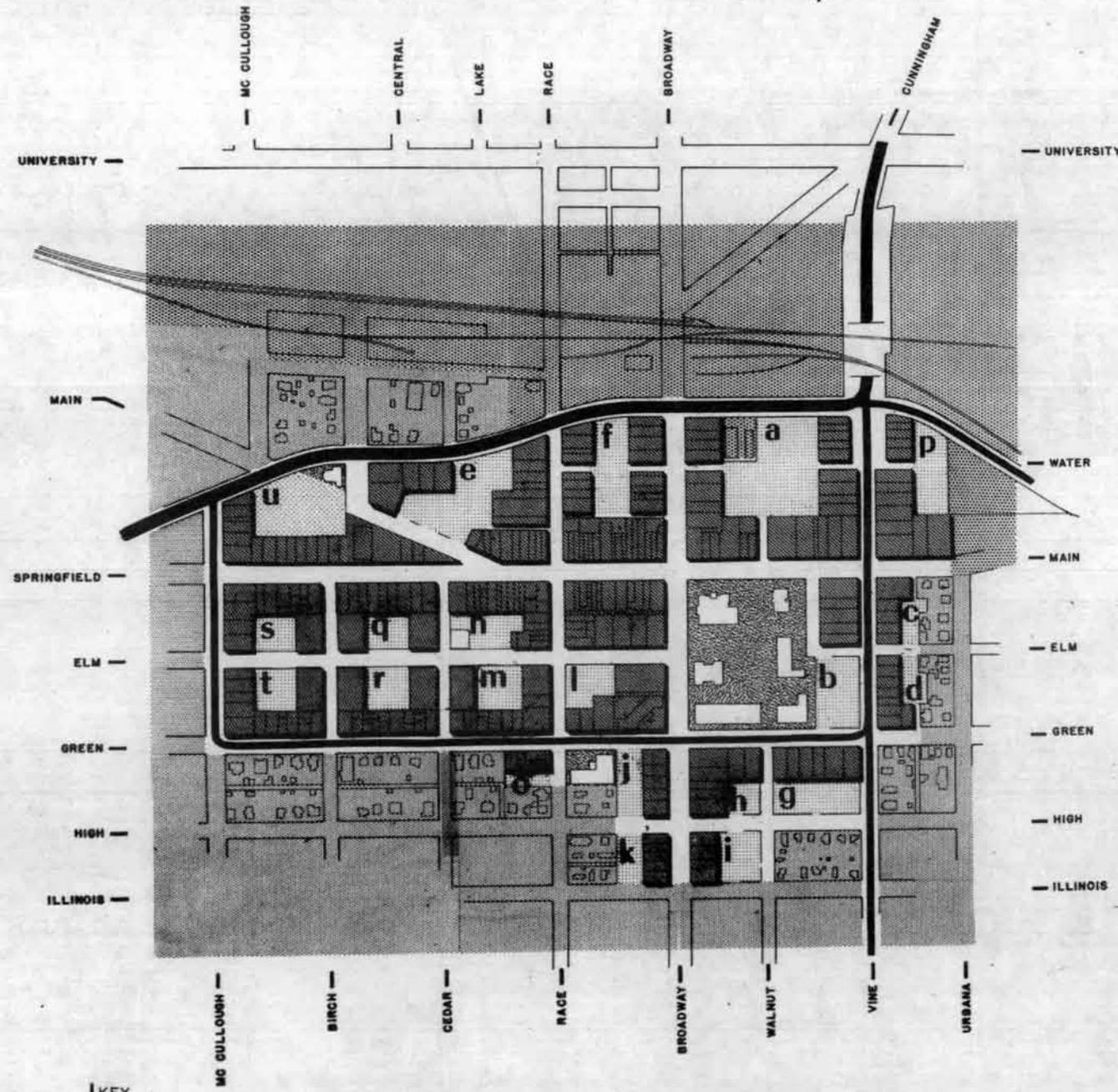
**ZONING**  
R-3 - LOW DENSITY APARTMENTS  
R-4 - HIGH DENSITY APARTMENTS  
B-1 - NEIGHBORHOOD BUSINESS  
B-2 - CENTRAL BUSINESS  
I-1 - LIGHT INDUSTRIAL

SWANSON ASSOCIATES  
ARCHITECTS AND PLANNERS  
1000 W. WASHINGTON ST., CHAMPAIGN, ILL.

# Commercial Areas

proposed development

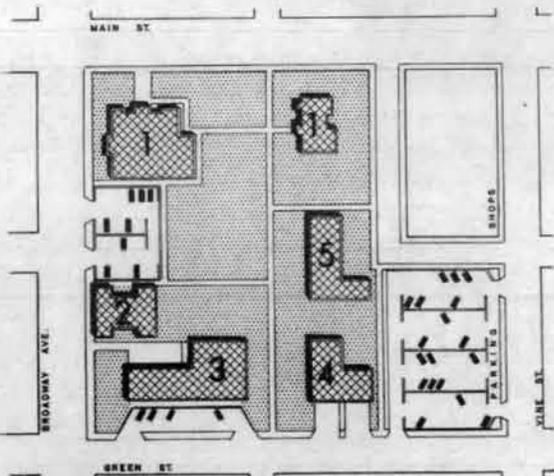
# Urbana



### ZONING

- R-1 R-1- TWO FAMILY DISTRICT
- R-2 R-2- MULTIPLE FAMILY DISTRICT
- B-2 B-2- CENTRAL BUSINESS
- I-1 I-1- LIGHT INDUSTRIAL

- KEY**
- COMMERCIAL
  - OFF-STREET PARKING AREAS
  - PUBLIC & QUASI PUBLIC
  - RESIDENTIAL
  - INDUSTRIAL
  - ARTERIAL STREETS
  - 4 LANE
  - 2 LANE (NO PARKING)



### CIVIC CENTER

- 1 COUNTY COURT HOUSE
- 2 URBANA CITY BUILDING
- 3 FEDERAL BUILDING
- 4 FIRE STATION
- 5 LIBRARY

## ● Urbana Business District Recommendations

See preceding discussion for general principles.

**Proposed street system.** A loop system is created around the Urbana business district by the use of McCullough, Green, and Vine Streets as two-lane no-parking arteries, and the indicated extension of Springfield as a new four-lane street. Main Street and Broadway are the main cross arteries.

The location of the new Springfield Avenue extension is suggested for the following reasons. It will complete the loop system, and bring traffic down into the area more easily from the outer areas, and particularly from route 45. It will allow the north part of the Urbana business district to be regenerated by making the area more desirable for business expansion. The street as proposed would form a natural division between commercial uses and the light industrial uses which are presently 'creeping' down Broadway and Race streets south from the railroad tracks. Zoning, alone, will not encourage commercial development in this area, which is a feasible and desirable direction for expansion. The loop system is so designed that as further commercial expansion is needed, the arteries on the south and east can be moved 1 - 3 blocks further out, and the parking lots will continue to function effectively in the proposed locations.

**Parking proposals:** Urbana, at the present time, is somewhat less plagued by parking problems than Champaign, but the need will increase rapidly with the improved road system, particularly the expressways.

Urbana has a unique opportunity for rapid and desirable expansion of the commercial area and the immediate possibility of attracting new establishments if a progressive program is adopted and sufficient evidence is given of determination to carry it out. The stimulus of a comprehensive off-street parking program coupled with the accessibility of the area and the existence of desirable expansion room could lead to a high degree of development within a very short time. Investment in off-street parking facilities as indicated on the map would yield an unusually high rate of return in terms of future growth, and Urbana would be in a position both to accommodate and to offer inducements to the new development seeking outlet within the Twin Cities. A total of 2,352 spaces are created in the proposed new lots.

It is recommended that the north loop of the traffic system (Springfield Avenue extended) be acquired first and the parking lots in this area developed first.

Diagonal parking should be eliminated on Main Street and Broadway as off-street space is acquired, and future use of metered curb spaces reserved for short-term purposes.

## ● Campus District Recommendations

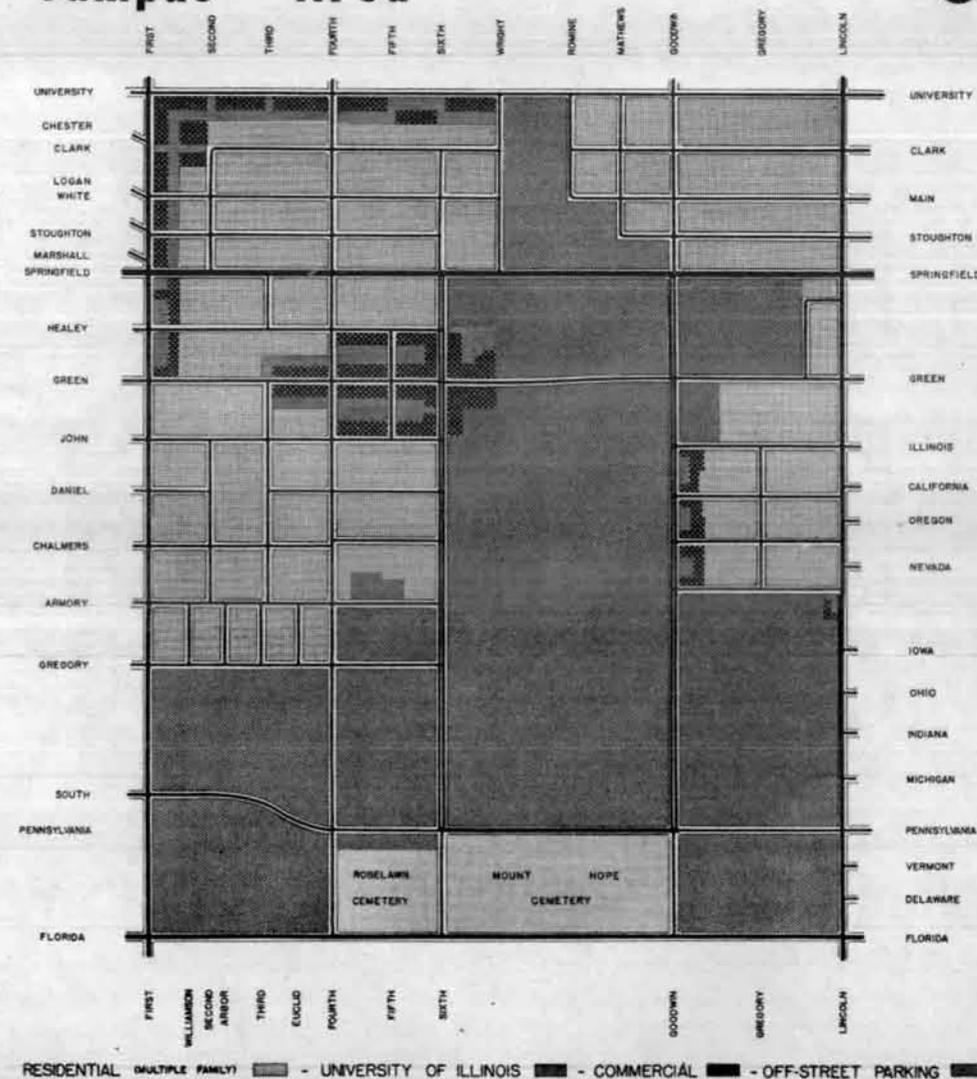
The University of Illinois campus is an important terminal point within the community. A "loop" traffic system, composed of Sixth, Goodwin, Springfield and Pennsylvania Avenues is recommended for development. It is important that no major arteries bisect the campus, for pedestrian circulation is of primary importance. The campus plan can be coordinated and developed to retain the original plan in general conception. Traffic flow and building service can be expedited from the exterior traffic loop directly to parking areas and building accesses. Closure of old streets (Wright Street and Mathew Avenue south of Green Street) to vehicular traffic will mean that future building expansion can be carried over these pedestrian walk-ways without the expansion areas being limited to the old block-area concept.

It is important that future parking areas be coordinated in location with important areas of congregation.

Additional street closures within the neighborhood, indicated on the map, are designed to discourage through traffic and improve the neighborhood amenities while permitting adequate service and access.

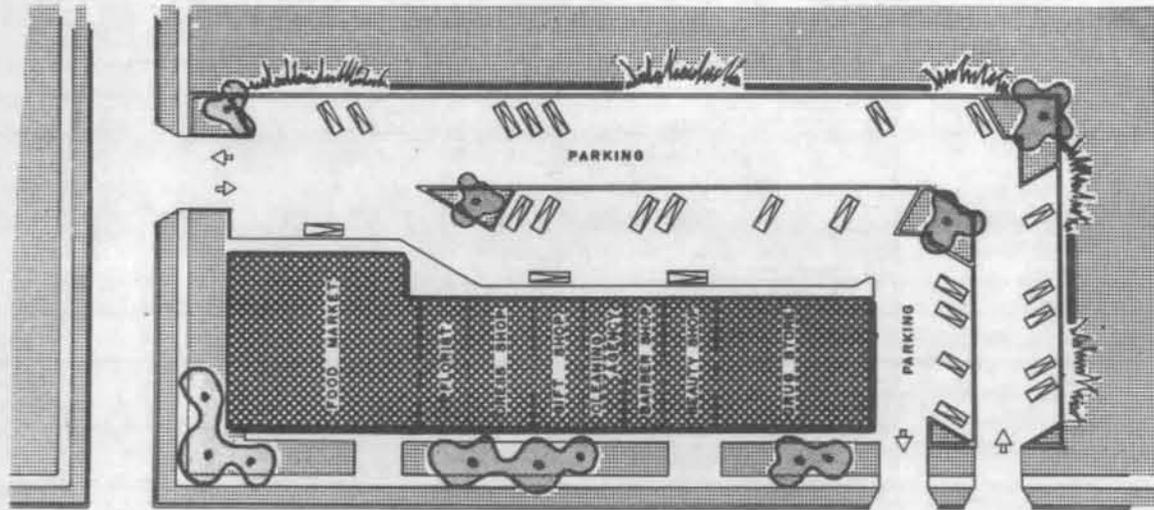
The Campus Business District is a concentrated and specialized secondary business area, and its development is closely allied with the development of the University area as a whole. The present business use covers 10 acres of land, and is zoned for 34 acres. Under the new ordinance 32 acres are zoned for this use, and the Development Plan proposes ultimate use of 23 acres. Future expansion should be encouraged north and south if the present limits are used, rather than any further expansion along Green Street west. Additional off-street parking space is indicated on the accompanying map.

## Campus Area



## ● Neighborhood Shopping Centers

The neighborhood shopping center should contain only the types and number of stores which can be supported by the local population, and relocation of existing scattered developments into compact, central units should be encouraged as rapidly as possible and coordinated with the neighborhood 'center' development. Freedom from nuisance factors, degree of usefulness to a majority of the neighborhood residents, and the local economic support are among the criteria for determining desirable facilities. Among those that fall into an acceptable category are food markets, including retail outlets for bakery and delicatessen goods, drug stores, barber and beauty shops, laundry and dry cleaning pick-up service (not plants), shoe repair shops, variety and gift shops, professional offices, and eating establishments. Development of off-street parking facilities in conjunction is, of course, essential.



Neighborhood Shopping Center

## ● Regional Shopping Centers

Well planned and organized regional shopping areas, which are designed for specific purposes, are desirable and several suggested locations are indicated on the Development Plan Map. When clearly defined, these decentralized developments take over functions which can not be economically accommodated in other retail areas - such as farmer markets, used car lots, farm equipment sales, bowling alleys, drive-ins, etc. These centers should be kept consolidated to prevent unnecessary traffic congestion and any tendency toward strip development along access roads should be promptly discouraged.

## ● Summary General Recommendations

Champaign-Urbana is an important retail trade center, servicing a large market area. Continued importance as a center will be aided by the development of the proposed expressway system, but will also be determined by the steps taken to eliminate traffic congestion and to provide adequate terminal facilities. Appreciable expansion of the trade area can be accomplished only by offering more and better facilities than are available in competing centers (Danville, Decatur, Bloomington) who will also profit by increased accessibility on the expressway system.

The central business districts face a future threat in the form of uncontrolled decentralization, which destroys the economic balance and efficiency of the central areas. Further strip development along major streets must be discouraged, and 'in-regrowing' and controlled expansion should be stimulated by the means described in the preceding sections.

There must be a high degree of coordination of future development efforts; it will be useless to attempt improvement of access streets to the central areas without providing off-street parking facilities at the same time. This is also true in reverse-provision of parking facilities will draw more trade, which must have adequate access routes or chaotic congestion will be the inevitable end-result.

It is suggested that merchants planning to remodel building exteriors cooperate in having coordinated block designs drawn up, both as an economy measure and to achieve a harmonious street front integration. This procedure has been highly successful in many communities.

Greater use of bus transportation to the central business districts will relieve the parking problem considerably, and an active educational program plus encouragement of improved service is recommended as a corollary to provision of off-street parking facilities.

A program of driver-customer education will be useful as the street system and off-street parking facilities are developed.

Development efforts must necessarily be made piece-meal, but they can be successfully integrated if the long-range plan is thoroughly understood.

# VIII • Industrial Areas

The most significant trend in industrial development, as concerns community planning, is that of decentralization. Other factors being equal, large industries and small are seeking plant sites in smaller communities, as opposed to the previously-favored metropolitan centers. Traffic congestion, transportation costs, high labor costs, war target considerations, and high land costs are among the reasons cited for this move. Factors which a number of recently interviewed companies listed as important in plant location choice were 1) availability of labor 2) adequate rail transportation 3) nearness to raw materials 4) cost of labor 5) freight rates on finished products and 6) nearness to major markets.

## • Existing Conditions

All research and surveys indicate that the Twin Cities are disproportionately low and unbalanced in their industrial development as a self-sufficient community. The extent of the disproportionate growth of industry can be summarized in two ways.

Commercial and light industrial uses account for 4% of the total land use, light industrial, alone, 2%; heavy industries .3%. Standards advanced by planning authorities advocate an allocation of 7% of the total developed area.

Less than 10% of the employed workers in Champaign, and little more than 7% of Urbana's labor force were engaged in manufacturing. As can be seen on the following table, the combined labor force of the two cities is engaged largely in 'wholesale and retail' trade, 'professional', and 'service industries' categories, in that order. As of 1940, almost 2/3 of the employed workers were engaged in these three categories. This illustrates, statistically, the dominant importance of the University of Illinois, and the trade and service industries.

Percentage persons 14 years and over employed in three leading occupation groups, 1940

	Total % of all workers	Champaign	Urbana
Wholesale & Retail Trade	24.6%	27.6%	19.3%
Service Industries	15.8	17.1	13.5
Professional	22.2	16.3	32.8
Total, three groups	62.6	61	65.6

The economic characteristics of the cities result in a larger proportion of 'professional and semi-professional', and 'proprietors, managers, and officials' than the average city in Illinois, and a much smaller proportion of skilled and unskilled employed laborers.

Employment by specific light and heavy industrial groups, Champaign-Urbana, 1940

Construction	1081	Leather and leather products mfr.	139
Food Manufacture	342	Stone, clay and glass products mfr.	27
Clothing and textile manufacturing	122	Iron, steel and allied products mfr.	116
Saw and Planing Mill	28	Non-ferrous metals mfr.	18
Furniture, fixtures, wooden goods mfr.	23	Machinery mfr.	72
Chemicals and allied products mfr.	53	Auto & auto equipment mfr.	18
Petroleum and coal products mfr.	5	Railroad, including repair shops	644

Existing transportation facilities are illustrated in the previous Traffic and Transportation section. Existing and proposed improved facilities and their relation to light and heavy industrial areas are illustrated in the accompanying map. Champaign-Urbana's position on the proposed new expressways, particularly in the light of increased emphasis upon truck transportation, is a strong factor in selling local industrial site location. Indications are that air cargo transport service will be available, and the University of Illinois Airport facilities are entirely adequate to handle future commercial transport of this nature.

An unusually high labor potential of skilled and college-trained personnel is available in the Twin Cities. The median number of years of schooling completed by persons 25 years and over is 10.2 for Champaign, 11.9 for Urbana. The urban Illinois average is 8.6. Much of this labor pool is presently drained off to areas offering more opportunity for the use of special skills and knowledge. The existence of this skilled personnel coupled with the presence of the University with its laboratories and training facilities offers obvious advantages to certain types of industrial development of a technical nature, advantages which have not been utilized.

In summary, research would seem to indicate that the statement of the Joint Industrial Committee may well be true, 'Although Champaign-Urbana has everything to attract industry, the community is the least developed, industrially, along 7,500 miles of the Illinois Central Railroad. 'The internal balance between industry, commerce and other work is dangerously one-sided.'

## • Proposed Expansion

Planning proposals for industrial development have been based on these premises:

1. To create a proportionate balance between manufacturing, commerce, and service industries to the point of maximum security, opportunity, and revenue, and to provide an expansion which is suitable to the potential capacities of the community.
2. To confine the expansion to those industrial uses of a stable, self-supporting nature beneficial to the community - primarily diversified light industries employing a maximum of 400-500 persons.
3. To employ to full advantage the assets of the community - location, trained personnel, transport facilities, etc.
4. To limit the physical expansion and location of industrial sites to those areas of efficient operation with least encroachment on residential and commercial areas.
5. To employ this expansion in effective slum clearance and redevelopment where practicable.
6. To reduce the 'nuisance factor' in industrial areas to a minimum, and to promote the assets of modern plant design, i.e. adequate sites and buildings which are architecturally harmonious, properly developed, maintained, and landscaped.

Industrial location, in general, has been allocated with the following factors considered: railroad and expressway access; northwest periphery location to minimize smoke, odor, and noise nuisance; access from commercial and residential areas; site expansion possibilities; sewer, water and power facilities; and existing development.

Two general areas are designated for heavy industrial uses.

1. North Champaign, between the Illinois Central tracks and the Market Street access road, and spanning the proposed expressway overpass.
2. East Urbana, spanning the Big Four tracks and bordered by the three access roads: Cunningham, University, and Main, and the expressway overpass. It is recommended that enforcement of the anti-nuisance ordinances is carried out.

Four basic locations are indicated for light industrial use.

1. Bordering the heavy industry areas where transport access is a prime consideration.
2. At the crossing of the Illinois Central and Big Four trackage systems, where terminal facilities and access to downtown commercial centers is a prime necessity, as in warehousing use. In this location it is contemplated that a substantial amount of slum clearance can be accomplished to the benefit of the entire community, and with a financial gain of approximately 400% increase in valuation.
3. Paralleling the major lineal wholesale commercial developments on Neil Street and east University Avenue.
4. Those scattered locations where existing industry has already been established or options are held. In this connection, it is strongly recommended that such decentralization of industrial plants on the periphery of present residential areas be discontinued as uneconomic, in favor of the coordinated area allocation.

The proposed zoned areas indicated on the Development Plan total 770 acres, or slightly under 10% of the entire developed area for the community of 198x. Exact acreage needs cannot be calculated, for they are not directly related to population. Although the percentage proposed is appreciably above the 7% recommended by some planning authorities, it was considered essential to maintain a flexible enough area for adequate choice in sites and possible future development in the already apparent trends of more widely dispersed and sprawling plant layouts.

The type of industry recommended for expansion is light manufacturing, of a type employing less than 500 workers, and which can supply the greatest opportunity and diversification for the highly trained local population. Some suggestions are medical laboratories, radio and television parts manufacturing or assembly, scientific instrument manufacturing, farm equipment parts manufacturing or assembly, drug manufacturing, food processing plants.

Strong encouragement should be given to a coordinated and attractive plant lay-out, particularly in the central areas. Careful planning will result in both an attractive and harmonious appearance and an economical and efficient use of land.

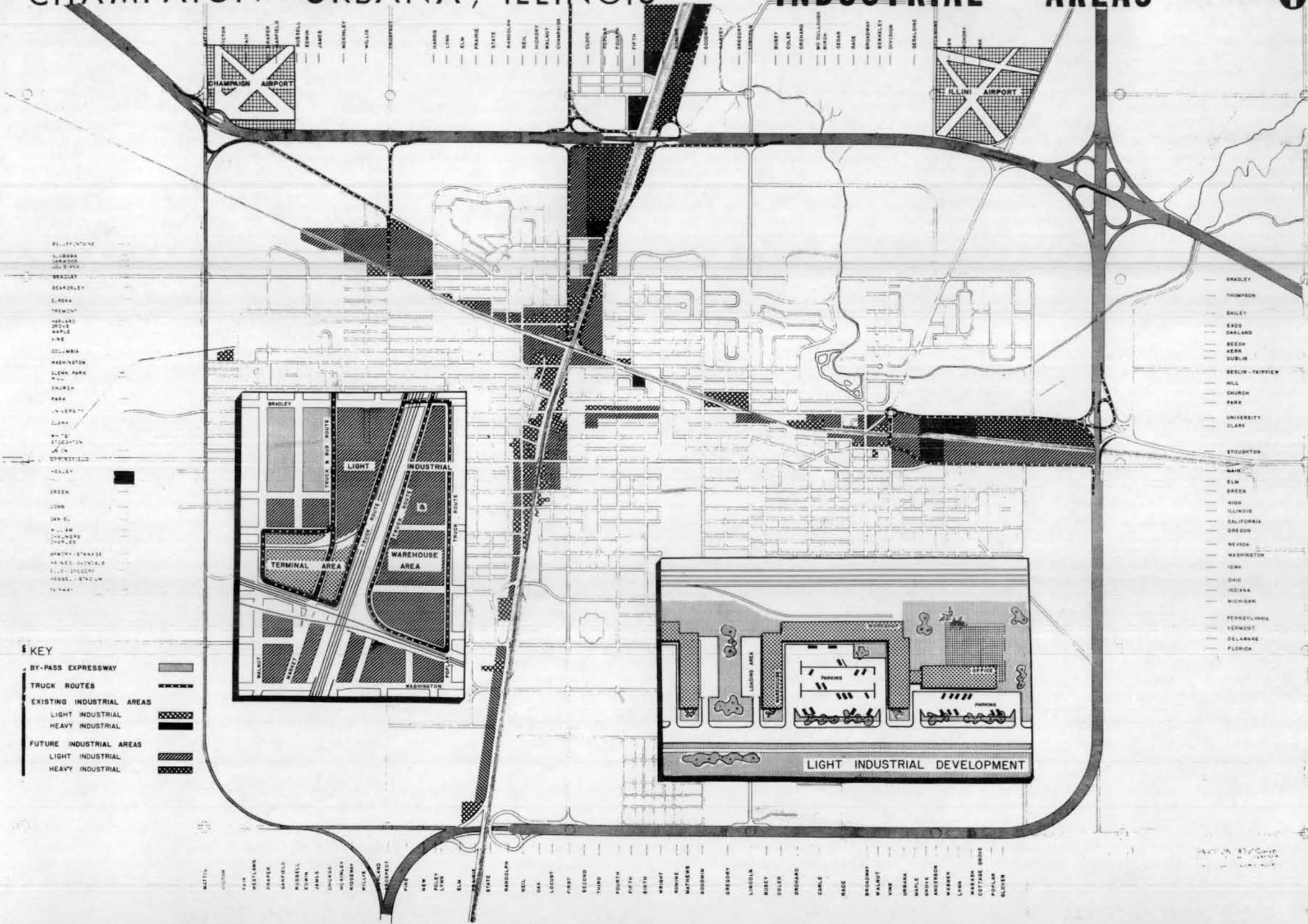
Light industrial area allocations have been made as a redevelopment factor, particularly in the area northwest and northeast of the Illinois Central tracks. Site preparation should be coordinated with a slum clearance program.

## ● Summary

The need for industrial expansion of a limited nature is clear. Existing favorable factors for attracting industry are good railroad and other transportation facilities, skilled labor available, low tax rate, existing adequate utility facilities, and sufficient zoned area for wide choice in site. Beyond this, steps taken to improve housing, traffic systems, schools, parks, and municipal consolidation will be of tremendous advantage.

# CHAMPAIGN - URBANA, ILLINOIS

# INDUSTRIAL AREAS



- KEY**
- BY-PASS EXPRESSWAY
  - TRUCK ROUTES
  - EXISTING INDUSTRIAL AREAS
    - LIGHT INDUSTRIAL
    - HEAVY INDUSTRIAL
  - FUTURE INDUSTRIAL AREAS
    - LIGHT INDUSTRIAL
    - HEAVY INDUSTRIAL

PLEASANT  
 OLIVER  
 BRADLEY  
 BEADLEY  
 S. REX  
 "REMONT"  
 HARLAND  
 GROVE  
 MAPLE  
 VINE  
 COLUMBIA  
 WASHINGTON  
 LEAN PARK  
 MILL  
 CHURCH  
 PARK  
 "VALLEY"  
 CLARK  
 "W"  
 "S"  
 "J"  
 "K"  
 "L"  
 "M"  
 "N"  
 "O"  
 "P"  
 "Q"  
 "R"  
 "S"  
 "T"  
 "U"  
 "V"  
 "W"  
 "X"  
 "Y"  
 "Z"  
 "AA"  
 "AB"  
 "AC"  
 "AD"  
 "AE"  
 "AF"  
 "AG"  
 "AH"  
 "AI"  
 "AJ"  
 "AK"  
 "AL"  
 "AM"  
 "AN"  
 "AO"  
 "AP"  
 "AQ"  
 "AR"  
 "AS"  
 "AT"  
 "AU"  
 "AV"  
 "AW"  
 "AX"  
 "AY"  
 "AZ"  
 "BA"  
 "BB"  
 "BC"  
 "BD"  
 "BE"  
 "BF"  
 "BG"  
 "BH"  
 "BI"  
 "BJ"  
 "BK"  
 "BL"  
 "BM"  
 "BN"  
 "BO"  
 "BP"  
 "BQ"  
 "BR"  
 "BS"  
 "BT"  
 "BU"  
 "BV"  
 "BW"  
 "BX"  
 "BY"  
 "BZ"  
 "CA"  
 "CB"  
 "CC"  
 "CD"  
 "CE"  
 "CF"  
 "CG"  
 "CH"  
 "CI"  
 "CJ"  
 "CK"  
 "CL"  
 "CM"  
 "CN"  
 "CO"  
 "CP"  
 "CQ"  
 "CR"  
 "CS"  
 "CT"  
 "CU"  
 "CV"  
 "CW"  
 "CX"  
 "CY"  
 "CZ"  
 "DA"  
 "DB"  
 "DC"  
 "DD"  
 "DE"  
 "DF"  
 "DG"  
 "DH"  
 "DI"  
 "DJ"  
 "DK"  
 "DL"  
 "DM"  
 "DN"  
 "DO"  
 "DP"  
 "DQ"  
 "DR"  
 "DS"  
 "DT"  
 "DU"  
 "DV"  
 "DW"  
 "DX"  
 "DY"  
 "DZ"  
 "EA"  
 "EB"  
 "EC"  
 "ED"  
 "EE"  
 "EF"  
 "EG"  
 "EH"  
 "EI"  
 "EJ"  
 "EK"  
 "EL"  
 "EM"  
 "EN"  
 "EO"  
 "EP"  
 "EQ"  
 "ER"  
 "ES"  
 "ET"  
 "EU"  
 "EV"  
 "EW"  
 "EX"  
 "EY"  
 "EZ"  
 "FA"  
 "FB"  
 "FC"  
 "FD"  
 "FE"  
 "FF"  
 "FG"  
 "FH"  
 "FI"  
 "FJ"  
 "FK"  
 "FL"  
 "FM"  
 "FN"  
 "FO"  
 "FP"  
 "FQ"  
 "FR"  
 "FS"  
 "FT"  
 "FU"  
 "FV"  
 "FW"  
 "FX"  
 "FY"  
 "FZ"  
 "GA"  
 "GB"  
 "GC"  
 "GD"  
 "GE"  
 "GF"  
 "GG"  
 "GH"  
 "GI"  
 "GJ"  
 "GK"  
 "GL"  
 "GM"  
 "GN"  
 "GO"  
 "GP"  
 "GQ"  
 "GR"  
 "GS"  
 "GT"  
 "GU"  
 "GV"  
 "GW"  
 "GX"  
 "GY"  
 "GZ"  
 "HA"  
 "HB"  
 "HC"  
 "HD"  
 "HE"  
 "HF"  
 "HG"  
 "HH"  
 "HI"  
 "HJ"  
 "HK"  
 "HL"  
 "HM"  
 "HN"  
 "HO"  
 "HP"  
 "HQ"  
 "HR"  
 "HS"  
 "HT"  
 "HU"  
 "HV"  
 "HW"  
 "HX"  
 "HY"  
 "HZ"  
 "IA"  
 "IB"  
 "IC"  
 "ID"  
 "IE"  
 "IF"  
 "IG"  
 "IH"  
 "II"  
 "IJ"  
 "IK"  
 "IL"  
 "IM"  
 "IN"  
 "IO"  
 "IP"  
 "IQ"  
 "IR"  
 "IS"  
 "IT"  
 "IU"  
 "IV"  
 "IW"  
 "IX"  
 "IY"  
 "IZ"  
 "JA"  
 "JB"  
 "JC"  
 "JD"  
 "JE"  
 "JF"  
 "JG"  
 "JH"  
 "JI"  
 "JJ"  
 "JK"  
 "JL"  
 "JM"  
 "JN"  
 "JO"  
 "JP"  
 "JQ"  
 "JR"  
 "JS"  
 "JT"  
 "JU"  
 "JV"  
 "JW"  
 "JX"  
 "JY"  
 "JZ"  
 "KA"  
 "KB"  
 "KC"  
 "KD"  
 "KE"  
 "KF"  
 "KG"  
 "KH"  
 "KI"  
 "KJ"  
 "KK"  
 "KL"  
 "KM"  
 "KN"  
 "KO"  
 "KP"  
 "KQ"  
 "KR"  
 "KS"  
 "KT"  
 "KU"  
 "KV"  
 "KW"  
 "KX"  
 "KY"  
 "KZ"  
 "LA"  
 "LB"  
 "LC"  
 "LD"  
 "LE"  
 "LF"  
 "LG"  
 "LH"  
 "LI"  
 "LJ"  
 "LK"  
 "LL"  
 "LM"  
 "LN"  
 "LO"  
 "LP"  
 "LQ"  
 "LR"  
 "LS"  
 "LT"  
 "LU"  
 "LV"  
 "LW"  
 "LX"  
 "LY"  
 "LZ"  
 "MA"  
 "MB"  
 "MC"  
 "MD"  
 "ME"  
 "MF"  
 "MG"  
 "MH"  
 "MI"  
 "MJ"  
 "MK"  
 "ML"  
 "MM"  
 "MN"  
 "MO"  
 "MP"  
 "MQ"  
 "MR"  
 "MS"  
 "MT"  
 "MU"  
 "MV"  
 "MW"  
 "MX"  
 "MY"  
 "MZ"  
 "NA"  
 "NB"  
 "NC"  
 "ND"  
 "NE"  
 "NF"  
 "NG"  
 "NH"  
 "NI"  
 "NJ"  
 "NK"  
 "NL"  
 "NM"  
 "NN"  
 "NO"  
 "NP"  
 "NQ"  
 "NR"  
 "NS"  
 "NT"  
 "NU"  
 "NV"  
 "NW"  
 "NX"  
 "NY"  
 "NZ"  
 "OA"  
 "OB"  
 "OC"  
 "OD"  
 "OE"  
 "OF"  
 "OG"  
 "OH"  
 "OI"  
 "OJ"  
 "OK"  
 "OL"  
 "OM"  
 "ON"  
 "OO"  
 "OP"  
 "OQ"  
 "OR"  
 "OS"  
 "OT"  
 "OU"  
 "OV"  
 "OW"  
 "OX"  
 "OY"  
 "OZ"  
 "PA"  
 "PB"  
 "PC"  
 "PD"  
 "PE"  
 "PF"  
 "PG"  
 "PH"  
 "PI"  
 "PJ"  
 "PK"  
 "PL"  
 "PM"  
 "PN"  
 "PO"  
 "PP"  
 "PQ"  
 "PR"  
 "PS"  
 "PT"  
 "PU"  
 "PV"  
 "PW"  
 "PX"  
 "PY"  
 "PZ"  
 "QA"  
 "QB"  
 "QC"  
 "QD"  
 "QE"  
 "QF"  
 "QG"  
 "QH"  
 "QI"  
 "QJ"  
 "QK"  
 "QL"  
 "QM"  
 "QN"  
 "QO"  
 "QP"  
 "QQ"  
 "QR"  
 "QS"  
 "QT"  
 "QU"  
 "QV"  
 "QW"  
 "QX"  
 "QY"  
 "QZ"  
 "RA"  
 "RB"  
 "RC"  
 "RD"  
 "RE"  
 "RF"  
 "RG"  
 "RH"  
 "RI"  
 "RJ"  
 "RK"  
 "RL"  
 "RM"  
 "RN"  
 "RO"  
 "RP"  
 "RQ"  
 "RR"  
 "RS"  
 "RT"  
 "RU"  
 "RV"  
 "RW"  
 "RX"  
 "RY"  
 "RZ"  
 "SA"  
 "SB"  
 "SC"  
 "SD"  
 "SE"  
 "SF"  
 "SG"  
 "SH"  
 "SI"  
 "SJ"  
 "SK"  
 "SL"  
 "SM"  
 "SN"  
 "SO"  
 "SP"  
 "SQ"  
 "SR"  
 "SS"  
 "ST"  
 "SU"  
 "SV"  
 "SW"  
 "SX"  
 "SY"  
 "SZ"  
 "TA"  
 "TB"  
 "TC"  
 "TD"  
 "TE"  
 "TF"  
 "TG"  
 "TH"  
 "TI"  
 "TJ"  
 "TK"  
 "TL"  
 "TM"  
 "TN"  
 "TO"  
 "TP"  
 "TQ"  
 "TR"  
 "TS"  
 "TT"  
 "TU"  
 "TV"  
 "TW"  
 "TX"  
 "TY"  
 "TZ"  
 "UA"  
 "UB"  
 "UC"  
 "UD"  
 "UE"  
 "UF"  
 "UG"  
 "UH"  
 "UI"  
 "UJ"  
 "UK"  
 "UL"  
 "UM"  
 "UN"  
 "UO"  
 "UP"  
 "UQ"  
 "UR"  
 "US"  
 "UT"  
 "UU"  
 "UV"  
 "UW"  
 "UX"  
 "UY"  
 "UZ"  
 "VA"  
 "VB"  
 "VC"  
 "VD"  
 "VE"  
 "VF"  
 "VG"  
 "VH"  
 "VI"  
 "VJ"  
 "VK"  
 "VL"  
 "VM"  
 "VN"  
 "VO"  
 "VP"  
 "VQ"  
 "VR"  
 "VS"  
 "VT"  
 "VU"  
 "VV"  
 "VW"  
 "VX"  
 "VY"  
 "VZ"  
 "WA"  
 "WB"  
 "WC"  
 "WD"  
 "WE"  
 "WF"  
 "WG"  
 "WH"  
 "WI"  
 "WJ"  
 "WK"  
 "WL"  
 "WM"  
 "WN"  
 "WO"  
 "WP"  
 "WQ"  
 "WR"  
 "WS"  
 "WT"  
 "WU"  
 "WV"  
 "WW"  
 "WX"  
 "WY"  
 "WZ"  
 "XA"  
 "XB"  
 "XC"  
 "XD"  
 "XE"  
 "XF"  
 "XG"  
 "XH"  
 "XI"  
 "XJ"  
 "XK"  
 "XL"  
 "XM"  
 "XN"  
 "XO"  
 "XP"  
 "XQ"  
 "XR"  
 "XS"  
 "XT"  
 "XU"  
 "XV"  
 "XW"  
 "XX"  
 "XY"  
 "XZ"  
 "YA"  
 "YB"  
 "YC"  
 "YD"  
 "YE"  
 "YF"  
 "YG"  
 "YH"  
 "YI"  
 "YJ"  
 "YK"  
 "YL"  
 "YM"  
 "YN"  
 "YO"  
 "YP"  
 "YQ"  
 "YR"  
 "YS"  
 "YT"  
 "YU"  
 "YV"  
 "YW"  
 "YX"  
 "YY"  
 "YZ"  
 "ZA"  
 "ZB"  
 "ZC"  
 "ZD"  
 "ZE"  
 "ZF"  
 "ZG"  
 "ZH"  
 "ZI"  
 "ZJ"  
 "ZK"  
 "ZL"  
 "ZM"  
 "ZN"  
 "ZO"  
 "ZP"  
 "ZQ"  
 "ZR"  
 "ZS"  
 "ZT"  
 "ZU"  
 "ZV"  
 "ZW"  
 "ZX"  
 "ZY"  
 "ZZ"

CHAMPAIGN - URBANA, ILLINOIS  
 INDUSTRIAL AREAS  
 PLANNING AND DEVELOPMENT  
 1960

# XI • Public Buildings

The majority of the public and semi-public buildings in Champaign-Urbana are in relatively good condition, although in need of repairs or expansion. In general, their present locations are effective for serving their functions in the community. A substantial proportion could, however, be relocated upon obsolescence for greater effectiveness.

The Twin Cities show a 12.7% of the total area in institutional and public building use. Excluding the University of Illinois campus, this falls to 3.2%, well below the average city 4.5%. This is largely due to the fact that the University facilities absorb or furnish cultural functions normally provided by the municipality.

In the past few decades construction of public buildings has been undertaken during depression cycles. A recent Congressional bill authorizes the pre-planning of these needed municipal projects, and steps should be taken at this time to outline and plan these necessary future improvements so that there will be no time lag due to organizational needs. The accompanying proposals should be taken as only the first of the preliminary steps toward this end.

## • Administrative Buildings and Civic Centers

**Urbana:** The Urbana City Government is housed in an obsolete building, inadequate in space and function, and which must be replaced in the very near future. It is proposed that all Urbana administrative buildings be brought together within the area bounded by Broadway-Main-Vine-Green, forming a civic center, with adequate off-street parking. This grouping would consist of the present County Courthouse, modernized or rebuilt on present site for more efficient operation; a new Federal Building, housing governmental offices and postoffice; the city building, housed in the old Postoffice Building or in a new structure if the old building is not available; and a new Urbana library building. The present County Jail Building, adjacent to the County Courthouse, should be replaced by a more modern structure in a new location, and the cleared land used for other civic functions within this proposed civic center.

**Champaign:** The present City Building is adequate in size and location for present needs, with the provision of more adequate parking area. Any eventual efforts toward relocation and consolidation of municipal functions should be bent first toward achieving the development of the joint Civic Center described below as representing a more economical and functional unit; failing that, consideration should be given to the possibility of a Civic Center development around West Side Park. This grouping would contain, in addition to the City Building, an enlarged library and a new Post Office Building with space for other Federal offices.

**Joint Civic Center:** If eventual consolidation of the administration of Champaign-Urbana occurs, a coordinated Civic Center, replacing the presently duplicating buildings would prove an economically sound expenditure. This building group should be located out of the retail trade centers, and a location on University Avenue, directly north of Illinois Field is recommended. This location would be equally accessible to the three commercial centers and would permit adequate area for necessary parking and probable future expansion. In addition to municipal functions, space should be allocated for federal and state offices, employment office, agricultural-conservation agencies, etc.

## • Civic Auditorium - Convention Hall

A central civic auditorium is considered desirable for the present population, and a justifiable municipal necessity for the projected population of 198X.

At the present time many of the normal city-wide functions are handled by University facilities, the Armories, and the High School auditoriums, none of which serve adequately. With the construction of the new junior-senior high school facilities in both Champaign and Urbana and the University High School, adequate auditorium facilities may be made available with the proper cooperation in expenditures between the School Boards and the City Governments.

An adequate and attractive central structure would be possible only through a joint effort of the Twin Cities, and as a long-term planning recommendation, a site between Lincoln and Goodwin Avenues, north of Breslin is suggested. Sufficient area is available at comparatively low land cost for development of an adequate structure, with parking areas, recreational space, and open malls. The area will have excellent traffic accessibility when the proposed traffic arterial system is completed, allowing direct routes from the heart of both Champaign and Urbana, and from the exterior loop system. The site is equidistant from both towns, and would be close to the proposed Civic Center development on University Avenue. Construction could be combined with a slum clearance project of adjacent neighborhoods. Past experience has proved that property values are raised or stabilized in adjacent neighborhoods, and appearance of residential areas enhanced and improved by proximity to such developments.

## • Police and Fire Stations

Police facilities should continue to be centralized with other municipal functions; in the event of administrative consolidation, these facilities will be ideally located in the described joint Civic Center.

Fire stations servicing a community are ideally spaced for a maximum radius of one mile service. With the present residential dispersion in the Twin Cities, this indicates a need for a new substation in west Champaign. This station should be located on Springfield Avenue between Prospect and Mattis Avenues. As a new postoffice sub-station is indicated for west Champaign, it would be well to house it in conjunction with the fire station.

## • Municipal Garages and Maintenance Areas

These may be in conjunction with the proposed location of the State Highway District No. 5 maintenance garage and office on University Avenue east of the Urbana Armory, or, alternately, could function effectively in the northeast Champaign area allocated for light industry, in conjunction with the City Bus Garages. In either case, direct access to the expressways and the interior traffic loop is available.

## • Armories

The existing Armory buildings call for no expansion, but the surrounding areas should be developed for adequate parking; in Urbana, parade and practise ground area should be developed.

## • Hospitals and Clinics

Champaign-Urbana at the present time exceeds the standards set by the Illinois Hospital Survey Plan in 1947 for number of hospital beds. However, the Twin Cities service the entire Market Area in these facilities, and the bed capacity is limited in the light of this additional consideration. 50% of the patients treated live beyond the local county trade area, and the service area is considered to extend as far as Terre Haute on the east, Robinson on the south, Decatur-Bloomington on the west and Onarga to the north; this is due in part to the growing reputation of one of the largest and best medical clinics south of Chicago. Although this reputation may be only temporary, resting on the individual services of the doctors concerned, allowance for the potential growth of these clinical services has been made. Institutional expansion areas are indicated on the

Development Plan Map; large tracts are indicated south of the Hessel Park extension and as part of the northwest Champaign recreational area. Expansion in these areas will permit large sites and natural surroundings, protection against undue noise and congestion, and will be readily accessible by automobile and bus service.

## • Institutions

All existing institutional areas (County Farm, Garwood Home, Cunningham Home and Outlook Sanatorium) are entirely adequate for all contemplated expansion, even for development along the line of 'cottages' rather than dormitory buildings.

Should new institutions of this or paralleling nature be located in the Twin Cities, it is recommended that they be incorporated into the areas mentioned above, with the additional possibility of developing part of the proposed War Memorial Lake acreage for these purposes.

With the expected increase in aged retired people, the need for nursing homes will gradually increase. Although these should not take the form of institutions, it is recommended that a number of the larger and adequate mansions in the Twin Cities be preserved for this purpose, and so protected by zoning.

## • YMCA

The excellent facilities of McKinley YMCA require nothing but enlargement and expansion which is feasible on the existing site. Should a wider dispersion of these facilities become desirable, a number of the to-be-abandoned school buildings (Lincoln School in Urbana, for example) could thus be put to excellent use.

## • Libraries

Although the two existing town libraries are well located and in permanent structures, there is a distinct need for more adequate and modern facilities, and for the local servicing of residential areas. Under a continuing division of municipal administration, new and modern library structures should be incorporated in the separate civic centers; the present Champaign Library site is excellent, and with rebuilding or expansion would serve as the nucleus for the Civic Center development. A larger and more adequate plant would be possible under joint administration, and would be well located in the joint Civic Center described. The Urbana Library, as noted, should be relocated in the Urbana Civic Center Area.

Local service for residential areas should be made available through use of the Community or Adult Education rooms, or the libraries of the various neighborhood elementary schools.

## • Churches

Throughout the United States, church organizations are facing the problem of rebuilding in downtown locations or expanding in relocated suburban areas where no such service exists. The increased use of automobiles and the improvement of trafficways facilitates access to any church of choice; thus both solutions are necessary and effective. In the case of downtown churches, arrangements can be made for near-by parking in vacant commercial or municipal lots, or if not available, adequate off-street parking should be provided on church property.

# X•Public Utilities

Existing public utility service policies and extension plans are an important factor in shaping and influencing urban growth and expansion. The development of outlying areas, in particular, is affected by the provision or extension of water lines, sewerage and storm drainage, gas and electric service, etc. The provision that property subdividers install utilities or post bond to secure installation exerts a measure of control over the urban pattern, and encourages orderly expansion as against spotty, scattered area growth.

Zoning plans are studied with the utility pattern in mind to encourage an intensity of land use that is commiserate with the utility facilities existing or amenable to economical expansion.

## • Sanitary and Storm Drainage

The Urbana and Champaign Sanitary District was organized in 1921-22 to provide facilities for the collection and treatment of sanitary sewage from the community. The District intercepting system was built to pick up the existing city sewers at points of discharge, and only a few residences and buildings are served by direct connection to the interceptors themselves.

There is no existing complete record of the sanitary sewerage systems, and a comprehensive detailed plan must be made as a joint project of the two cities before remedial measures of development or administration can be instituted.

In addition to a need for a complete survey and mapping, there are a number of other specific pressing problems.

The Sanitary District includes within its jurisdictional boundaries all of the City of Urbana and Champaign with the exception of that part of the city which is west of Russell Street and development south of Kirby Avenue south of Champaign. The area west of Russell lies in a drainage shed other than that in which the District treatment plant is located, and the District cannot serve the area by sewers. The major method of disposal is by small septic tanks. The density of the area is too high for continued use of such sewage disposal means, and objection has been raised by the State Health Department. Further, there is insufficient soil absorption, and sewage flows into the storm drainage system. It is recommended that the area within the corporate limits that is presently with the Fountainhead Drainage District be annexed to the Urbana and Champaign Sanitary District, and a pumping station be installed. This is recognized as the most economical solution; the cost of instituting a new district and/or establishing a new disposal plant may not be much greater than that of installing 1 or 2 pumping stations, but the maintenance cost under a single agency will be greatly reduced. Under one system the services of only one man from the central plant would be required for a daily check.

A number of sanitary adjustments are needed immediately. A new connection is needed in the northeast Champaign area to relieve the existing system. Northwest Champaign needs a relief sewer to eliminate the overload on the 8" laterals. To accommodate the eastern expansion of Urbana a new line directly to the plant will be needed, as will one from the northeast section of Urbana. The size of sewers planned in southeast Urbana will be sufficient for future expansion beyond the Fairlawn Park and other developments, and the Broadway Avenue trunk line of adequate size should be extended to service south Urbana.

Some problems are created by abuses of the present sanitary lines--discharge of air conditioning water, roof leaders, yard drains, cistern overflow, and deleterious indus-

trial wastes. Overflow of sanitary drainage into storm drainage can be corrected by the construction of new connections as mentioned.

A complete analysis of the storm drainage problem has been made by the engineering firm of Homer and Shiflin for the Urbana and Champaign Sanitary District, and recommendations and findings are on file at that office. Inasmuch as the storm drainage problem is pressing from the standpoints of health, convenience and future desirable community growth, these recommendations or any alternate satisfactory solutions should be initiated as soon as possible. Storm drainage for the area southwest of Russell Street will require additional study. The west section will require an enlargement of the existing trunk system.

It is recommended that further study be given to the means by which responsibility for all sanitary and storm sewage facilities, including sanitary system laterals, be coordinated under the authority of the Urbana and Champaign Sanitary District, and that all plumbing inspection be made under the jurisdiction of the Sanitary District manager office.

## • Electricity and Gas

The present electrical supply system under the Illinois Power Company is adequate for both present and future needs, and the system is well serviced. It is recommended that the Power Company make every effort to service both homes and industrial users to the extent of demand for gas supply, when present curtailing restrictions are lifted.

## • Water

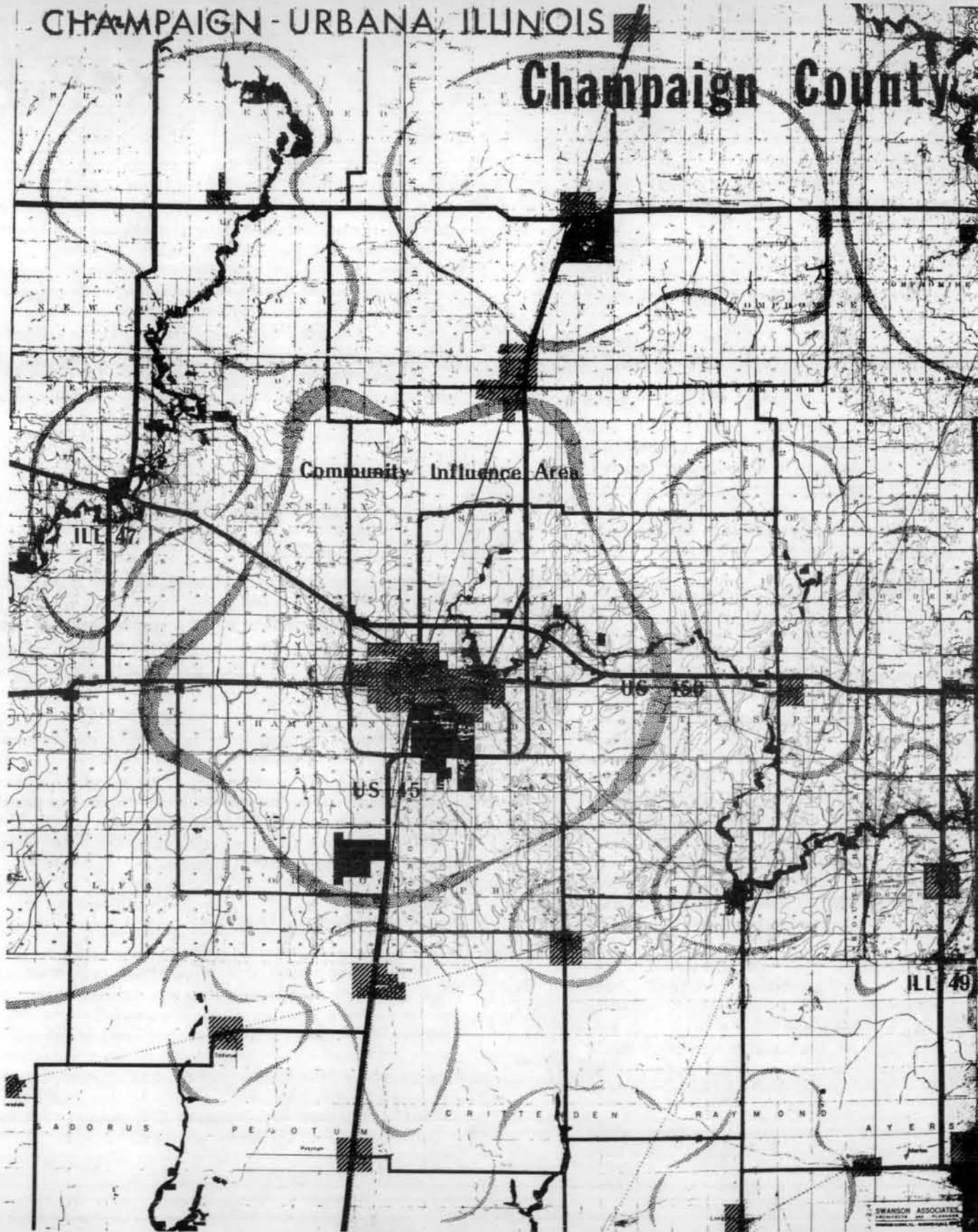
The Water Company is a privately owned company, furnishing service for the two cities and areas adjacent to the community. The present deficiencies due to past installation of now-inadequate 2" mains will be corrected, for the most part, by 1951. Future plans, from the standpoint of community service and growth, are adequate. It is recommended, however, that at such times as the Twin Cities establish a joint administration and when funds are available, the Water Company be bought out, and water service become a municipal function.

## • Garbage Disposal

It is recommended that all garbage collection and disposal be taken over by the municipalities as a joint enterprise. Under the present system, there is too little supervision, more collection trucks are used than necessary, and there is an overlapping of service. The present dumping area, east of Urbana, should be abandoned, converted to park, and used as the relocated site for the Fairgrounds. A new area, north of Champaign, accessible by the Market Street artery, and at a sufficient distance from a major entrance to the community, should be acquired and a full land fill system used, combined with a park development. One suggested location would be on North Lincoln in the Illinois Central Roundhouse area.

CHAMPAIGN - URBANA, ILLINOIS

# Champaign County



# XI • County Planning

There is, at present, no comprehensive regional plan for Champaign County nor a zoning ordinance, although the power to prepare and administer them are granted under the existing state enabling legislation. Neither the best interests of the rural population nor the well-being of incorporated municipalities within the county can be served adequately without these protective measures. The studies made for this report indicate the existence of serious county-wide planning and zoning problems.

The population of the county, presently estimated at 105,000, including Chanute Field and University of Illinois transient personnel, is estimated at 120,000 (plus 11-15,000 Chanute Field personnel) by 198X, under normal growth conditions. Of the indicated increase, approximately 20,000 will be in Champaign-Urbana, and 5-7,000 will be in rural areas, towns and villages. Future population growth is limited, in terms of past growth, but the need for greater attention in the matters of conservation, water control, natural resources, and land use and values is obvious.

It is strongly recommended that the Champaign County Regional Planning Commission be reactivated, and a comprehensive regional plan be prepared. Particular attention should be paid to these problems:

1. Recreational needs for the county, intimately linked with plans for conservation.
2. Rural school needs.
3. Highway and county road systems, with particular reference to crossings, egresses, and paving plans.
4. Community approaches.
5. Location of new industries and commercial establishments, including regional shopping centers, farmer markets, etc.
6. Cooperation with existing municipal planning commissions, and the encouragement of the formation of such commissions in towns and villages where needed.
7. Cooperation with numerous drainage districts within the county, and the preparation of a comprehensive and long-range program. Coordinated effort under one advisory group is necessary before satisfactory sanitary laws can be administered uniformly.

A number of detailed technical studies will be necessary both in conjunction with the preparation of a regional plan and as a programming development of such a plan. It is suggested, therefore, that the assistance of trained personnel be sought. With the establishment of a permanent technical planning staff for Champaign-Urbana, the possibility should be explored at that time of extending the duties of the Planning Director to include advisory studies for the county, or of securing his services on a part-time prorated basis. This has the double advantage of economy in the matter of salary, prevention of duplication of services, office space and equipment, etc., and of close coordination of the planning efforts of the two bodies.

## ● Recreational Facilities and Conservation Areas

The need for recreational and park facilities within Champaign County is made more urgent by the presence of approximately 30,000 'transient' young people from the University of Illinois and Chanute Field, in addition to the stable population. Beyond the need for wholesome recreation, important as it is, one of the essential long-range aspects is the preservation and rebuilding of the natural features of the countryside, including the stream borders and adjacent woodlands. Factors involved are erosion control, preservation of wild-life, rebuilding of timber stock, and conservation of water. Over 30% of the county land can be classified as harmfully eroded. In addition, Cham-

paign County is the head water area for the Kaskaskia, Embarrass and the Salt Fork rivers, indicating a responsibility for proper land and water relation that extends beyond the county limits.

Intense agricultural use means that county residents can no longer 'wander out' into near-by open areas; fences enclosing corn fields and stock pastures press close to town and city limits, and line roads and highways. Open areas must, therefore, be 'recreated' to replace those that time and changed conditions have destroyed.

The existing wooded areas in the county mainly border the stream beds. A small portion of these are under the control of the County Forest Preserve, the remainder are in the private estates.

In order to effect the preservation and reforestation of the wooded areas, it is recommended that the authority of the Forest Preserve District be extended to obtain control of the strategic wood and stream area, and that the townships ensure the preservation of the remainder by applying the Pittman-Robinson act in agreement with the private landowners.

Direct application of this recommendation would place the Illinois Central Park under Forest Preserve District control or the Park District Administration, and would ensure the preservation of the remainder of the 'Big Grove' that follows the course of Silver Creek north above the Urbana Country Club. The wooded areas bordering the Salt Fork could be preserved and perhaps used for public hiking trails.

The Illinois Revised Statutes, Chapter 34, page 2, read that 'each county shall have the power to purchase and hold real estate for the preservation of forests.....for the purpose of preserving historical spots.....for purposes of agricultural experiments.....' These powers, almost entirely neglected in the county to date, should certainly be activated to preserve the site of the wooden bridge, historic cemeteries, Indian mounds and trails, etc.

Existing county parks and recreational areas include:

1. Lake of the Woods, near Mahomet, wooded area, 25-acre lake, 20 acre public golf course in development stage. There is a 22-acre wild-life preserve adjacent to Lake of the Woods, and a number of private organizations have indicated plans for acquiring additional adjacent acreage.
2. Brownfield Woods, University-owned for research, 82 acres.
3. Trelease Woods and Prairie Preserve, University-owned, 95 acres.
4. Urbana Township Wildlife Area (privately owned) 3 sq. miles.
5. Ford Harris Park, Township of Somers, 15 acres to be developed, 4 miles north of Urbana.

Regional Parks and recreational areas outside of the county but accessible include:

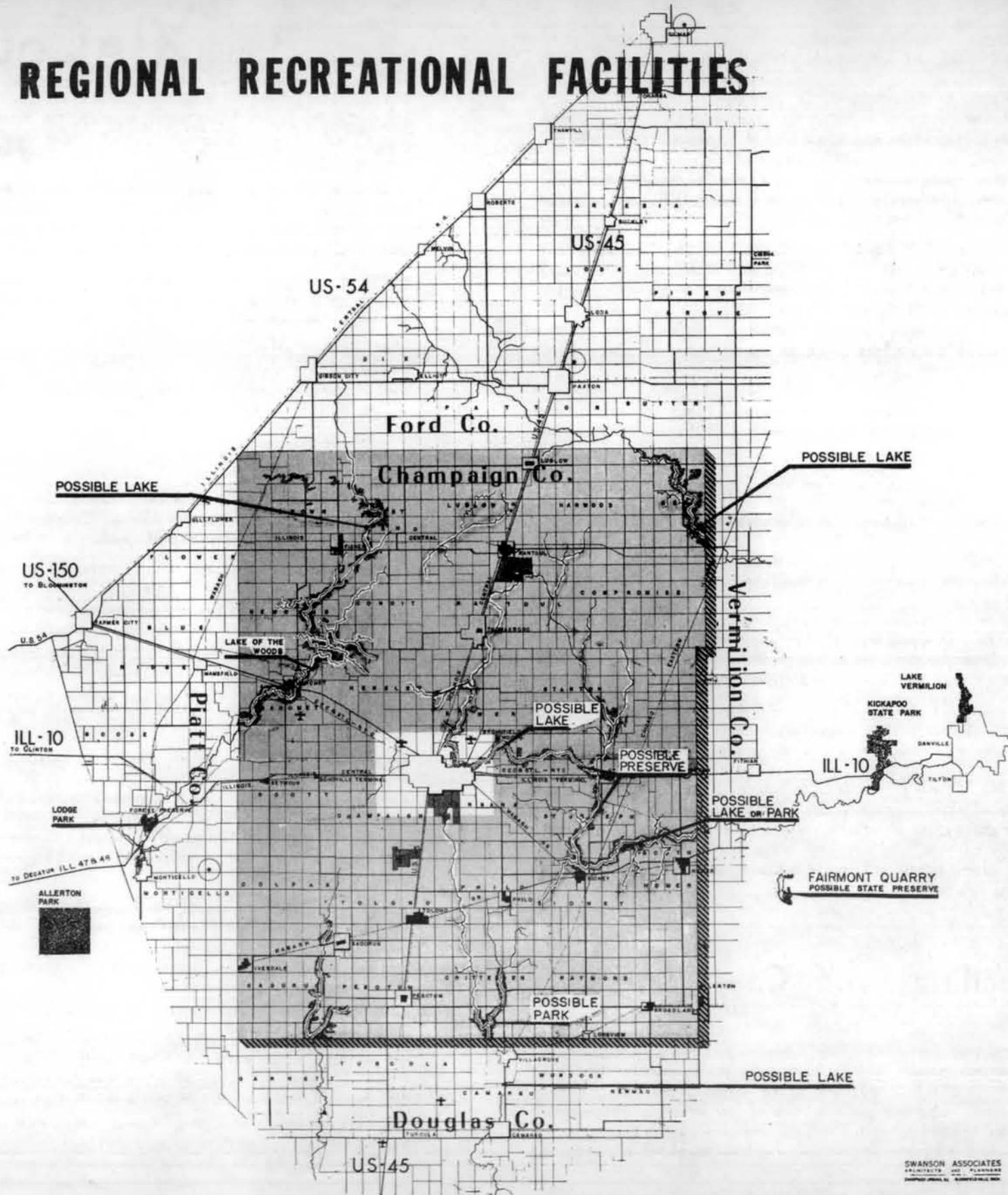
1. Kickapoo State Park (Vermillion County)
2. Lodge Park (Piatt County)
3. Forest Preserve area southwest of Mahomet on Sangamon River
4. Allerton Park (University-owned)
5. Fairmont Quarry (private club ownership)

The more desirable park and recreational development would take the form of a number of large areas, surrounded by 'satellite' parks - one or more of the latter to a township. These could serve as a nucleus for rural community life through the addition of public buildings such as community halls, etc.

Tracts of land within the 'Market Area' that offer possibilities as recreational preserves through proper development include:

1. War Memorial Lake (discussed in detail in section PARKS AND RECREATION).
2. Fairmont Quarry. This large lake and surrounding scrub growth, now used as a private

# REGIONAL RECREATIONAL FACILITIES



hunting-fishing park, could well be placed under State control for use as wild-life preserve.

3. Small wooded area and open park on the creek near Crittenden.
4. Wooded area near creek at Homer.
5. Wooded area at the junction of Stony Creek and Salt Fork, between St. Joseph and Ogden.
6. Potential lake site east of Fisher by damming one of the Sangamon tributaries.
7. Possible lake site near Penfield, northeast of Rantoul, on a tributary of the Vermilion River.
8. Possible lake site on the Embarass, east of Tuscola.
9. Three possible lake sites on the Kaskaskia River in Douglas County.

## ● County Zoning

Although the principle and practise of zoning is well established for cities and municipalities, it is only in recent years that there has been wide-spread realization of the need for county zoning. The results of unregulated land use outside towns and along principal roads, in terms of safety, property values, and general welfare, has made the need for a comprehensive zoning ordinance very apparent in Champaign County.

Under the Illinois Zoning Enabling Act, the county may regulate and restrict the location and use of buildings, structures, and land for trade, industry, residence and other uses, regulate and restrict the intensity of such uses and establish building or set-back lines outside the limits of cities, villages and incorporated towns. This does not allow for the restriction or regulation of agricultural uses as part of the zoning ordinance, and because of the nature of development within the County such regulation is not needed. The use of unproductive areas for non-agricultural uses, such as recreation and wild-life preservation, should be studied in conjunction with such a zoning plan, however.

The county may be divided into districts, and only those uses and structures that are compatible with the best land use may be permitted within those districts. It is not possible under existing legislation to zone for less than the entire county.

A number of illustrations show the type of problems which have arisen with unregulated land use. A drive-in theatre was recently established on Route 45 north of Urbana; there is not sufficient set-back from the highway, and theatre exits drain directly into the high-speed 4-lane highway, creating a dangerous traffic hazard which has necessitated the posting of State Police during hours of operation. Set-back and side-road requirements would have minimized the danger. Zoning which includes regulation of land

bordering highways, of which this is a case in point, can control the size, location and spacing of new buildings, and the best uses to which this land may be put. Much of the efficiency of arterial and super-highways is lost if such controls are not exercised.

Establishment of junk yards, dumps, or nuisance-creating industries without reference to a land use pattern may destroy the development possibilities of otherwise desirable adjacent land. By regulating use within districts and specified areas, the present scattered tavern and road house development can be controlled to the degree where adequate policing is possible. Establishment of regional shopping centers can be encouraged and controlled so that consolidated or centralized areas are developed in economical locations, with sufficient parking area.

One of the most serious problems at present is the 'shack-type' housing developments outside the corporate limits of such cities and towns as Champaign-Urbana, Rantoul, and Mahomet. Without the adoption of control measures, such developments can be expected to increase. A building code and a sanitation code should be adopted in conjunction with a county zoning ordinance. Present instances of raw sewage flowing into drainage ditches or streams, for example, could be prevented by enforcement of such codes. Zoning will prevent future growth of housing where it is impossible to maintain adequate sewage facilities, etc., or where it is uneconomical to attempt to do so.

As incorporated municipalities enforce trailer camp regulations, 'wildcat' developments spring up in adjacent but unsupervised county territory, merely shifting the problem from one body to another, zoning and planning problems are no respectors of political boundaries.

With the adoption of a zoning ordinance, building permits will be necessary for new construction. This will be of direct assistance to the county in establishing assessments. It is now necessary for the assessor to make a county-wide 'field check' each year for new structures as no record is required or made.

In preparing a zoning ordinance, close cooperation should be secured with the incorporated municipalities so that the land use pattern established by the county ordinance around the cities and towns conforms to the best interests of the municipalities. In Champaign-Urbana, for example, adoption of the Development Plan gives the Twin Cities control over the future subdivision of land a mile and one half from the corporate limits in the matters of street width, utilities, etc., but Champaign-Urbana cannot determine the land use of this mile and one half area. Close cooperation between the county and the municipalities in setting up the zoning restrictions will be to the best interest of all.

There should be careful attention given to the special need for zoning regulations around airports, in view of their present and potential importance.

## ● Introduction

The adoption of comprehensive zoning regulations has been fairly rapid and widespread since the first ordinance was adopted in New York City in 1916. A zoning ordinance was adopted by the city of Champaign in 1926 and by Urbana in 1940, which original ordinances have undergone numerous changes and piecemeal amendments.

These regulations have, to a large extent, influenced the new development and growth that has taken place since.

Revised zoning ordinances, prepared in conjunction with the Development Plan and written by attorney Richard F. Babcock of Chicago, Illinois, are now pending passage by the Champaign and Urbana city councils.

## ● Definition

Zoning consists of dividing the community into districts or zones and regulating the use of land, and the use, height and area of buildings within these districts. Zoning is concerned with the private uses of and private developments on privately-owned land as distinguished from that which is concerned with public uses and facilities.

Certain fundamental principles of zoning have been universally accepted:

1. The power to regulate is limited by constitutional provisions and legislative delegation of authority.
2. Zoning must serve a public purpose related to health, safety, morals, convenience, or general welfare.
3. Zoning conveys no vested rights to the individual property owner since, under the police power, the interests of the community are paramount.
4. The regulations must be comprehensive and reasonable.

Zoning is too frequently regarded by the public as a restrictive measure, curtailing individual freedom; there was a measure of justification for such opinions in the past when emphasis was placed on restriction and nuisance abeyance legislation. Today zoning ordinances are conceived and written as constructive guides for municipal regulation, and zoning is a legal instrument for furthering and fostering desirable development and redevelopment in accordance with a comprehensive community plan.

While many regulations appear restrictive or prohibitive on the surface, they have the affirmative purpose of promoting more healthful, convenient, orderly and attractive communities through continuous improvement of the physical environment.

Zoning regulations are subject to considerable attack. Past experience has shown that 90-95% of the citizens of a community are in accord with proposed regulations, and a very small minority are extremely vocal in their desire for individual gain at the expense of surrounding property owners or the community as a whole.

As noted by the Wisconsin Supreme Court, '...there is a reciprocity of benefits resulting from limitations upon the use of property by general laws. He who is limited in the use of his property finds compensation therefor in the benefits accruing to him from like limitations imposed upon his neighbors.'

A zoning ordinance is not a community development plan; it is, however, a valuable and integral tool for implementing such a plan. As such it must be carefully coordinated with all other factors of community planning.

## ● Proposed Zoning Ordinances

The Illinois State Enabling Act clearly indicates the conditions which must be considered in adopting or revising zoning regulations. Due allowance must be made for

- existing conditions
- direction of building development to the best advantage of the community
- conservation of property value
- the uses to which property is devoted at time of the enactment of the ordinance.

These factors were carefully considered in drawing up the proposed zoning ordinances.

The rapid change in conditions and habits under which we live has had profound influence on the arrangement of land uses; many changes have taken place since the adoption of zoning ordinances, leaving such regulations out of step. Among the changes that have pointed up the need for zoning revisions have been the widespread use of the private automobile, with the resultant heavy demand for parking area, the growth of outlying commercial centers, and the tendency toward 'strip zoning' for business along main thoroughfares. Industry is abandoning the multi-floor factory and using one-floor buildings that require more land, and more off-street parking and loading area. The pronounced trend toward smaller families and smaller living quarters has increased the demand for low-density garden apartments which require open space and proper location in regard to other housing density uses.

Among the general deficiencies of existing zoning ordinances which are corrected to some extent in the new proposed ordinances are

- 1) A closer relation between zoning and planning aims
- 2) A closer relation to future land use needs
- 3) More emphasis on the protective rather than the restrictive features of zoning
- 4) More flexibility to meet the needs for large-scale development and redevelopment.

The principle specific features of the proposed ordinances for Champaign and Urbana are

1. A single-family dwelling zone (since eliminated by Urbana).
2. A neighborhood business zone distinct from the central business district.
3. Off-street parking requirements in all zones except the single family zone and the central business zone.
4. The partial exclusion of certain residential uses from some of the business and industrial zones.
5. The listing of what uses are permitted in each zone rather than the listing of what uses are not permitted.
6. The provision for minimum lot areas in future residential developments.
7. The delegation to the Board of Appeals of certain minor powers that in no way alter the basic and sole authority of the City Councils to make reclassifications of property after hearings by the Plan Commissions.
8. The requirement for occupancy permits by which the official in charge of the ordinance will be able to check that a building is used for the purpose set out in a building permit and by which such official may have a record of the existing non-conforming uses.

## ●Relation to Future Planning And Land Use Needs

The future land use map (Comprehensive Development Plan Map) is not synonymous with the zoning map. The future land use map is a statement of objectives as a guide for future development; the zoning map is the tool by which some of these objectives may be realized through the regulatory operation of the police power. The proposed Champaign and Urbana zoning ordinances and maps have been prepared in compliance with the law; after a series of public meetings, a number of changes and compromises have been deemed advisable by the adopting bodies which are not in full accord with the Development Plan proposals.

Certain tendencies must be guarded against in consideration of zoning regulations. 'Over-zoning', as for future commercial uses, encourages spotty and uncoordinated development, with resultant property depreciation and blight, and a lack of confidence in the ordinance as a whole because of its lack of relationship to the actual use and reasonable future needs. 'Underzoning', on the other hand, encourages municipalities to 'spot zone', a practise which is both dangerous and legally questionable. Such isolated zones stand as cancerous spots from which neighboring residential areas can be infected. Further, the existence of these isolated areas gives reason to the argument of others that they, too, should have a spot zone for business purposes. Close examination of the majority of such spot zoning amendments shows that they have been made for the benefit of a particular individual and are not in the public interest.

One of the greatest deficiencies in Champaign-Urbana zoning practise is the lack of authority to zone outside the corporate limits, particularly in areas for which annexation is anticipated. This can be countered to some extent by the zoned use of adjacent

areas which may give precedent for the zoning of the unincorporated areas when annexed. In addition, the desirable densities for fringe areas have been indicated on the Development Plan and these should be considered in future zoning of these areas. A number of shopping centers are indicated on the Development Plan which do not show on the zoning map, for the reason that they are outside the corporate limits, but within future single-family residential areas.

Considerable additional area is zoned in a multiple housing classification in the proposed ordinance beyond the existing land use; this has been done in anticipation of present demand and increasing need by 198x. There has been rather widespread 'in-growth' of rental unit conversion throughout the community in the recent post-war years; with the expected development of tenant-competition as the demand for good rental housing is met, the existing poor conversions and those of insufficient size will be uneconomical, allowed to deteriorate, or attract a less desirable tenant, and a number of such instances within an area may in time change the complexion of a neighborhood. Thus the administration of multiple housing zoning regulations must be kept 'tight'; it is virtually impossible to raise an area from a less to a more restricted classification.

A zoning ordinance is seldom intrinsically good nor bad; it is as good or as poor as its administrators. Wise future administration of the proposed ordinances will facilitate achievement of the objectives set out.

A zoning ordinance must, of necessity, be flexible, for man's foresight is not as clear as his hindsight. As unforeseen needs develop, desirable changes should be carefully considered and the ordinances revised accordingly.

# XIII • Administration of Plan

Preparation of a Comprehensive Development Plan is the preliminary step in a planning program; a community is building, changing and growing through day-to-day activities. The key to a continued successful planning program lies in the provision of adequate administration with sufficient legal power, and widespread citizen understanding and support.

## ● Planning Commissions

Both Champaign and Urbana have Planning Commissions organized under the Illinois City Planning Enabling Act of 1921. Under the provisions of the Act, these commissions are authorized to 'prepare a comprehensive plan', 'recommend changes in the official plan', 'prescribe reasonable requirements as to subdivisions of land within the community and for a distance one mile and a half beyond', and 'serve in a general advisory capacity to the regular governing body'. In administering the Plan, their specific duties are to 1) study and advise upon each proposed project or improvement that affects the plan, 2) pass upon new subdivision plans, 3) report upon proposed changes in the zoning ordinance and map, and 4) revise the comprehensive plan when adjustments to changing conditions are advisable.

There are certain deficiencies in existing legislation which make adequate administration difficult, and it is recommended that Champaign-Urbana join with other communities in securing necessary revisions of the Enabling Act at an early session of the State Legislature.

One of the greatest handicaps at present is the lack of advisory authority over the proposed projects of corporate bodies other than the municipality. Although park plans, school plans, plans for public utilities, etc., are an integral part of the whole planning program, there is, at present, no requirement for referral of proposals to the Plan Commission for study and recommendation. Thus anybody may undertake improvements that might be completely contrary to the recommendations of the Plan, either through lack of familiarity or lack of accord. The Standard State Planning Enabling Act prepared by the United States Department of Commerce in 1928 has provisions which correct this deficiency, and this legislation might be studied as a model for the necessary change in the Illinois law. Under the provisions of the Standard Act, after the adoption of the Plan or any portion thereof no improvement of a type embraced in the adopted plan could be built or land purchased therefor without the proposed development being first submitted to the Plan Commission by the agency sponsoring the improvement. The Commission then transmits a report upon the project to the sponsoring agency, noting disapproval, appropriate modification, or approval. In the event of disapproval, the sponsoring agency is free to over-rule the rejection of the Plan Commission by a  $\frac{3}{4}$  vote. The major advantage is that the Plan Commission renders a report, the sponsoring agency becomes familiar with the Plan, and a degree of coordination can be maintained.

All public agencies have contributed to the preparation of the Plan, and representatives from each agency may be assumed to be conversant with the findings and recommendations of some sections. With the passage of time and the change of personnel in these agencies, the situation will be changed somewhat, and only through referral to and cooperation with the Plan Commission can the various agencies be kept continually familiar with the recommendations of the Plan. Until such legislation is secured, it is recommended that all public agencies follow a voluntary procedure whereby plans for all improvements are submitted to the Plan Commissions for recommendation and report.

Champaign-Urbana faces a specific difficulty in plan administration through the present division of authority. Continued efforts should be made to secure legislation to

make it possible to operate a joint Zoning and Planning Commission. Failing passage of such legislation or until such time as it is secured, joint maintenance of a single technical staff for both cities would serve to achieve a high degree of coordination.

## ● Technical Assistance

The members of both Planning Commissions have devoted much time and effort in the past to fulfilling a public duty without compensation; future duties will absorb as much or more time. It is recommended that a technical staff be hired to assist the Commissions in preparing the necessary future detailed studies, provide clerical assistance, compile essential data, etc. Such a permanent planning agency should consist of not less than one full-time employee, and such secretarial or drafting assistants as may be deemed necessary.

Such a planning agency would serve as a source of information for all other municipal agencies, and should gather data and information in freedom and detachment from political pressures. Trained, technical personnel can serve as a harmonizing liaison between the various governmental units. Thus, for example, state department plans for state highways can be coordinated through the planning agency with community streets, zoning and residential area developments. In order that decisions of municipal officials need not be forced entirely by the clamor of the moment or the easy compromise between pressure groups, the injection of non-partisan technical advice is important.

In addition to detailed studies, compilation, and coordination of projects, the planning agency should initiate and maintain a continuous public information service and program of demonstration projects.

Determination of the proper timing and extent of a single improvement such as a street widening project, would result in sufficient savings, both immediate and 'hidden' to pay the salary of a planning director for several years. Making detailed and 'blue-printed' plans for execution is the function of the city engineer; preparing comprehensive plans and coordinating detailed plans is the function of the planners.

## ● Additional Authorities Needed

At the present time, the municipalities of Champaign and Urbana have no authority over the development of land outside the corporate limits. With the adoption of the Plan, they will have the authority to specify 'reasonable requirements for public streets, alleys, ways for public service facilities, parks, playgrounds, school grounds and other public grounds.' (Revised Cities and Villages Act of 1942) within a mile and one half of the corporate limits. Formal adoption of a Subdivision Regulation will also apply the detailed regulations within the same mile and a half range. For the protection of the municipalities, such a Subdivision Regulation should stipulate that the developer of new subdivisions shall either install substantial amount of utilities, streets, etc. at his own expense or post bond with the corporate authorities until such time as the facilities are installed. This provision is an essential insurance against the 'wild-cat' development of subdivisions, and protects the city from the necessity of running such facilities out to these areas at a later date and at great expense. The communities under present legislation have no authority over any land use outside the corporate limits; continued effort should be made to secure State legislation so that a greater control can be exercised over these territories adjacent to the corporate limits.

It is further recommended that the Regional Planning Commission of Champaign County be reactivated (see Plan report on County); with adoption of a County Development Plan and Zoning Ordinance considerably more authority can be exercised than at present. A close degree of cooperation between the Regional Planning Commission and the Planning Commissions of the Twin Cities can effect a mutually satisfactory and effective planning program for contiguous areas.

## • Administrative Tools

Adoption of the Zoning Ordinance developed in conjunction with the Development Plan and of a Subdivision Regulation similar to that described earlier (Residential Areas Report) are the two legal tools of planning administration. It is important to keep in mind that these are implements only and not the Plan itself. Further, the Development Plan and the Street Improvement Plan are given official status upon adoption by resolution of the Commissions and the Councils, but these are advisory only, are not legally binding, and are prepared to 'recommend to the corporate authorities a comprehensive plan of public improvements looking to the present and future development of the municipality.' (Revised Cities and Villages Act of 1942).

## • Quasi-Legal Aids and Citizen Support

No plan is successful when imposed 'from the top down'. It is essential that the citizens fully understand the purposes and aims of the Plan, and support measures taken to develop the community in accordance with these recommendations and principles. Conversely, the city governments must assume an attitude of active partnership, and do more than carry out the legally specified duties if any real progress is to be made.

When the Development Plan is presented for adoption, public hearings will be held; this is an excellent time in which to carry out an extensive educational program. It will, in addition, provide the citizens with an opportunity to suggest changes. A continuing and correlated educational program should be conducted through the schools, in frequent talks before organized groups, and all other available media.

As suggested in the Residential Areas Report, the establishment of small neighborhood units of councils is one of the most valuable means of implementing a community plan through voluntary action and 'grass roots' understanding. The nuclei of such groups presently exist in many areas; with aid and encouragement, particularly on the part of an experienced planning director, such groups can become active and constructive forces.

It will prove immensely valuable if a strong and active citizens' advisory committee is continued, representative of all sections and groups of the communities, to guide and advise on the Plan Development. A fully qualified group presently exists in the Community Development and Housing Council.

# XIV • Composite Development Plan and Capitol Expenditure Program

The Development Plan map represents the composite future land use pattern for the Champaign-Urbana community. When all elements of a Plan are placed on one map, the effect may be confusing and complex at first glance. It is for that reason that various elements have been treated in separate sections, that they may be studied singly. The essence of planning is, however, coordination, and thus the whole must be pictured in the relations of its various parts.

The first and most common reaction to Development Plan proposals is apt to be "It will cost millions....", based on the misconception that the entire Plan is to be carried out in the near future. Of course this is not true. There will be little or no change in the rapidity of expenditure nor in the amount through the adoption of the Development Plan. The construction of new facilities and the replacement of old will proceed at their usual normal rate, except in those cases where study and analysis has uncovered urgent need. All that will be changed is that municipal and other agencies will be carrying on their regular functions according to a long range plan, and with all future developments closely coordinated.

Physical facilities have a long life, whether they are school buildings, water pipes,

or streets. The proper location of these facilities, with a life-span of up to 75 years, cannot be determined on a year to year basis, nor even on a ten-year plan. It is necessary to look ahead twenty, thirty, or even fifty years.

A Capitol Expenditure Program is a guide to long-range public budgeting. A municipality can be likened to a large corporation in the financial aspects of operation; like a large business, a community must be able to scrap old machinery, rehabilitate some, and substitute new if it is to remain on an economical basis.

Programming Capitol Expenditures for Champaign-Urbana is made more difficult by the political division of the community; the following general recommendations are made on the assumption that a close degree of coordination or eventual consolidation will be achieved.

It is unrealistic to establish exact figures for a recommended expenditure within five to ten year periods when the estimated cost, at present rates, will have no relation to possible cost at that later date. The following program is set up on a reasonable priority system, determined by the existing need and modified by the estimated financial resources available.

## ● Capitol Expenditure Program, Champaign

### ● MAJOR STREET PROGRAM

	Existing Paving Widths	Recommended Paving Widths	Widening (sq. yds.)	Curbing (lin. ft.)	
<b>Five year Development program</b>					
1. Springfield Avenue					
a. Wright St. to Locust St.	- 37	- 46	- 3,000	- 6,000	- Widen to four traffic lanes - no curb parking
b. Locust St. to Neil St.	- 43	- 46	- 334	- 2,000	-
c. Neil St. to Prospect Ave.	- 37	- 46	- 3,800	- 7,600	-
2. Washington Street					
a. State Street to Randolph St.	- 29	- 46	- 567	- 600	- Widen to four traffic lanes - no curb parking
b. Randolph St. to Neil St.	- 50	- 46	-	-	- Adequate
c. Neil St. to Market St.	- 44	- 46	- 223	- 1,000	-
d. Market St. to First St.	- 32	- 46	- 367	- 6,000	-
e. First St. to Fourth St.	- 28	- 46	- 2,600	- 2,600	-
f. Fourth St. to University Ave.	- ---	- 46	- 7,667	- 3,000	- New road construct four traffic lanes - no curb parking
3. State Street					
a. Washington St. to Hill St.	- 27	- 46	- 634	- 600	- Widen to four traffic lanes - no curb parking
b. Hill St. to Springfield Ave.	- 40	- 46	- 1,667	- 5,000	-
4. First Street					
a. Washington St. to Hill St.	- 39.5	- 46	- 217	- 600	- Widen to four lanes - no curb parking
b. Hill St. to Church St.	- 40	- 46	- 200	- 600	-
c. Church St. to University Ave.	- 42	- 46	- 311	- 1,400	-
d. University Ave. to Chester St.	- 43.5	- 46	- 56	- 400	-
e. Chester St. to Springfield Ave.	- 41	- 46	- 611	- 2,200	-

	Existing Paving Widths	Recommended Paving Widths	Widening (sq. yds.)	Curbing (lin. ft.)	
<b>Ten year Development program</b>					
5. Springfield Avenue					
a. Prospect Ave. to Chicago Ave.	- 28	- 32	- 711	- 3,200	- Widen to two traffic lanes - one parking lane
b. Chicago Ave. to Russell St.	- 29	- 32	- 334	- 2,000	- Interim action - remove all curb parking
c. Russell St. to Mattis Ave.	- 19	- 32	- 3,756	- 5,200	-
6. Washington Street					
a. State St. to Prospect Ave.	- 28	- 32	- 1,334	- 6,000	- Widen to two traffic lanes - one parking lane
7. State Street					
a. Springfield Ave. to Charles St.	- 29	- 32	- 834	- 5,000	- Widen to two traffic lanes - one parking lane
b. Charles St. to Kirby Ave.	- ---	- 32	- 10,310	- 5,800	-
8. Prospect Avenue					
a. Springfield Ave. to Hessel Blvd.	- 28	- 32	- 1,556	- 7,000	- Widen to two traffic lanes - one parking lane
b. Hessel Blvd. to Kirby Ave.	- ---	- 32	- 6,334	- 3,600	- Pave to two traffic lanes - one parking lane
9. Kirby Avenue					
a. Prospect Ave. to Neil St.	- ---	- 32	- 12,445	- 7,000	- Pave to two traffic lanes - one parking lane
10. State Street					
a. Washington St. to Bradley Ave.	- 27	- 32	- 1,389	- 5,000	- Widen to two traffic lanes - one parking lane
11. Bradley Avenue					
a. Wright St. to Fifth St.	- ---	- 32	- 2,845	- 1,600	- Pave two traffic lanes - one parking lane
b. Fifth St. to Harris St.	- 28	- 32	- 2,489	- 11,160	- Widen to two traffic lanes - one parking lane
c. Harris St. to McKinley Ave.	- ---	- 32	- 12,445	- 7,000	-
12. A new street on the east side and adjacent to the I.C.R.R.					
a. Washington St. to Bradley Ave.	- ---	-	-	-	-
<b>Thirty year program to be developed as expansion of the community requires</b>					
13. Sixth Street					
a. Springfield Ave. to Armory Ave.	-	-	-	-	- In conjunction with the University's expansion and building program
14. Bradley Avenue					
a. McKinley Ave. to Mattis Ave.	- ---	- 24	- 10,134	- 7,600	- Pave two traffic lanes - no curb parking
15. Bloomington Road					
a. State St. to Prospect Ave.	- 18.25	- 32	- 5,347	- 7,000	- Widen to two traffic lanes - one parking lane
16. Kirby Avenue					
a. Prospect Ave. to Mattis Ave.	- ---	- 24	- 13,867	- 11,400	- Pave two traffic lanes - no curb parking

● OFF-STREET PARKING PROGRAM

	Area for Parking (square feet)	Lot Capacity (cars)	Total Parking Spaces	Estimated Cost Exclusive of Land Clearance	Cost per Parking Space
Area a	48,048	193	193	\$212,174	\$1,099
Area b	59,898	240	433	266,532	1,110
Area c	35,360	141	574	63,700	452
Area d	54,570	218	792	162,296	745
Area e	98,340	393	1185	290,004	738
Area f	40,640	163	1348	121,904	748
Area g	19,668	79	1427	83,701	1,060
Area h	29,502	120	1547	94,529	788
Area i	13,737	55	1602	61,581	1,120
Area j	54,000	216	1818	187,568	868
Area k	34,848	140	1958	To be developed by private enterprise	
Area l	68,838	275	2233	200,303	732
Area m	18,400	74	2307	79,558	1,075
Area n	19,668	79	2386	57,667	730
Area o	12,800	51	2437	City owned and operated	
Area p	33,528	134	2571	144,703	1,080
Area q	19,668	79	2650	75,791	960
Area r	29,502	118	2768	139,896	1,165
Area s	52,030	208	2976	70,218	338
Area t	46,000	185	3161	496,519	2,684
Area u	85,500	342	3503	To be developed by private enterprise	
Area v	75,300	301	3804	To be developed by private enterprise	
Area w	100,100	800	4604	To be developed in conjunction with a "Slum Clearance" program	
Area x	32,400	130	4734	To be developed in conjunction with a "Slum Clearance" program	

●PARK PROGRAM

Five year development program

1. Neighborhood Parks

a. Lawhead Neighborhood

- Douglas Park expanded by acquiring land to the north of the existing park

- Expand the program and equipment - Coordinate with the Lawhead School expansion

b. Columbia Neighborhood

- Develop a park by acquiring the abandoned Public Housing site

- Develop program and equip - coordinate with Columbia School needs

c. Champaign J. H. S. Neighborhood

- West Side Park

- Expand the program and equipment

d. Dr. Howard Neighborhood

- Eisner Park, Davison Park, Glenn Park

- Expand the program and equipment

e. S. W. Champaign Neighborhood

- Clark Park

- Expand the program and equipment

f. University Neighborhood

- Scott Park

- Expand the program and equipment

g. South Side Neighborhood

- Hessel Park

- Expand the program and equipment

Ten year development program

2. Inter-Neighborhood Parks

a. Northwest Champaign Municipal Park

- A municipal park created in northwest Champaign by acquiring 75 acres of land as recommended in the Park section of the report.

b. Hessel Park

- Expand Hessel Park by acquiring and developing 40 acres of land to the south of the existing park.

Thirty year development program

3. Playgrounds

a. Columbia School

- Expand playground

- Develop in conjunction with School Expansion Program

b. Switzer School

- Develop playfield

- Coordinate with the School's need

c. South Side School

- Develop South Side athletic field

- Develop in conjunction with the School Expansion Program

d. Champaign H. S.

- Expand playground

- Develop in conjunction with the School Expansion Program

e. Dr. Howard School

- Expand playground

- Develop in conjunction with the School Expansion Program

f. S. W. Champaign School

-

- Develop in conjunction with the new school in this area

g. Illini Field

-

- Develop in conjunction with the University of Illinois expansion and building program

4. County Fair Grounds

- Relocate as recommended

- Fair Board project

5. War Memorial Lake

- Develop as recommended

- This is a county wide project

SCHOOL PROGRAM

See the School section of this report

# ● Capitol Expenditure Program, Urbana

## ● MAJOR STREET PROGRAM

	Existing Paving Widths	Recommended Paving Widths	Widening (sq. yds.)	Curbing (lin. ft.)	
<b>Five year Development program</b>					
1. Springfield Avenue					
a. Wright St. to McCullough St.	- 37	- 46	- 3,900	- 7,800	- Widen to four traffic lanes - no curb parking
b. McCullough St. to Vine St.	- ---	- 46	-11,333	- 5,200	- New road, construct four traffic lanes - no curb parking
2. Vine Street	-				- Adequate
3. University Avenue					
a. Vine St. to Broadway Ave.	- 22	- 46	- 1,600	- 1,200	- Widen to four traffic lanes - no curb parking
b. Broadway Ave. to Race St.	- 32	- 46	- 623	- 800	-
c. Race St. to Lincoln Ave.	- 37	- 46	- 3,500	- 7,000	-
d. Lincoln Ave. to Wright St.	- ---	- 46	-10,223	- 4,000	- New road adjacent to the Big Four R.R. tracks on the south side. Construct four traffic lanes - no curb parking
4. Green Street					
a. Vine St. to Broadway Ave.	- 26	- 40	- 1,089	- 1,400	- Widen to two traffic lanes - two parking lanes - Interim action - remove all curb parking
b. Broadway Ave. to McCullough St.	- 32	- 40	- 1,423	- 3,000	
5. McCullough Street					
a. Green St. to Main St.	- 26	- 40	- 1,245	- 1,600	- Widen to two traffic lanes - two parking lanes - Interim action- remove all curb parking
<b>Ten year Development program</b>					
6. Main Street					
a. Vine St. to Grove St.	- ---	- 32	- 3,556	- 2,000	- New road - pave two traffic lanes - one parking lane
b. Grove St. to Philo Rd. extended	- 28	- 32	- 1,200	- 5,400	- Widen to two traffic lanes - one parking lane
7. Vine Street					
a. Green St. to Florida Ave.	- ---	- 32	-16,000	- 9,000	- Pave two traffic lanes - one parking lane
8. Florida Avenue	- 33	- 32	- -----	- -----	- Adequate
9. Lincoln Avenue					
a. Florida Ave. to Washington St. extended	- 28	- 32	- 1,200	- 5,400	- Widen to two traffic lanes - one parking lane
b. Washington St. to Oregon St.	- 37	- 32	- -----	- -----	- Adequate
c. Oregon St. to California St.	- 33	- 32	- -----	- -----	- Adequate
d. California St. to Fairview St.	- 28	- 32	- 1,912	- 8,600	- Widen to two traffic lanes - one parking lane
10. Bradley Avenue					
a. Wright St. to Coler Ave.	- ---	- 32	-12,445	- 7,000	- Pave two traffic lanes - one parking lane
<b>Thirty year program to be developed as expansion of the community requires</b>					
11. Florida Avenue					
a. Vine St. to Philo Rd.	- ---	- 32	-13,512	- 7,600	- Pave two traffic lanes - one parking lane
12. Philo Road					
a. Extended north	- ---	- 24	- 9,600	- 7,200	- Pave two traffic lanes - no curb parking
13. University Avenue					
a. Vine St. to Philo Rd. extended	- ---	- ---	- -----	- -----	- Adequate

	Existing Paving Widths	Recommended Paving Widths	Widening (sq. yds.)	Curbing (lin. ft.)	
14. Philo Road					
a. Extended north of University Ave. to Bradley Ave.	- ---	- 24	-10,400	- 7,800	- New road - pave two traffic lanes - no curb parking
15. Bradley Avenue					
a. Philo Rd. extended to Coler Ave.	- ---	- 24	-21,767	-16,500	- Pave two traffic lanes - no curb parking
16. Cunningham Avenue					
a. University Ave. to Bradley Ave.	-				- Adequate
17. Goodwin Avenue	-				- In conjunction with the University's expansion and building program

● OFF-STREET PARKING PROGRAM

	Area for Parking (Square feet)	Lot Capacity (cars)	Total Parking Spaces	Estimated Cost Exclusive of Land Clearance	Cost per Parking Space
Area a	79,088	316	316	\$99,922	\$ 316
Area b	40,710	163	479	71,235	437
Area c	10,240	41	520	44,212	1,078
Area d	13,840	56	576	44,938	802
Area e	47,590	190	766	96,309	507
Area f	40,640	162	938	69,036	426
Area g	39,370	158	1,096	71,364	452
Area h	15,567	62	1,158	32,914	531
Area i	13,317	53	1,211	50,105	945
Area j	21,870	87	1,298	To be developed by private enterprise	
Area k	16,470	66	1,364	To be developed by private enterprise	
Area l	20,241	81	1,445	To be developed by private enterprise	
Area m	14,046	56	1,501	43,788	782
Area n	14,605	58	1,559	31,157	538
Area o	7,500	20	1,579	To be developed by private enterprise	
Area p	39,000	156	1,735	44,272	284
Area q	14,775	59	1,794	48,281	818
Area r	14,775	59	1,853	41,089	696
Area s	12,992	52	1,905	41,206	792
Area t	12,992	52	1,957	44,852	862
Area u	55,500	222	2,179	101,642	458

● **PARK PROGRAM**

**Five year development program**

- |                            |   |   |
|----------------------------|---|---|
| 1. Neighborhood Parks      |   |   |
| a. Webber Neighborhood     | Victory Park expanded by acquiring 1 plus acres of land between the park and Webber School site | Coordinate with Webber School Expansion |
| b. Washington Neighborhood | Crystal Lake Park, Leal Park  | Expand program and equipment            |
| c. Leal Neighborhood       | Carle Park  | Expand program and equipment            |
| d. S. E. Urbana            | Blair Park  | Expand program and equipment            |

**Ten year development program**

- |                               |   |   |
|-------------------------------|---|---|
| 2. Inter-Neighborhood Parks   |   |   |
| a. Crystal Lake Park          | Expand Crystal Lake Park to 175 acres by acquiring Tawney Woods and 5% of the present Fairgrounds | Coordinate with the relocation of the County Fairgrounds  |
| b. McKinley Field, Blair Park |   | Develop joint facilities on McKinley Field and Blair Park |

**Thirty year development program**

- |   |   |  |
|---|---|--|
| 3. Playgrounds                                  |   |  |
| a. Webber School                                | Expand playground   | Develop in conjunction with the School Expansion Program |
| b. Washington School, Perkins School            | Convert Perkins School to recreational use                      | Develop in conjunction with the School Expansion Program |
| c. Carle Park, Thornburn J.H.S., Lincoln School | Convert Thornburn J.H.S. and Lincoln School to recreational use | Develop in conjunction with the School Expansion Program |
| 4. County Fair Grounds                          | Relocate as recommended   | Fair Board project                                       |
| 5. War Memorial Lake                            | Develop as recommended  | This is a county wide project                            |

**SCHOOL PROGRAM**

See the School section of this report

printing

by

*Litho-Craft*

CHAMPAIGN, ILLINOIS