

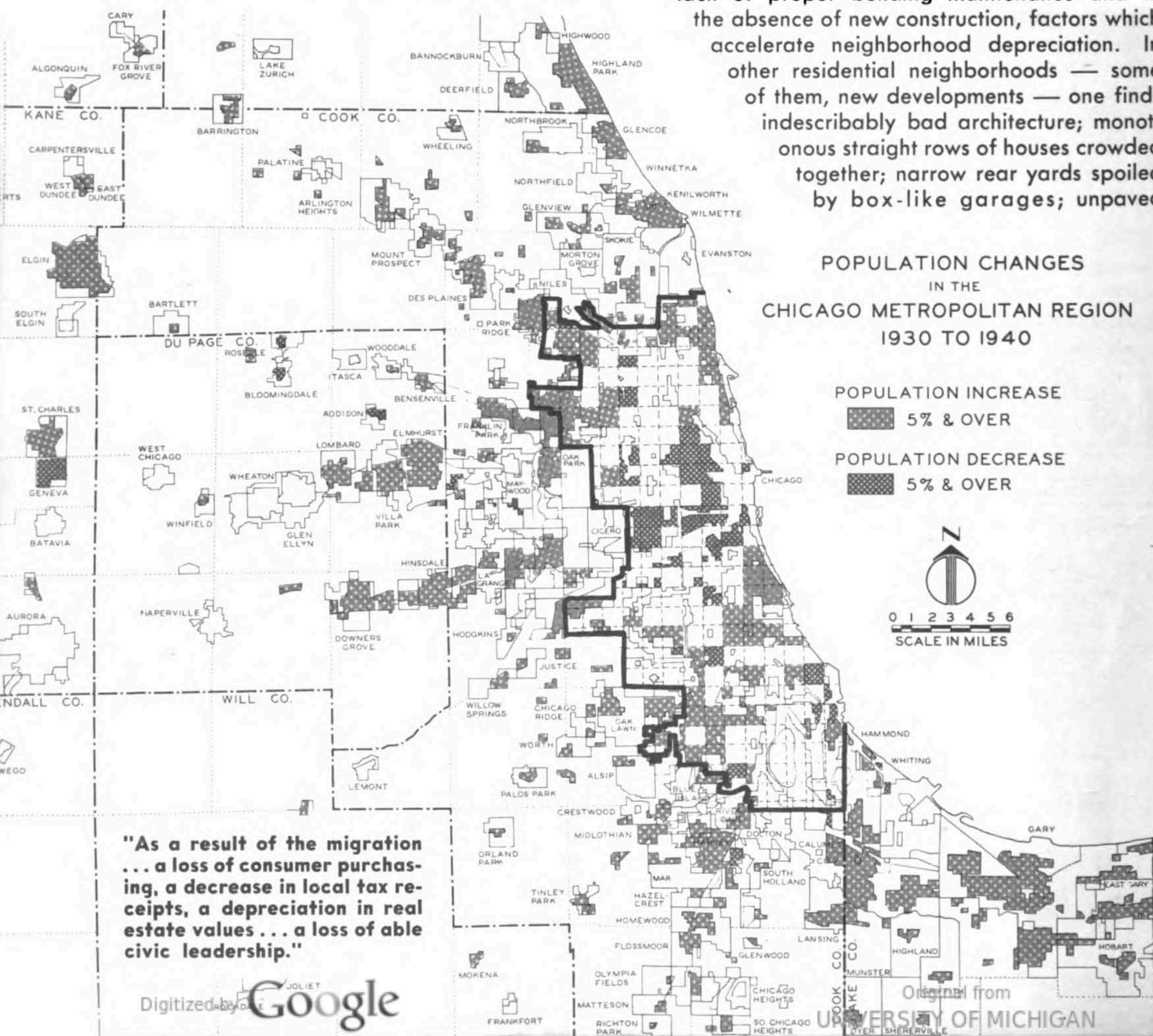
FLIGHT TO THE SUBURBS...WHY?

Chicago, like other large American urban centers, has experienced an exodus of people from within the corporate city to the numerous outlying suburban communities. The census figures reveal a net increase of only 20,370 in Chicago's population during the last decade, 1930-1940. Since there was a gain of 43,828 in the Negro population from 1930 to 1940, it follows that there was a decline of 23,458 in the white population, and since there was an excess of 120,000 white births over deaths from 1930 to 1940, there was a net exodus of 143,458 white persons from Chicago.

What are the causes of "suburbanization"? Why do people desire to flee from the city as soon as circumstances will permit? The answers are

obvious. Our large cities have developed as centers of industry and employment and not as places in which to live. Smoke and dirt cause the housewife to give up in despair in her struggle to keep the home clean. Traffic dangers in the street are a constant source of fear to parents with small children, some of whom are struck down, never to play again. Safe places for play in which youngsters can develop their small bodies are too few, and too far away from most homes. In the older neighborhoods, the presence of scattered stores, taverns, and other commercial enterprises which are so located as to be disturbing to the peace and enjoyment of home life offers further discouragement to home owners. This discouragement is reflected in a lack of proper building maintenance and in

the absence of new construction, factors which accelerate neighborhood depreciation. In other residential neighborhoods — some of them, new developments — one finds indescribably bad architecture; monotonous straight rows of houses crowded together; narrow rear yards spoiled by box-like garages; unpaved



"As a result of the migration . . . a loss of consumer purchasing, a decrease in local tax receipts, a depreciation in real estate values . . . a loss of able civic leadership."

STANDARDS FOR NEW NEIGHBORHOODS

The plan presented below for illustrative purposes shows how a portion of West Pullman might be resubdivided and developed into attractive residential neighborhoods if all of the land, or most of it, could be reassembled and the old plats vacated. The area was subdivided some years ago into a rigid, gridiron pattern, and the lots sold to many individual owners. No improvements were ever made within the area west of Morgan Street. The area east of Morgan Street contains a number of old homes and business establishments along 119th Street.

The triangular section north of 115th Street between the Pennsylvania and Rock Island railroad tracks served by Shoop Elementary School and Ada Park is occupied by Negro families. South of 119th Street are several industries, and vacant land well suited to light manufacturing use. This area might become a center of considerable industrial employment. Both streetcars and commuter electric service provide excellent transportation to the area.

A resubdivision and development of the vacant land between 115th and 119th Streets would allow for an integration of the new growth with the existing residential and industrial development. The entire community could then be divided into three neighborhood units, as shown by the green lines on the upper plan: one fully built up as at present and centered around the existing elementary school; the others to be built around two new schools which would be needed

to serve the increased population. Each of the proposed school sites is combined with a park, one of which is made large enough to serve as the community park-athletic field, since there is no land available for this function in the built-up section of the community. The golf course, now privately owned and operated, is suggested, in the event it is ever subdivided, as a part of the larger plan and contains one of the school sites. Additional park area and open space is provided in the center of large blocks and in the wide planted strip along 119th Street and around the industrial area, which serves also as a buffer from the noise and dirt of the industries.

Three shopping centers are designed to meet local, or neighborhood, daily purchasing needs, and one larger center is provided at 115th and Ashland for more extensive shopping. These store groups are provided with adequate off-street parking areas in order to be easily reached by automobile; they are also planned so that access by foot from within the neighborhoods is equally safe and easy.

The street plan in the resubdivided section is arranged to extend the principal streets, to facilitate movement from the older neighborhoods into the new, and to direct the flow of traffic towards the centers of activity — the store groups, schools, and parks. Streets in the partially built-up area east of Morgan Street are fitted into the new plan with practically no disturbance to improved properties.

