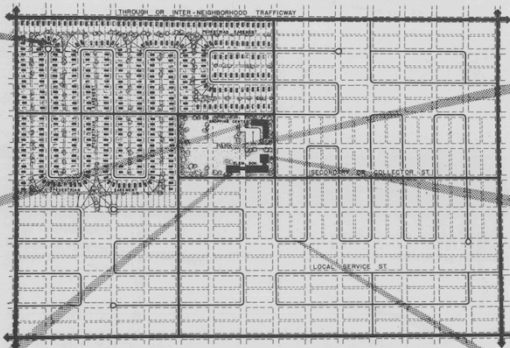
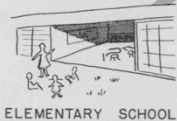


Planning Principles

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.

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Self-Contained

4,000-5,000 People

Instructions +

Services

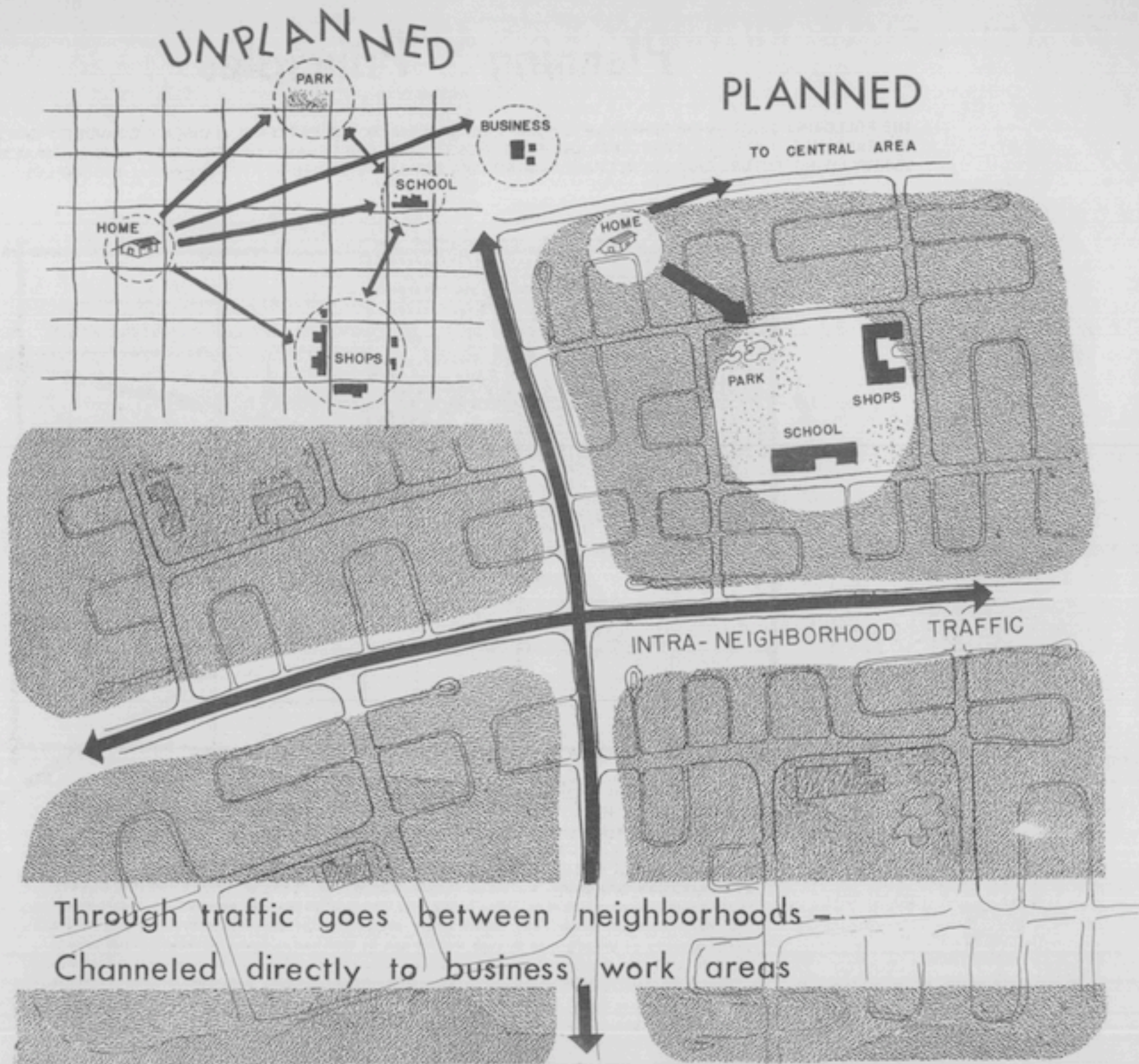
Stability

Street Hierarchy

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'.



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

