

THE STREET IN THE RESIDENTIAL NEIGHBORHOOD -
WITH SPECIAL EMPHASIS ON THE AESTHETIC
AND COMMUNITY PLANNING FACTORS

by

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GENERAL INTRODUCTION

limitation of study

The visual, social, psychological and mechanical problems of our cities were widely studied in the various works on the historical development of our urban communities. It is not the object of this study to devote too much attention to this aspect of our social phenomenon, therefore, it will confine itself more to the condition of contemporary physical urban environment.

the urban environment
today

The urban environment as known to us today in the U. S. and in various other countries is the result of the industrial revolution. This revolution which can be considered as one of the achievements of science had quite severe repercussions on human society. It changed the whole conception of urban life. The city was no longer a shelter or a civic, cultural or commercial center. It

became a rapidly growing organism, the growth of which brought with it land speculation, wealth, blight and slums. / 7:24-50. 11:63-77. 15:164-166. /

the laissez faire

The laissez faire, the guiding principle, of all activities during the industrial revolution and for a long time after it, determined the characteristics of the urban communities, their idea and ideals. This found its expression in the physical environment of the growing communities, which in turn influenced the taste, customs and traditions of our contemporary society. / 1:9-27. 11:86. /

speculation, legislation
and city growth

Most cities developed since the industrial revolutions. During this period of their rapid growth the urban areas were planned for speculation, without paying any attention to the factors governing the human being. Most plans were done by surveyors who usually paid no attention to the aesthetic social and psychological factors of city planning. They preferred to squeeze out an additional plot in order to satisfy their client. This sort of laissez faire became so harmful to the society that there was no alternative, but stop-

ping it by the help of the legislator, who also did not succeed in preventing all its faults. / 7:44-50. 11:86-90. 15:183-190. /

speculative building

Together with the speculative subdivision came the speculative building which was, and still is, treated in the same manner as the planning and the subdivision, The area of the houses and the quality of the buildings are constantly decreasing, and no attention is being paid to architecture and aesthetics. / 11:116-119. /

society and good taste

Under such urban conditions there is no justification in accusing the layman of lack of good taste. It would have been a wonder if he had it. Taste is basically a matter of conditioning from childhood. Unfortunately we lack the environment that could fulfill this task. It is often said that today's society as a whole needs education in matters of taste to obtain and regain the aesthetic concepts it has lost. How can this be achieved as long as it is hard to point at any outstanding urban environment which would promote such an aesthetic revival? / 15:50-51, 221, 402-415, 407. /

the good contemporary
examples

There are some outstanding buildings and neighborhoods, but these are few and scattered and can only contribute to a very small fragment of the population. The average person takes as a scale what he considers best in his environment and judges everything accordingly.

the street as a primary
element

The street is one of the primary elements of the environment that every person knows. Not so long ago, the street still was a place where people used to meet, walk, compete and pursue their daily life. In those days the street was still a picturesque one, full of art, ornament, decoration and craftsmanship. But since it became a channel of traffic dominated by mechanical vehicles. The man in the car has become, without knowing it, the slave of his engine. The contemporary street lacks the human factor, lacks the beauty by which a person would like to be surrounded and in which he would like to spend some of his spare time walking and enjoying his environment and its beauty. / 15:17, 46-51. /

city planners and new
ideas

Slowly but surely the planning and building starts to pass into the hands of the architects and city planners, who are more conscious

than their predecessors about the human factors in their plans. Therefore, the attempt to satisfy the social aesthetic recreational and cultural needs of the person they plan for. Since the last decade, city planners created new ideas like the green belt city, the garden city and the neighborhood unit. Examples of these ideas may already be found in practice. These ideas are surely of a revolutionary character, which changed the conventional conception of the human community. It seems that these ideas are almost always confined to the general conception of the urban plan without the sufficient emphasis of the need for change in the details used by the planners through generations.

the street in new developments almost unchanged

In most of the new plans we still see the conventional street pattern, which was used in speculative planning. It was changed to some degree so that we have the curved street, the cul de sack, the loop and various other interpretation of the conventional street pattern, which basically remained unchanged. Together with the conventional street pattern we find many other conventional elements in our most modern planned cities. These elements handicap the

organic planning of our cities and their existence can hardly be justified. / 11:308-312. /

reason of study

This is the main reason why this study has the street or rather the conventional street pattern (in residential areas) in order to analyze it and find whether it suits the modern society and the modern planning. For the purpose of this study, the street analyzed will be the street in the residential neighborhood, since the neighborhood is becoming one of the important factors in modern city planning. The neighborhood as a whole has not yet proved itself in various respects and especially in solving the social problems resulting from its structure. It is my personal feeling that the main reason for this failure is due to the fact that in many respects the planners have not freed themselves sufficiently from the conventional urban forms to which they have been conditioned. Like the layman who insists on furnishing his functional 20th century house in the style of Louis XIV. / 10:13. /

the street and the neighborhood

This study will concern itself briefly with the neighborhood in order to understand to what the new street has to contribute

and what it does contribute to the promotion of the organism of which it is a part.

An analysis, conclusions and suggestions for new lay-out patterns, as well as a replanning of typical conventional city plan will be made. The plan will adopt the new suggested patterns and show them in practice.

aim of study

This study does not intend to give recipes for the solution of the street in the residential neighborhood. It rather intends to stimulate the architects, city planners and students of these professions to reconsider the details they are using in the cities and communities they plan.

May I express the hope that this study will be just the beginning of a series of studies aimed to analyze the contribution of various elements used in city planning.

THE NEIGHBORHOOD AND THE
CITY LAY-OUT

the neighborhood idea
and ideal

The main idea behind the neighborhood conception is to obtain a social and physical urban unit, which will be independent in regard to the main community services and in the social and cultural life of its dwellers. Thus enabling its residents to pursue a comfortable, peaceful and healthy daily life. As such, the neighborhood is primarily and basically of residential character, it is a unit where the daily needs of the dwellers are easily obtained. For the comfort of its occupants, the neighborhood is equipped with shopping centers, schools, churches, community centers and recreational parks. Thus serving the neighborhood and easing down town traffic and its problems. / 11:277-290. /

the social aspect of the
neighborhood

The neighborhood conception aims to create a social unit which will be the cell of the urban city. This cell will in its general structure represent in miniature the social composition of the city as a whole with the common services and the common interest in the

promotion of common facilities. The various social groups will in the course of time amalgamate into one unit which will be based on cooperation of all its members, aiming to promote and develop the welfare and cultural life of their neighborhood and its members. The common interest will thus stimulate the social relations between the various classes, groups, religions and races. The cooperation of which may on the long run bring to better understanding between human beings for the benefit of their community as a whole. / 17. /

the physical aspect of
the neighborhood

The physical aspect of the neighborhood and their considerations are the creation of an urban environment by means of an urban cell (neighborhood) which will serve to organize big cities into manageable parts and be a lay-out pattern for planning purposes of new and existing towns. The neighborhood unit is to serve as a means of reintegration of the city and has to be the medium for recapturing the quality of life that many small towns have kept and most large ones have lost. It is a means to overcome the wild dispersion of the urban community resulting from the development of new means of transportation. The vehicle gives people the freedom

to choose their living place, a fact which has sent the city folks reeling far beyond the urban limits, without proving good taste in their choice. / 11:17. /

the economic aspect

The economic problems related to the neighborhood may be divided into two groups. First, the economy of development costs, urban and municipal services, roads, sewers, electric installation and their maintenance. The second, the economic problems of the neighborhood community itself.

development of neighborhood services and facilities

Economy of development, services and their maintenance: As mentioned before the neighborhood may be efficiently used as a brick pattern in the general city lay-out plan, and may serve as a tool to plan the growth and the development of cities by setting the development of certain units first and others next, thus creating a stage system in the growth of the urban communities. This system enables to cut unnecessary development costs of roads, sewers, water pipes, heating pipes, gas and electrical installations, which are so frequent in contemporary city growth. The mere fact that the superfluous develop-

ment may be avoided, makes the maintenance and services less expensive and a smaller burden on the tax-payer.

economic problems of the
community

The economic problem of the neighborhood community: The neighborhood may prove to be a good economic structure especially during an economic crisis. This may be due to its mixed social structure and small size, since it has been proved in the past that small mixed cities endured the depression better than large cities with segregated population. On the other hand there is the possibility that owing to the improved social relations among the neighborhood members, the welfare and mutual aid funds created by the dwellers may help the unit members to endure the hardships of depression.

administrative aspect

The neighborhood may become a practical element in city administration, it may give its members a voice in determining the living conditions of their own unit and their city. The neighborhood meetings and the various neighborhood committees are a good place to ventilate opinions about the various functions of the neighborhood as well as the various city services and facilities.

the neighborhood as a
part of an adminis-
trative pattern

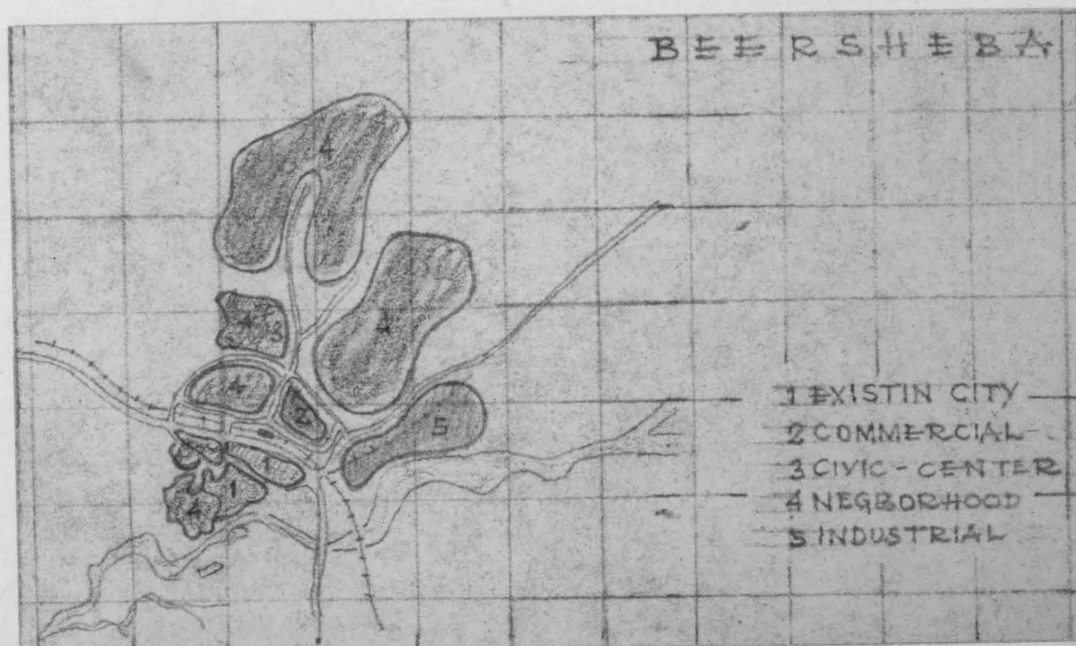
An administrative system in which the neighborhood will have its proper place in the general city administration may become a good tool for the promotion of the social and cultural relations in the community. A system based on school administration of the elementary school attached to each neighborhood and the high school between neighborhoods may serve to promote the neighborhood. / 8:230-231. 17. /

planning aspect

Modern city planning has adopted the neighborhood as a means for city planning and city lay-out. As a planning unit the neighborhood has proved itself a very comfortable means to obtain a clear and logic outline of the modern city. It contributes substantially to the solution of acute traffic problems so common in today's urban areas. The neighborhood allows a clear distinction between the various roads and their contribution to sound planning. It allows the penetration of the natural surroundings and the country side into the urban development. The neighborhood gives the planner the possibility of grouping neighborhood units around various centers as e. g. civic, business and industrial zones in accordance with the demand of sound and organic planning.

neighborhood dependent
on the whole city

Though independent and self contained in respect to most of the daily necessities of life, the neighborhood is in turn obviously dependent on the large community for its basic employment, transportation and industry. This makes the neighborhood a part of the whole city since it can't be an independent unit without the main employment facilities.



general summary

After summarizing the various ideas and opinions expressed by various authors, and the various reports of the first experiments with the neighborhood units, no clear picture may be obtained. It is still early to say whether the neighborhood conception has justified itself. It is still early to draw conclusions about validity as far as the social functions and the social cooperation are concerned. The few experiments with the neighborhood do not give yet sufficient evidence that the social structure of the neighborhood unit really represents in miniature the various groups within the city, and that these groups which occupy the neighborhood cooperate with each other. On the contrary there are opinions and indications that the neighborhood in its present form may serve as a means of segregation of various social classes. This is true especially in small neighborhoods where a certain class may obtain control of the unit or even be the promoter of such a unit. This fact may justify the planning of neighborhoods of considerable size where such phenomenon will not exist, and if a neighborhood of this size will be partially occupied by a certain group there is ground

to believe that with time the limits will break and integration will follow. / 8:224-227. 17. /

As far as physical planning is concerned it seems that the neighborhood unit is a sound device to promote comprehensive modern city planning. It enables clear and economic city planning, provided that the planning authorities have at least a minimum control and power to direct the growth of their cities.

details of the neighborhood may be insufficiently developed

The neighborhood is still a young feature in our city planning experience and as such has to undergo intense research. Eventually if we are to overcome the social barriers, the neighborhood will justly become one of the main tools of modern city planning. The idea in itself has many advocates among city planners, and is considered a sound one by a great many sociologists. If however, it did not yet prove itself workable, we may consider the possibility that the details adopted by the city planner are the cause for its un-
success. We will therefore attempt in this study to analyze the residential street and see the extent to which it promotes or hinders the progress of neighborhood planning.

OUTLINE OF THE
NEIGHBORHOOD'S FEATURES

neighborhood size and
its boundaries

The size of the neighborhood has not yet been definitely decided and scientifically established. The common assumption is that the size of the neighborhood unit is to be determined by the population required to support the necessary community facilities and services. The assumption is that this community has to support and benefit from educational, social, cultural, recreational and shopping facilities of the neighborhood. It has to support the water supply, light and fuel supply, telephone service, storm and sewage, water disposal, as well as police, fire protection and various administrative services. Of course, these services vary according to different countries, nationalities and systems of administration.

elementary school as a
criteria for neighbor-
size

Since the neighborhood requires educational facilities and the elementary school is of the utmost importance for the young children, and because other required neighborhood facilities can be supported

by a population smaller than that needed for the support of an elementary school, the elementary school usually serves as the criteria to determine the neighborhood's size. According to this, the size varies from 2000 to 8000 persons, the desirable size being about 5000, which usually corresponds to the proper walking distance for the young children to and from school. / 8:211-214, 217-219. 17. /

the child, the adult
and the neighborhood

The school as a factor in determining the size of the neighborhood actually turns the neighborhood into the child's world. This approach actually focuses its attention on the child whose needs have been neglected and frustrated in our present urban environment. But on the other hand, however, 5000 people is too big a community for the adult and may be the cause of the difficulties that the neighborhood faces in practice. It is an established fact that grown-up people have only a very limited number of friends and acquaintances and a still smaller number of people in whom they are interested, though they do not know them. Adults develop their social relations in small groups, a fact which may indicate a different approach of neighborhood planning. If the integration of small groups within

the neighborhood frame will be achieved, it seems that a great obstacle in the way to the success of the neighborhood will be overcome. The next step will be the creation of a common interest among those primary groups. If this idea is to be adopted, the physical plan and the neighborhood pattern will have to express it in practice. This idea of integration of small groups will be stressed to somewhat greater extent later in this study and will become one of the principles for the analysis and the new suggestions. One must not forget that the neighborhood has to serve efficiently the young and the old, the poor and the rich, the white and the black, and has to become actually a melting pot and create a new community life. / 21:76-81, 78-80. /

neighborhood boundaries
and areas

The variation of the neighborhood population between 2000 and 8000 allows the planner to determine the boundaries of the neighborhood by taking into consideration natural boundaries as rivers, vadies and topographic barriers, as well as man-made obstacles, like transportation routes, zones, etc. This determines also the neighborhood area which in urban areas differs between 50 and 250 acres depend-

ing on the population. The area of 250 acres is also considered the limit, since in an area of this size the school may be located so as to fit the proper walking distance of the child from school to home. / 8:21A. 11:21S. /

neighborhood services

The neighborhood services do not differ much from those of the city. The neighborhood provides the local services and the city the central ones, the city concentrates and distributes the various services. The neighborhood has to be equipped with essential community services like water supply, garbage disposal, sewage, gas, electricity, etc. By proper planning and a planned development of the neighborhood, economical services may be achieved. The neighborhood idea considers the services and the facilities as the backbone for the establishment of relations between the unit dwellers.

function of services and social relations

It must be kept in mind that not only the proper function of the services may bring to relations among the community, but also inadequate and unrational services may act as stimulant to social relations among the community members. The wish to improve the

services in a certain unit may bring its people together and unite them in a common cause which on the long run may be beneficial in the promotion of their social relations. / 4:97-99. 10:23,62. - 11:247, 248-250. /

administration's contribution to the neighborhood

Services may serve as an efficient tool in the hands of the planner and the skilled city administrator to improve the community spirit within the neighborhood. A skilled city management may develop a system by which services may be hampered or even denied from a community, in order to provoke people to bind together, and thus create social relations among themselves. Modern planning is based on cooperation of all professions who have to do everything in order to promote a better community. They even don't have to hesitate to risk their good will as the above mentioned administrator in order to achieve their objective.

neighborhood facilities

The neighborhood community facilities are those which serve the daily needs of the unit dwellers. All these facilities have to be within an easy reach of the neighborhood members, preferably

✓
on foot. The possibility to get to all facilities on foot is a means to cut the need for using cars, thus contributing to the solution of traffic problems, and contributing to the quietness of the neighborhood itself.

The neighborhood facilities and services are a major factor in promoting the social relations between the various groups occupying the neighborhood. The neighborhood facilities are to serve all its members, the young and the old, but in many cases we see that it is only the youngsters who really gain something from those facilities. The adults don't take an active part in the community life, and in neighborhoods which have nice civic and community centers, we see that many of them are hardly used at all. It is the duty of the city administration and the neighborhood leadership to develop an administrative system whereby the neighborhood civic facilities will perform an important duty and be turned into a focal point where every individual will find some of his vital needs. The example of Peckham in England may serve an example.

/ 8:237-252, 252-259. /

children
mostly

Organic planning of these facilities, proper location of the various neighborhood centers, the easy access to these facilities are important factors in promoting the neighborhood conception. It is generally assumed that the neighborhood unit has to have the following facilities: nurseries, kindergartens, schools and sufficient recreational space, as play grounds, gardens, parks and sport facilities for the young. These facilities are hardly found in existing cities which have almost no provisions of recreation, cultural or health facilities for the adults. / 17. /

the architectural aspect
of the neighborhood

The neighborhood gives the planner and architect the opportunity to contribute to the creation of well integrated, socially conscious community by the means at their disposal. As we now know, space and architecture have an influence on the human being, and it is up to the architect to apply them in such a manner that they will create the most satisfactory psychological reactions, which in the case of the neighborhood will promote its idea. / 10. /

new elements and new
environments

The neighborhood provides the architect and planner with an excellent opportunity of flexible lay-outs, an opportunity of a variety of visual effects and an opportunity of development of new elements. Grouping and dislocating of facilities, the relation between them and the dwelling houses, new types of streets and pedestrian walks have the potentialities to create entirely new environments.

THE STREET AND ITS
DEVELOPMENT THROUGH THE AGES

introduction

Before analyzing the street, its relation and influence on the neighborhood, it will be proper to mention briefly the historic development of the street. Undoubtedly, the present street, not only in old cities but also in the new ones, has its origin in the past, and city planners of today are still bound by subconscious traditional ties to the old street patterns.

Many changes took place in the street as far as motion, communication, speed and life are concerned. In spite of these tremendous alterations, the basic street pattern remained unchanged. The development of civilization and the industrial revolution caused a complete change of street conception which the city planner has not yet fully grasped.

Although life in the cities changed, the street has not been adapted to these changes, and yet the basic form of the street remains the

conventional street pattern where people live, walk and use the street for their means of transportation. It is true that new zoning and planning legislation and the control of building, traffic and density has its influence on the contemporary street's appearance, but this is a palliative which does not change the pattern. The legislation was introduced in order to regulate and limit various negative phenomena in the human society. It is hard to say that this legislation has promotive qualities. It remains a police measure.

Roman road has the same features as our contemporary street: traffic lane and houses on the side, differ mainly in width

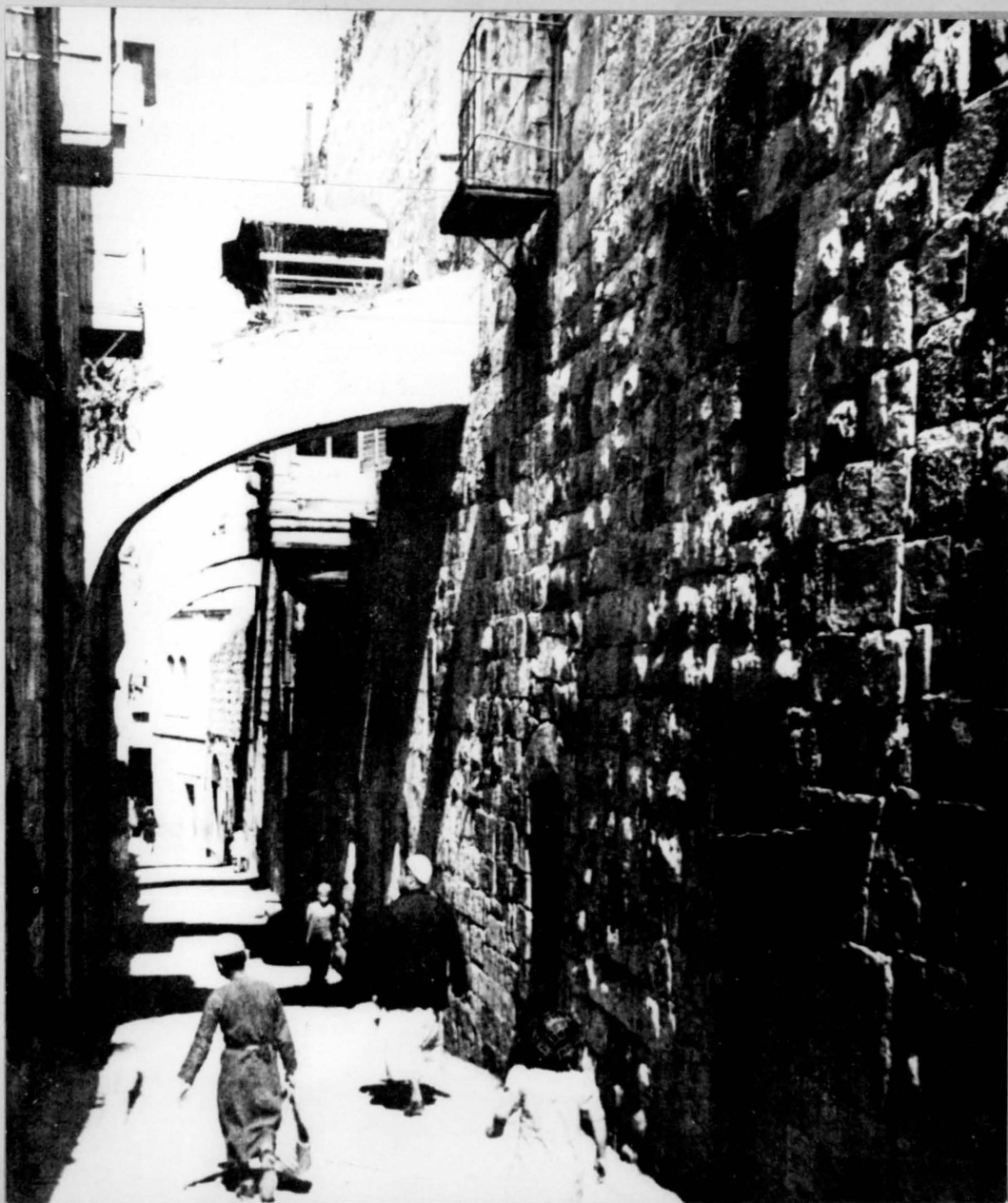


In the next part of this study, an evaluation of the various factors will be made and the deficiencies will be pointed out. This analysis will serve as a basis for new suggestions to improve the street and its function. In order to reach this stage, we shall have to go into the historic background and evolution of the street.

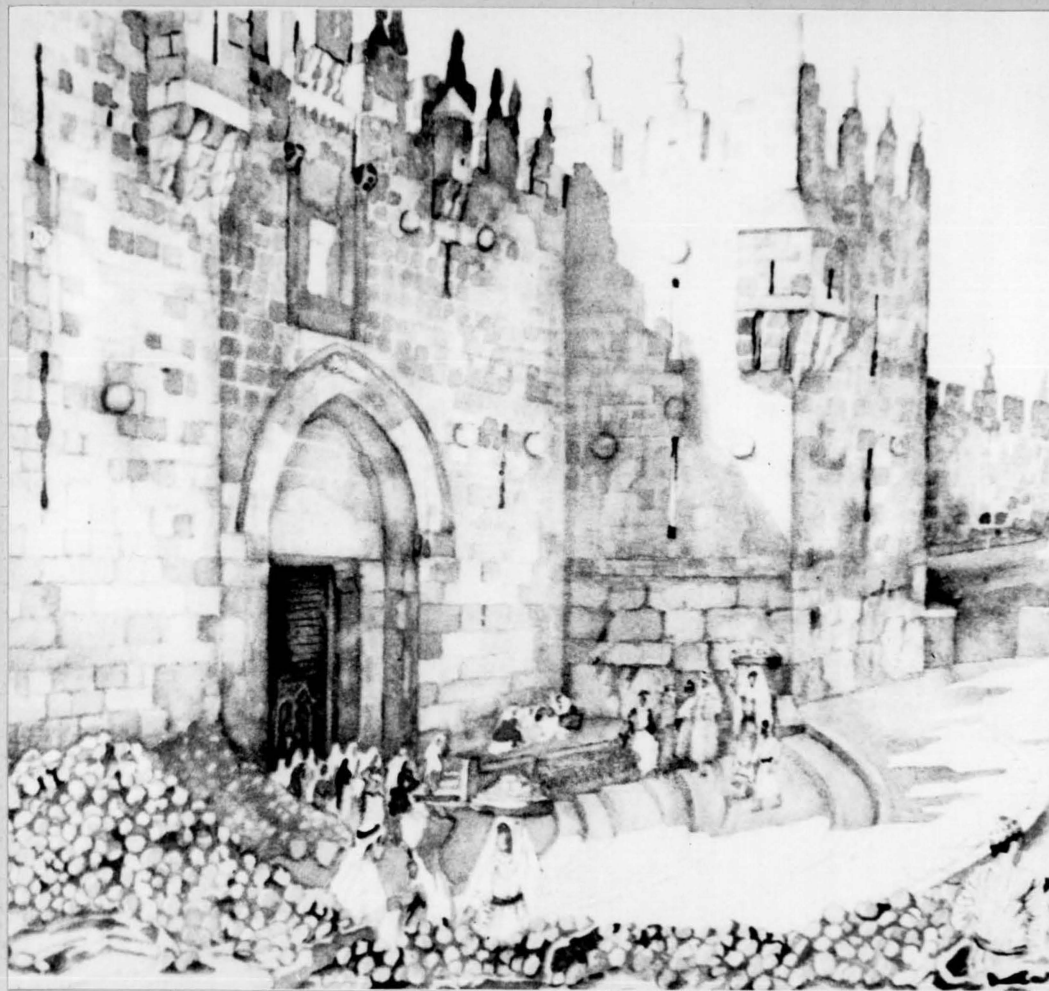
historic background,
pedestrian and animal
traffic in the street

Since the beginning of community life, the street may be described as a means for directing communication. At the beginning, it was meant for the pedestrian and took the form of a trail. Later, when man learned to master the animal and could use it for domestic purposes, the animal became the decisive factor of the street pattern. The Talmud, while discussing the city planning of its days (2000 years ago), reasons the minimum width standard street to suit two loaded donkeys to pass each other. The animal actually set the width and slope standards of the street. We still find such streets in archaeological excavations and old cities as Jerusalem and Saffed, as well as in many "up to date" towns where the modern civilization has not yet penetrated.

picture showing a street
in the old city of
Jerusalem, which suits
pedestrian and animal
traffic



drawing of Damascus gate,
where no vehicular traffic
can pass
note steps made to suit
a donkey



vehicular traffic

Next step was the carriage and the horse, then came the various
mechanical transportation devices which had to use the street and

dominated it. The mechanical transportation became the factor of street planning. It created new standards. New scientific methods were adopted to cope with traffic problems.

changes in the street

The main change in the street is not in its basic form and its basic purpose, but in the nature of its users. We may see how man, who was the first to use the street was constantly pushed aside and replaced by elements of high speed and maneuverability. With the development of new means of transportation, the streets were adjusted to serve them. The main change was in their width. Pedestrians were directed to walk on the side of the street to avoid being hurt by the new means of transportation. Actually the new elements in the street are the pedestrian walks, which create, together with the traffic lane, the well known conventional street.

/ 1:12-14, 38-42, 72-73. a:242-250. /

the contemporary street

With the steady growth of the industrial and the development of the mass production of automobiles and trucks, new problems of traffic were created. Speed of communication became an important factor in the modern and efficient town. Speed of communication

became still more important with the rapid growth and the spreading out of the urban communities. The increased traffic created a steady growing menace to the pedestrian and became one of the main motives of modern city planning. This created the notion of environments free of traffic hazards, and led to the principle of separation of the pedestrian flow from the traffic stream. / 8:214. /

implications of
vehicular traffic

The traffic and its hazards which grew in the last decade to a degree never known before, created urgent problems of steady traffic flow of cars and pedestrians. In order to solve these problems, a variety of mechanical devices were introduced and warning signs and posters became a common feature in our street. These features do not add to the aesthetics of the street and its community. Better street solutions are to be looked for as there is no reason why proper city planning cannot do without them. These devices are a sign that the city using them tried to adapt itself to the modern means of transportation and not to solve the problems arising by them by means of proper planning. / 11:320-332. /

lights and signs domi-
nate in the streets



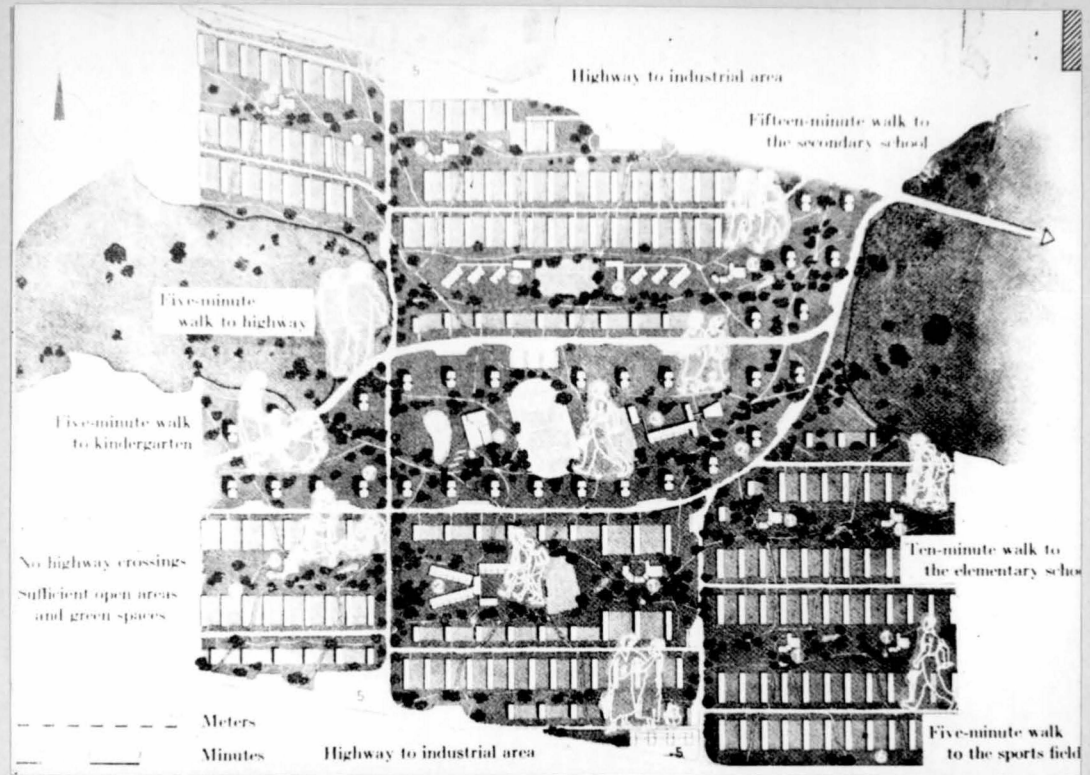
new trends in street
lay-out

Though this study does not deal with traffic as its main subject, yet it will be proper to mention some of the systems which may be adopted in order to solve the traffic flow and save the pedestrian from its hazards. Various propositions were offered to the planner, the most important of which is the proper differentiation between various kinds of traffic, providing each kind with roads of its own, suited to fulfill its requirements. Special roads are to be planned for quick traffic, through traffic, traffic of central areas and traffic in residential quarters. The pedestrian flow has to be looked at as a sort of traffic and treated accordingly. The principle of separation between the various sorts of traffic has to be adopted in this case too, thus conducting pedestrians through special lanes, green strips and shaded areas of their own. / 2:208-227. /

Vadi Falick

It is worth while mentioning the article of "Man and Town," and the plan of Vadi Falick by Alexander Klein where the principle of separation between traffic and pedestrian is developed to its utmost. / 19. /

a neighborhood plan based
on separation of pedestrian
and vehicular traffic -
where one can get on foot
to facilities



advantages and deficiencies

The adoption of these principles as practiced till now gave the new planned communities a positive advantage over the old cities. It increased the efficiency of communication between various parts of the town and cut to a minimum the traffic hazards experienced by the pedestrians and children. However, in most of the cases, the

planner did not use the street as a promoter of the neighborhood conception and did not look for new patterns which could help him to achieve this purpose. The planner was content by obtaining new appearance in the new communities resulting from the principle of separation of the various kinds of vehicular traffic from the pedestrian flow. / Picture on page 33. /

This system of separation may be viewed with favor, as it increases the safety of the pedestrians and the children, as well as the chances of pedestrians meeting each other and enabling them to develop acquaintanship and social relation. The quiet and hazard free environment of the pedestrian lanes may add to the promotion of the neighborhood and serve as one of the integrating factors in the community. But in most of the cases, if not in all of them, the pedestrian walks were planned primarily to obtain safe communication routes and no attention was given to the social aspect. As to the person participating in the vehicular traffic flow, in the above mentioned system, they are regarded as if they were an unseparated part of the vehicle they are riding. As such, they

obtain no special attention and are treated as if they were a part of a water stream to which hydraulic laws are applicable. No attention is being paid to those factors which influence visually and psychologically while using the street.

legislation and the
street

✓ The contemporary street is usually well defined by rules and legislation. Width zoning laws, building codes, traffic regulations, etc., have an important factor in determining the visual, social and psychological character of a street. The nature of these rules and laws is a regulative one and aims to prevent negative things from happening, rather than promote and initiate positive developments of the street and the human society. / 11:230-231. /

In the next part of this study an attempt will be made to analyze the conventional street as its basic elements and evaluate them.

SURVEY AND EVALUATION OF THE
CONTEMPORARY RESIDENTIAL STREET

introduction

After describing briefly the neighborhood, its idea and ideal, with emphasis on the conventional street's background, we will attempt to analyze the conventional street pattern used in present city planning. The street, as known to us, is a result of various historic conceptions of traffic conduction, legislation, zoning, setbacks, sky lines, social and psychological factors. In order to obtain a clear conception of the function and influence of the street on the community and the neighborhood, this study will try to analyze these factors and draw conclusions as to their advantages and short comings.

objective

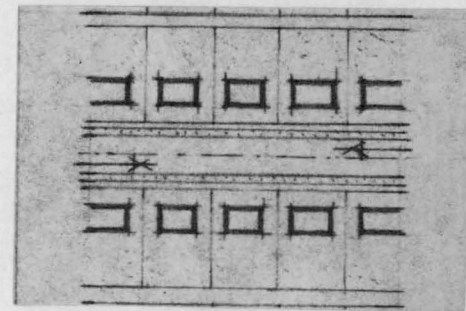
The results of this study and its analysis will serve as a basis for proposals for the amendment of the conventional street and for suggestions on new street patterns. These new patterns will aim to promote the neighborhood and its community life.

assumption

The basic assumption for this analysis will be that every element of the neighborhood plan, in order to fulfill its function, has to be an integrated and integrating factor of the neighborhood community. Only by fulfilling this demands will the street be considered as positive.

definition of the conventional street

Under the conventional street, we shall understand a street with a lane for traffic going in one or two directions, with pedestrian walks on both sides and with the usual subdivision on one or both sides. Actually we shall consider as the street, the traffic route and its immediate surroundings.



visual aspect -
traffic and the residential street

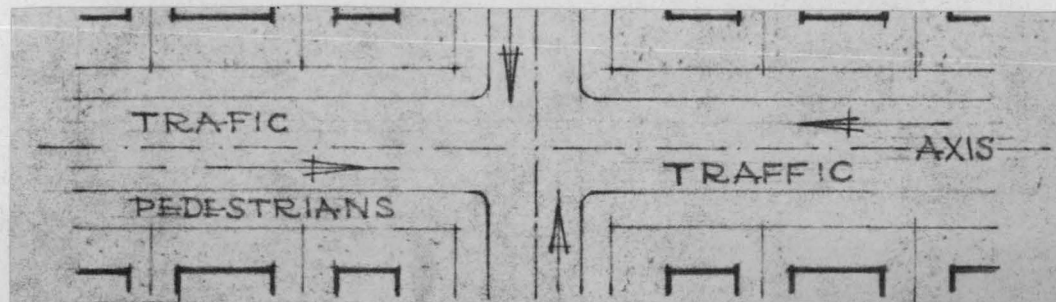
The pure residential street usually has a small amount of traffic in most hours of the day. The traffic increases during rush hours when people go to and from work. Nevertheless, it may be assumed that in a pure residential street, which serves only its own occupants, the traffic is not a serious problem or a hazard for the pedestrian.

This sort of traffic will interest us only as far as the person participating in it is considered, and the degree it influences him visually, psychologically and socially. Since individual means of transportation became an important factor in the life of present day adult, we shall have to investigate how this factor may be incorporated into the modern street and serve as a stimulant of community life in the neighborhood.

traffic and the symmetric street pattern

At present the traffic is conducted on both sides of the street, one going opposite the other. This resulted from the need to regulate and order traffic, and find some sort of a system in the chaos of "Laissez Faire" in communication. Thus forcing an asymmetry system into a symmetric street pattern.

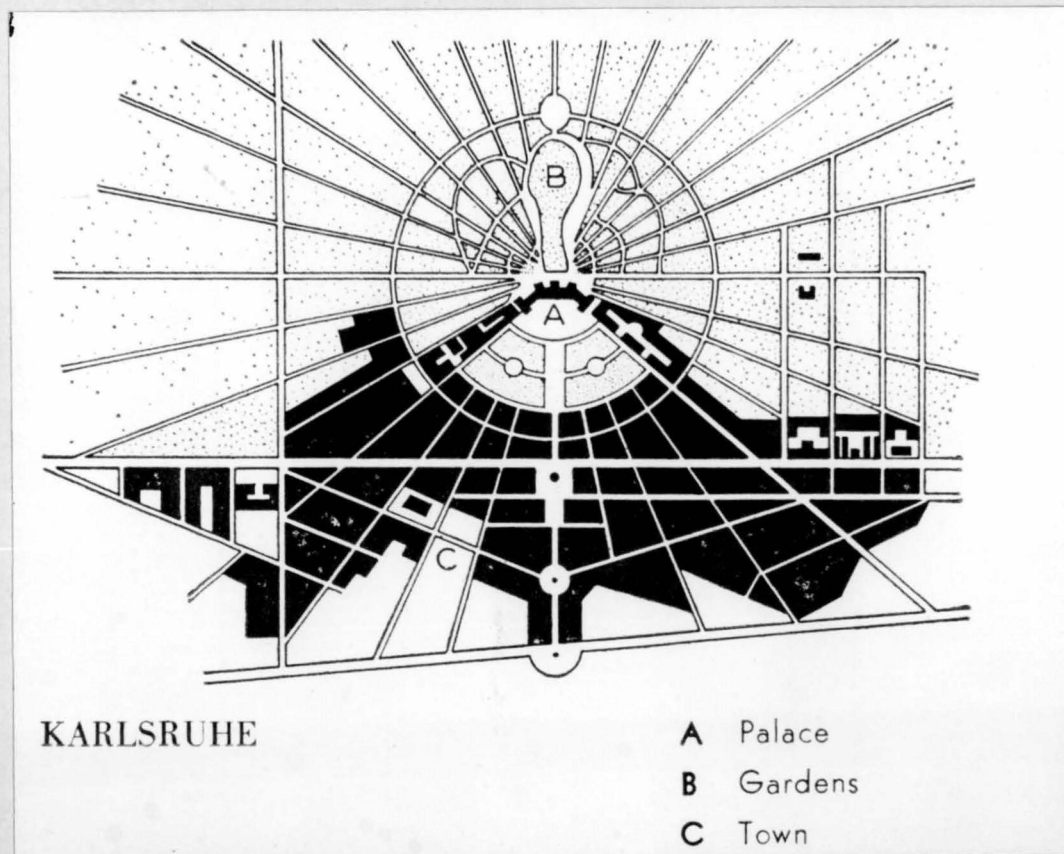
asymmetry of traffic flow



axis and point of
interest in city
lay-out

In the past, in the small or rather short street, when the flow of pedestrians was conducted in the middle of the street, the symmetric lay-out was justified. It gave the opportunity to plan and direct streets towards objectives of importance, thus creating the axis and point of interest in city planning.

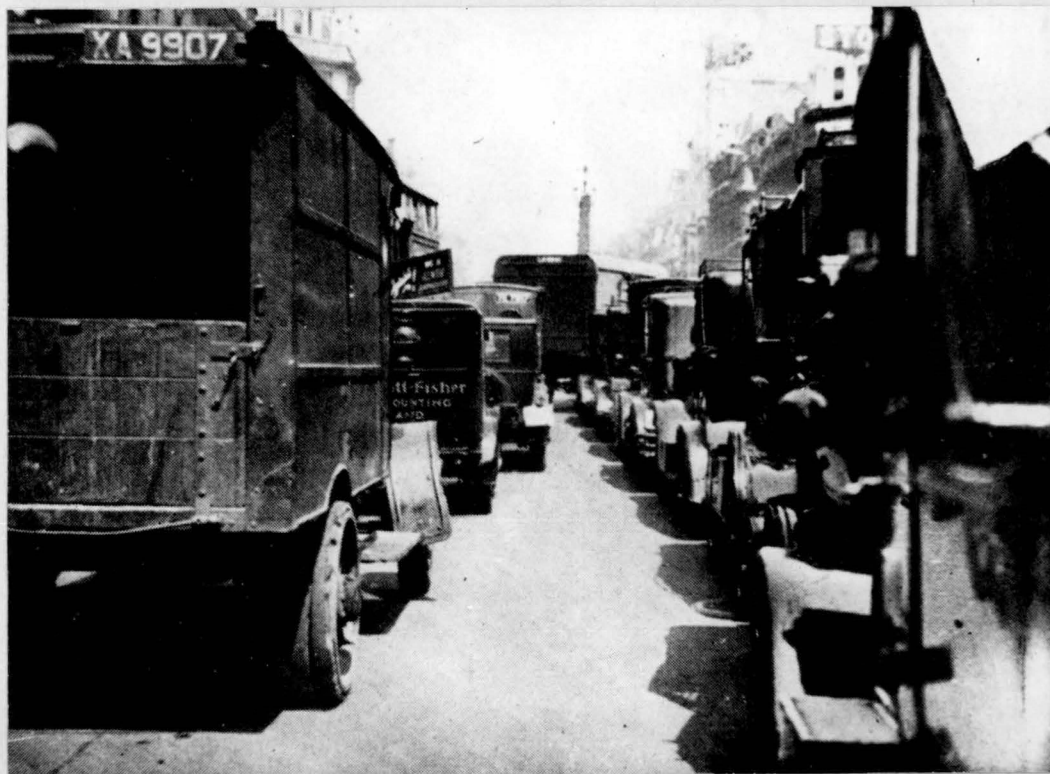
axial plan of
Karlsruhe



axial plan unjustified

In the contemporary street, not only are the pedestrians and the traffic not conducted on the axis of interest, but 50% of the people face these objects with their back, and move in the opposite direction. And as to the people driving in cars, in addition to the above stated fact, their vision is blocked by vehicles in front of them and they must constantly concentrate on their driving.

point of interest is
blocked



space and the contemporary street

In the past when the street as a whole was small or rather short, and traffic was pursued in its middle, the street was a creation of space and gave one the feeling of inclosed space and well defined environment. It gave the person the feeling of security he was looking for in those days. While now with the expansion of the cities and the streets, one has the feeling of being in a corridor or a channel. A feeling of unrest and subconscious desire for accelerated observation.

the corridor or channel appearance of a contemporary street, though the curve makes it somewhat more interesting



feeling of space, and
a variety of details
in the short medieval
street



motion - time - space

Motion being a function of length and time is an important factor in the visual and artistic appearance of the street. Observing the streets of the past, we shall see that they are picturesque and are rich in various decorative elements. This was intended to satisfy the eye of the pedestrian or the aesthetic taste of the man using the slow transportation. Under such conditions one's eye could catch the details of architecture, art and craftsmanship, one could even pause and enjoy them. / See picture on page 42. /

speed diminishes importance of details

In the contemporary street, the quick motion of people passing by in cars diminishes the visual effects of the various arts which previously used the street as the place for their expression. And as to pedestrians, with the expansion of the urban communities, they have to pass greater distances and must be in a constant hurry. The traffic and its hazards have become a second major point of interest, which shifts the pedestrian's attention from artistic expressions to his own safety. The vague impression of details on people in motion has to be one of the factors influencing

the visual appearance of the various streets and pedestrians lanes. More emphasis on art will be justified in places of slow motion and pedestrian movement. / 19. /

Motion may even be one of the subconscious motives for the desire of the modern architect to obtain large clean building masses, without the variety of decorative details so common in the past. In general, to impress people in motion, the distance and the size of objects has to be increased.

zoning and its influence on the street

Zoning in general may be viewed as one of the achievements of the modern society. It is one of the tools to obtain better living quarters in our cities. It can provide healthier dwelling surroundings, proper industrial zones and adequate business areas. Zoning may be considered as one of the signs of progressive human communities. But it still is a very young feature in our planning and administrative system and actually in its experimental stages. Therefore, it still has to undergo an intense investigation and research. / 11:168, 229, 234. /

judgment mainly by
observation

Here we shall try to point out the repercussions zoning has on the visual and social aspect of the residential street. The views expressed here are based mostly on observation and are to be looked at as a subjective point of view, brought up in order to arouse interest and serve as material for further investigation and research.

present zoning

At present, zoning is so conducted that whole areas are specified for one sort of use. We find whole blocks, streets and neighborhoods zoned for one purpose without going into detailed study of every lot in these zones. This may be seen in the attached map of Eugene. This sort of zoning has advantages over unplanned and unzoned cities, but on the whole it does not take into consideration, especially in residential areas, various demographic factors.

homogeneous or sterile
zoning

Looking at present residential zones, we shall find that most of the urban areas for this utilization have the character of "Sterile Zoning," which means zoning of one kind. E. g. all houses are generally one family or all houses are generally multi-family ones.

There are seldom combinations of the various types of residential dwellings in one area. This form of "Sterile Zoning" is contrary to the neighborhood idea of mixing various groups of the population in one neighborhood.

homogeneous areas,
sterile zoning and
total call repetition



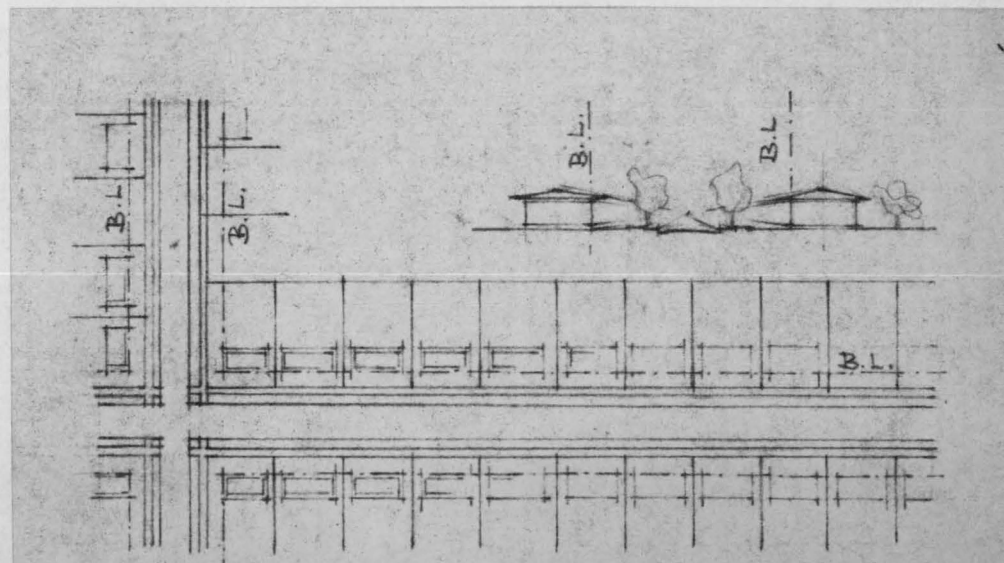
organic zoning,
family cycle, income
groups, minorities,
etc.

The present situation in zoning procedure may be regarded as a mechanical regulator rather than an organic one. Organic city planning, and in our case, neighborhood planning, has to consider the demographic factors of the community. Various communities have different conceptions of life, different traditions and customs which are to be studied and incorporated in the various plans. Present zoning of residential areas does not take into account various basic phenomena of the human society. One of these phenomena, the family cycle, is grossly underestimated and neglected in planning. If this factor would have been considered, we would find various types of dwelling to suit the various family stages in one surrounding. In the case of the neighborhood, this would mean a mixture of the various social groups living in houses suiting their own cycle. If this would have been adopted while our cities were zoned, the obsolescence and blight would not have spread so rapidly, and the appearance of the cities, neighborhoods and streets would have been an expression of the organic structure of our communities. The "Organic Order" would have become a function

of human behavior, a result of the demographic factors of age, marriage, birth and death, income, race, nature of the community, etc. Present day zoning creates grouping of people according to income, race, etc. It creates limiting lines and psychological boundaries. / 5:64, 65-69. 10:189-191. 14:20-22. /

the street form

Under present zoning and subdivision of property, the residential street is a sort of a channel for traffic flow with pedestrian walks and houses serving as channel walls.



rhythm in the street

The rhythm of the contemporary street is a simple one, and in residential area is usually created by small houses and the conventional landscaping along the pavement, usually rows of single trees. The only interruption of this simple monotonous rhythm are the street intersections, posters and traffic lights.

the rhythm in a project where the houses look alike will be even more boring, though regimented



the channel wall could
have been a point of
interest in the street



The only interest in this street may be created by the architecture of the houses on both sides, but this is usually mediocre and each house is designed without sufficient consideration for its neighboring structures, resulting in an unconsidered, unplanned, and disorganized "Channel Wall."

building lines set-back
from the road

The present building lines just add to the channel appearance of the contemporary street. Their main reason is to enable the widening of streets without the need to destroy houses, thus saving the taxpayers money. They do not enable, and do not guide, the architect towards space creation and space interrelation in the street lay-out. The present building lines emphasize the total cell repetition in the contemporary street. / 16:148. /

regimentation and
linear emphasis
caused by the build-
ing lines



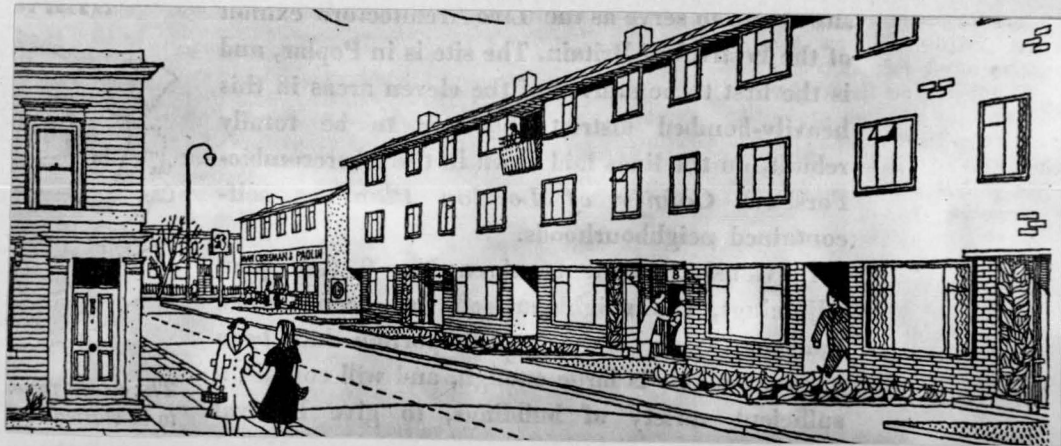
side set-backs

The side set-backs from the lot lines create unuseable areas which do not add to the aesthetics of the residential street. These side set-backs create a very undefined and unclear space feeling, yet they do not create strong enough elements to break the channel form of the conventional street. / See picture on page 51. /

row houses and the linear street

It seems that closing these gaps to obtain a real wall along the sides of the street would be a more satisfactory solution to the visual effect of the street. This leads to the idea that row houses are the proper solution for the conventional street, and that this sort of street pattern does not suit detached houses.

row houses compared with the "Channel Wall" on pages 49 and 50

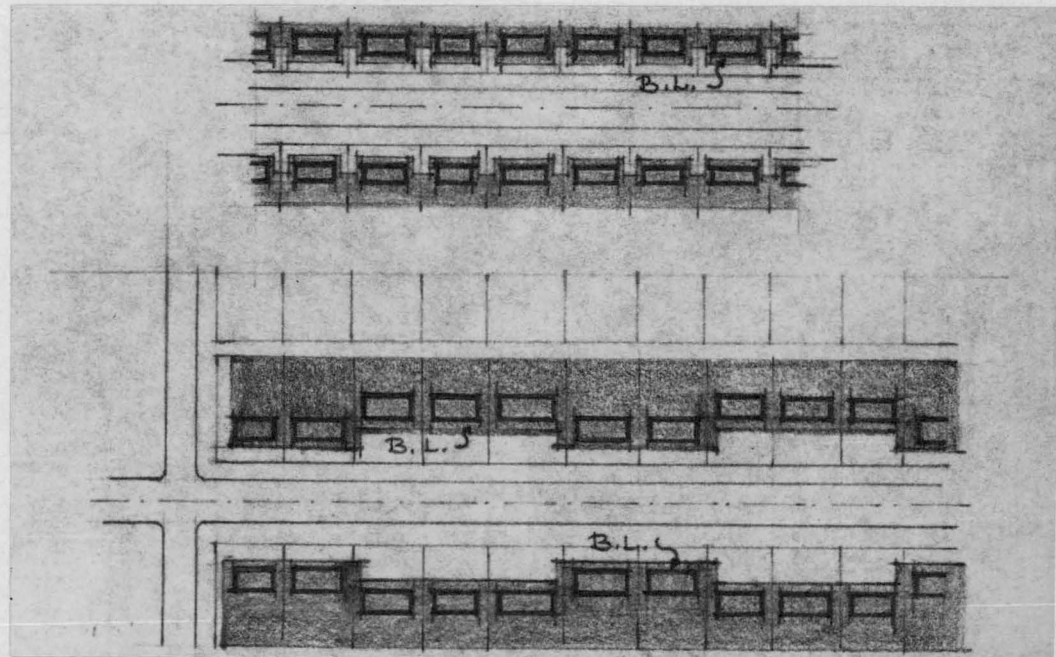


set-backs as means for
introduction of interest
in the street

variety

The present set-backs limit one of the functions of the architect the creation of space. The change of set-back regulations may offer the opportunity of space creation while planning the street. This may serve as a means to break up the monotony of the rhythm of the conventional street pattern.

breaking up of monotony
by creation of defined
spaces, contrary to the
existing in practice



sky lines

In various countries, planning laws and building codes have control of the sky lines. This is usually conducted in the manner the zoning is, usually whole areas or streets are limited to buildings of a

certain height. This prevents wild jumps of the sky line, but it also diminishes the possibilities of an interesting planned silhouette of the street's walls. / Jerusalem City Plan:25-27. 15:95. /

In the United States there is no control of sky lines, with exceptions a certain control is obtained in residential areas by means of zoning. In one family houses area, the sky line is actually created by the low houses, seldom broken by higher buildings. Usually the sky line is of no special interest and does not attract the passer-by. It is incidental and unplanned.

New York sky line is incidental or rather a function of land values



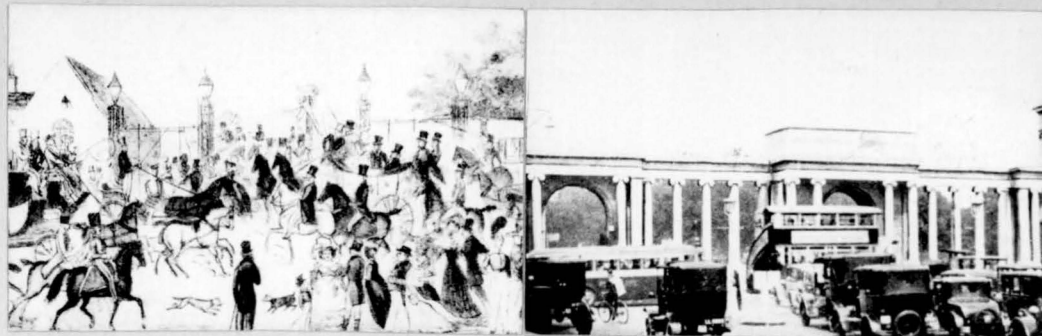
no interest in the contemporary incidental sky line, no relation between the elements composing the street silhouette



social aspect and social relations in the street

Until the beginning of the present century, before the automobile has gained its popularity, the street did not serve only as a route of communication, it furnished the urban community and the urban society with a "channel" for social intercourse. Promenading, showing off, curiosity and outdoor recreation were all parts of the social aspect of the street scene. / 15:97-98. /

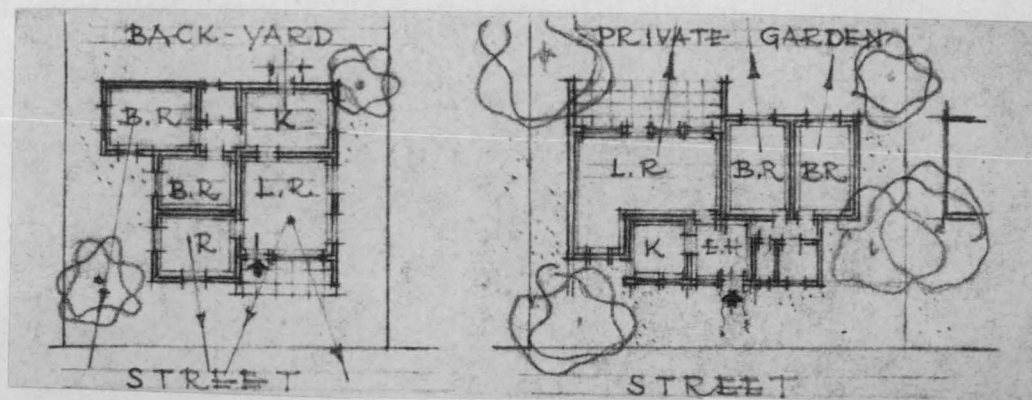
street promenading in
the past was displaced
by the car of today



privacy in the back
garden

In fact this was the time when orientation of the houses to the street was justified. With the major changes in street traffic, noise and its entire new conception search for privacy introduced the back garden as the main outdoor private living space, thus diminishing the social contact.

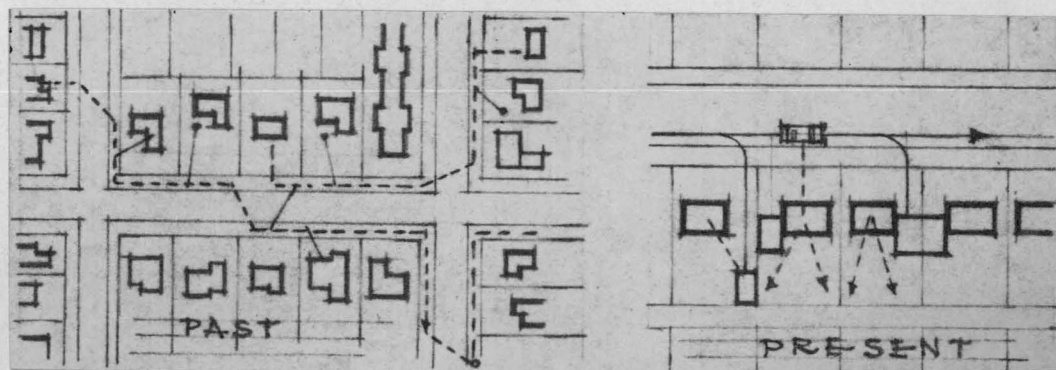
*see previous
page
street as social
connector*



the car diminished the
incidental meetings
between city dwellers

At the present era of individual means of transportation, the conventional street no longer serves as a promoter of social relations between its occupants. The automobile and its parking in front of the residence has brought about a revolution in the conventional routes along which the street dweller used to pass to work, business, shopping and his various other activities. It has limited his gait to a minimum radius from his house. As a result, his opportunities for social intercourse with his neighbors and other pedestrians decreased considerably. It is quite a common thing that neighbors know the year and the make of their neighbors cars, not knowing each other in person. The mechanical vehicle had brought the country nearer to the home, and short trips take the place of the street promenading and walking. / 10:34-43, 45-59. /

people's gait now
and in the past -
present gait confined
to car and home

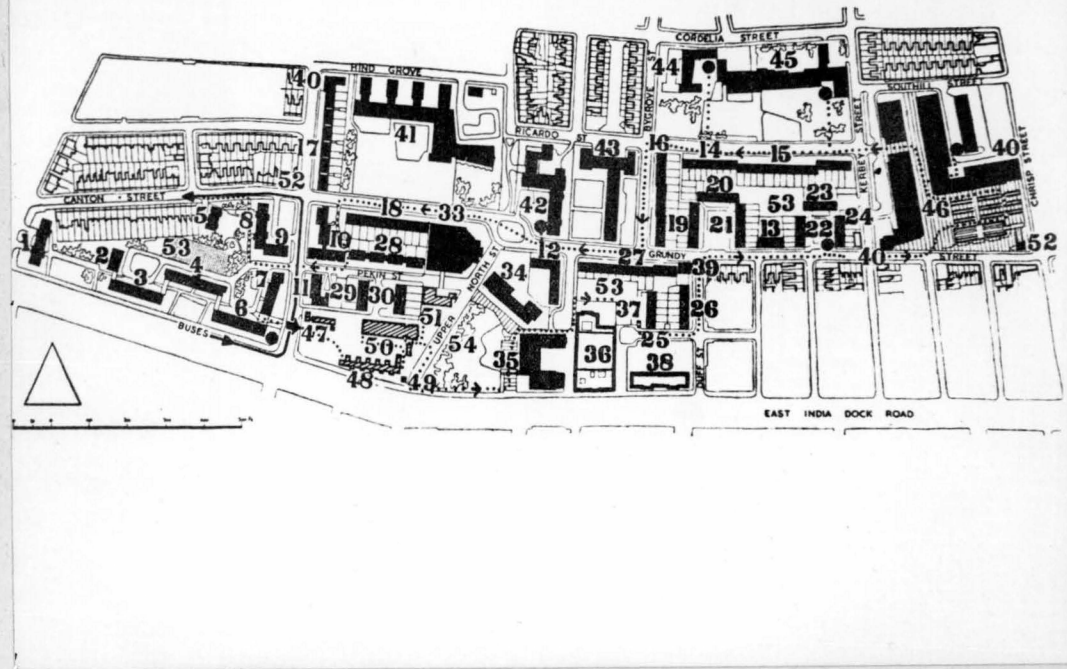


In the past pedestrians met on their way, they could stop and talk with their neighbors on the porches and in the garden. They had the opportunity to recognize the people in the slow moving traffic, had sufficient time to exchange greetings and even stop and chat. / 10:216-218. Drawings on page 57. /

economy of the contemporary street

The contemporary street, as practiced till this day in most of the countries, lacks the flexibility which may enable the replanning of our communities. The main reason for this lack of flexibility is an economical one. Too many expensive service equipment is buried underneath it. Sewers, water pipes, electric cables, telephone cables, heating pipes and storm water disposal system run under the street pavement. And no planner can neglect or ignore these buried investments while coming to replan existing communities. These existing installations have proved to be a great handicap in replanning bombed out cities in Europe, and in many cases forced the planner to stick to the old out-dated pattern. / 15:184. /

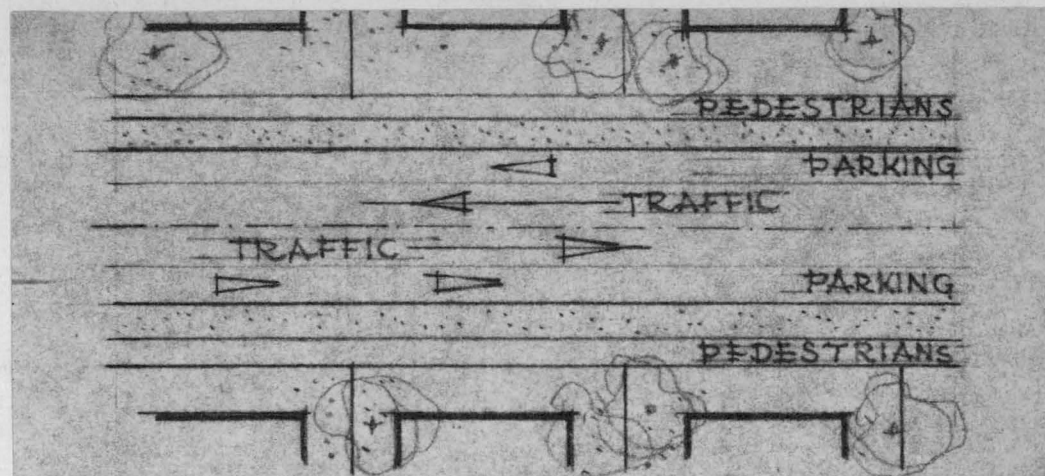
a part of the reconstruction of London shows how the planner was forced to use the existing streets



✓ If the economic problem of the street has already been raised, it would be justified to mention the waste of pavement created by the parking lanes, thus creating actually a four lane street instead of two lanes for traffic conduction.

CONCLUSIONS
AND
SUGGESTIONS

waste of pavement, full
frontage of street per
unit



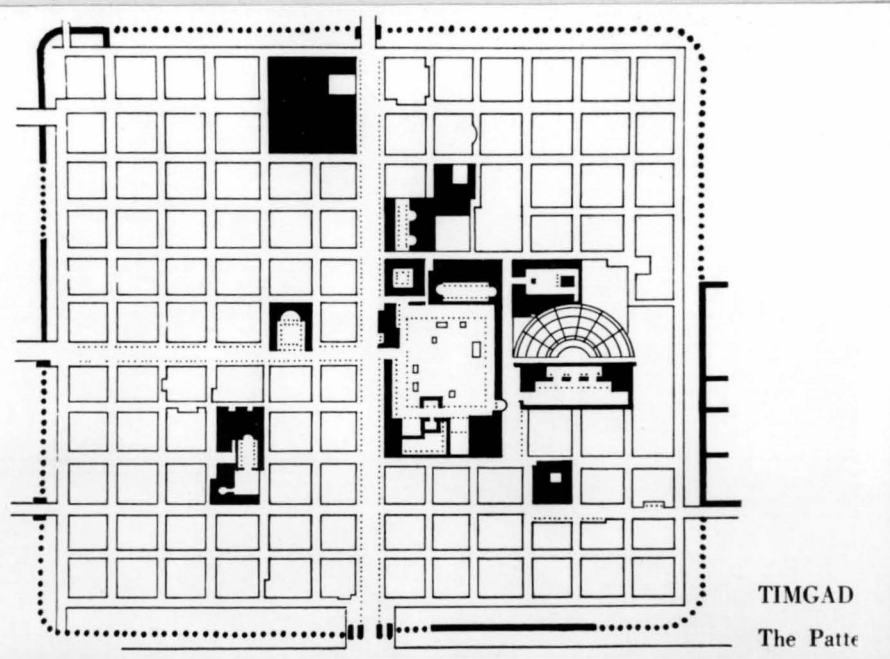
A reconsideration of the life of buildings and the setting of such standards may lead to more flexible, cheaper dwellings, cheaper services and cheaper streets.

summary, severe discipline needed to keep the linear street in order

The street obtained its linear form throughout the ages. The Roman camp, army parades in the street, speculative subdivision gave it its gridiron pattern. In the United States, the "Jeffersonian Grid" encouraged this pattern still more and gave it somewhat of an "organic" justification. The linear form, straight or bent, gives

the street its main qualities. It may easily be compared to a line of soldiers where order is obtained by the exercise of severe discipline. In order to achieve unity in a linear street, a great powers have to be given to the planner and sometimes even a whole street, or part of it, has to be planned in advance and compelling each owner to build according to that plan. We have historic examples as Bath in England, Contemporary examples in Israel, Santa Barbara and Santa Fe in the United States, and reconstructed parts in Great Britain, where this system was adopted. / 15:95-97. - 20. Jerusalem City Plan:27-28. /

the linear gridiron
pattern from the Roman
Timgad



TIMGAD
The Patte

Summarizing the survey and drawing conclusions as to the nature and deficiencies of the street, it may be stated that its contemporary form does not fulfill the most of the requirements of the modern society. It has the following faults:

visual aspect

1. Regimentational character in which the person becomes an observer.
2. Channel appearance and incidental side elevations.
3. Dull and monotonous rhythm of small elements.
4. Incidental sky lines.
5. Symmetry of the street not always justified.
6. Architecture and speed are out of proportion.
7. Warning lights and posters are unaesthetic features.
8. Does not express the organic structure and needs of the community.

social aspect

9. Modern transportation affects social relations among neighbors.
10. Does not increase the radius of interest beyond immediate neighboring houses.
11. Under present zoning, creates great segregation.

psychological aspect

12. Traffic hazard is a constant strain and an interest deviating factor.
13. Pedestrian lack relaxation, even in favorable weather.
14. The tempo set by the modern vehicular traffic does not suit the human being who tries in vain to adjust himself to it.

economic aspect

15. Unflexible, because of primary and permanent development investments.
16. Expensive parking strips of heavy pavement.
17. Pavement along the whole lot frontage.

In order to overcome these deficiencies, new street patterns have to be looked for. Constant attempts are being made to improve the operation of the contemporary street. Parking regulations, speed limitations, width of streets, zoning laws, etc.,

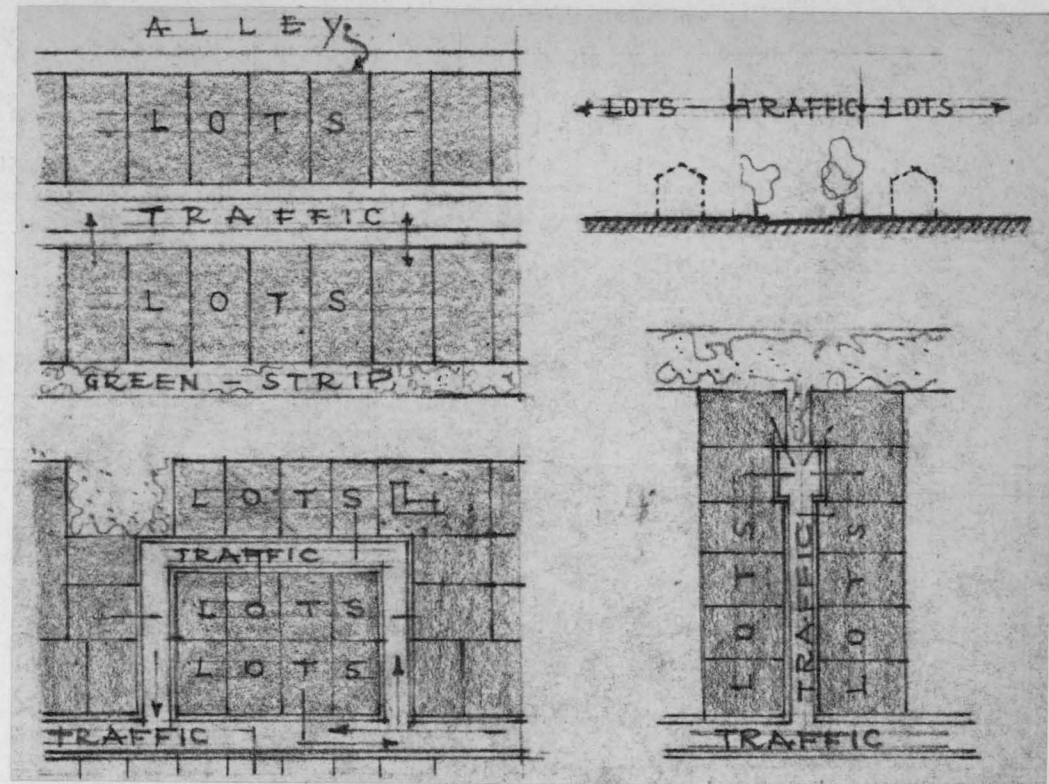
were introduced, but they did not solve the street problems.

They may regulate, diminish and prevent some of the undesirable phenomena in the contemporary street, but nevertheless, they are an adhoc measure, as they don't prevent the faults of the future.

the new street

In order to obtain new street patterns, the old and the contemporary street and their relations elements, have to be re-examined and new planning principles introduced. As stated before, for the purpose of this study, the street is the whole complex of elements which comprise the house or home with its immediate surroundings.

The present street pattern may be described as a traffic lane, pedestrians lanes, building lots and sometimes, alleys. All those elements parallel and next to each other. This is true in case of the cul-de-sac, the loop, as well as in the curved street. Sometime the sequence of these parallel elements is changed and the pedestrian walk is placed behind the strip of lots. This, however, is called separation of pedestrian from the traffic flow.



The system of separation between the pedestrians and the traffic flow was discussed earlier in this study. Here, however, a new point of total and functional differentiation is to be raised and developed. It seems that the street in our present communities has not freed itself entirely from the above mentioned

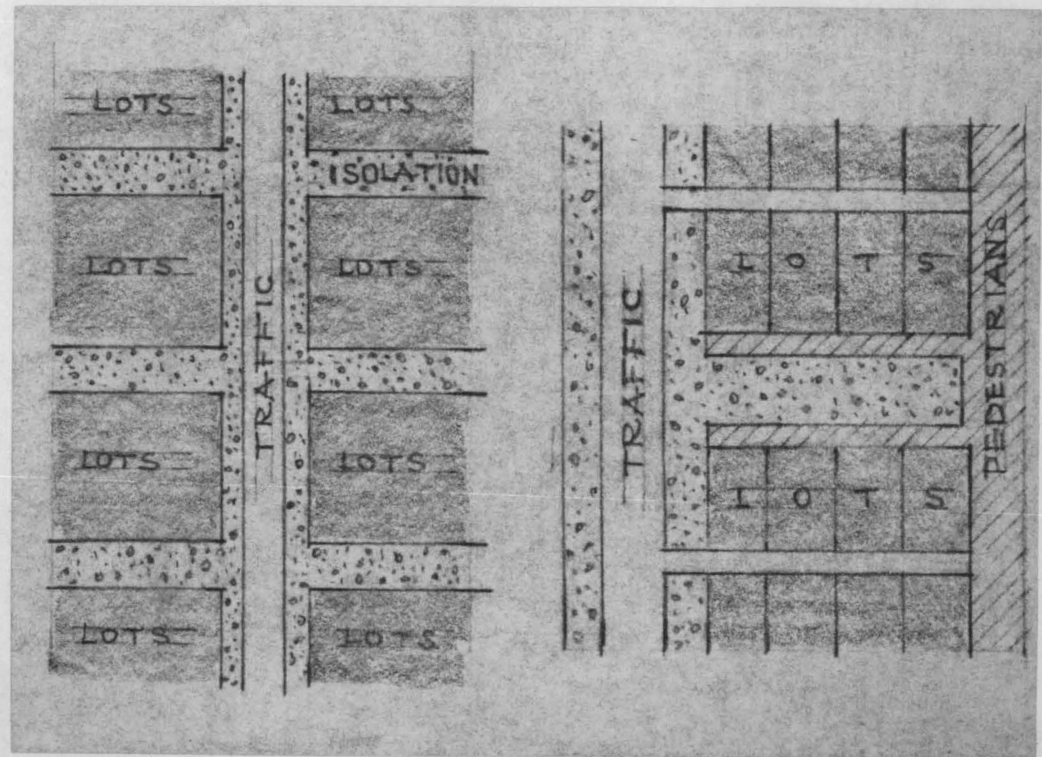
relations between those elements. The separation of the pedestrian from the traffic lane is considered as a great revolution in itself.

By the term of total functional separation, is meant the use of the old conventional street elements and the introduction of other new elements and using them in any justified form or sequence. The first step will be to separate between the lots and the traffic lane, and the second will be the introduction of an isolation strip between the traffic and the next element.

✓ This separation will enable to obtain the following advantages:

1. The elimination of constant cell repetition and the creation of rhythm by means of small unimpressive elements as the contemporary builders house.
2. Functional and smooth traffic flow.
3. Isolation of the homes from traffic noise and avoiding of exposure of the houses to every passer-by, thus increasing the privacy in the private home.
4. Possibility of balancing the requirements for privacy and social exposure of the individual, by letting him choose any element he wants to use.

5. Creation of safe pedestrian environment.
6. Possibility to obtain more economical and more flexible streets as there is the possibility to have more lots per each road and the omitting of the tie and approach from the pavement to the house, makes the street flexible, while replanning.
7. The approach to the house will not be only and directly from the street.
8. Opens new visual possibilities.



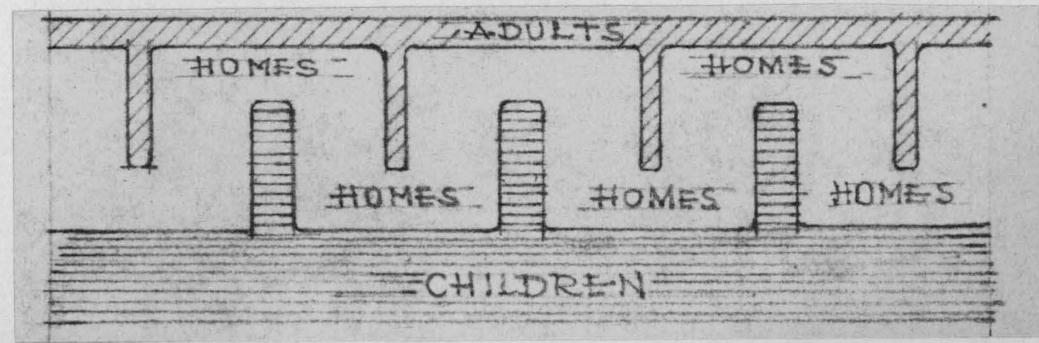
separation between
the human elements

The next proposed principle will consider, not only the separation of the human being from the mechanized traffic, and the functional separation of the various elements which comprise the street, but also separation between the human elements.

separation between
adult and child

Exactly as for the adult using his car, a functional traffic route is provided; a special recreational zone next to the house has to be provided for the little children. A zone of this kind will provide the community, the mother and adult with the advantages of creating a clear differentiation between the elements serving the adult and the child. While incorporated into the neighborhood plan, this feature may become a distinct feature of its community.

diagram indicating
the principle of
separation



children's facilities
may cause interaction
between parents

This sort of separation will enable to provide the child with safe and quiet environment in which he will be able to play, run, etc. In present practice, separation between traffic and pedestrians, it is often thought that the pedestrian strips will serve the child, but usually it is not adequate for the children's requirements. If proper arrangements are provided for children, it may encourage the interactions between children's parents, thus creating and promoting the social relations and the community life of the neighborhood.

peace of mind of
driver and parent

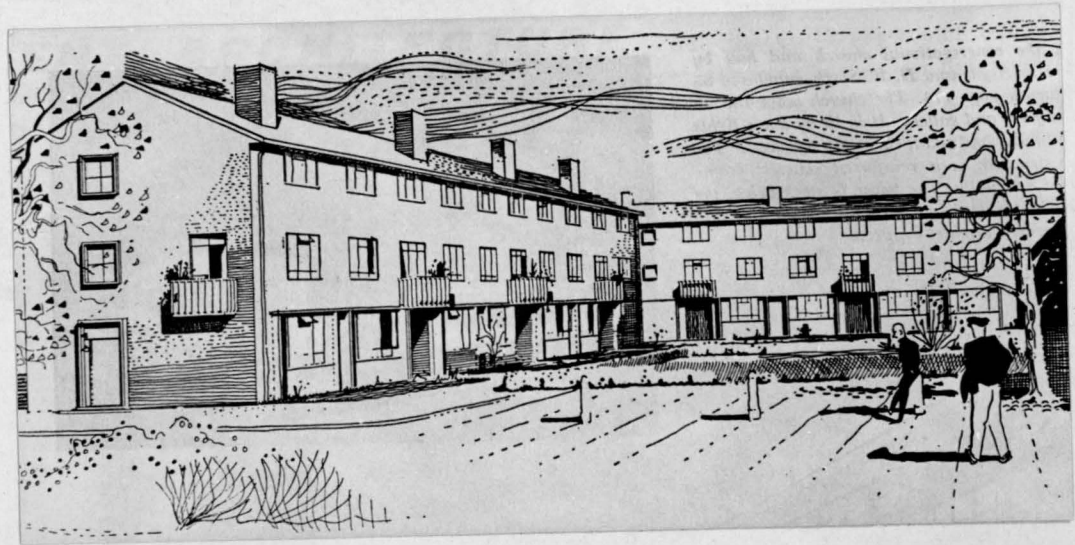
This separation will leave in peace, the adult driver, who will know that he does not have to look out all the time for the youngster, as well as comforting parents as to the safety of their children.

visual aspect

The visual aspect, the rhythm and elements of impression are created by composition of houses and landscaping. Especially today, when the houses are becoming smaller and less impressive, the single house does not fulfill any more the needed effect. The introduction of space, created by means of landscaping and buildings,

may serve the purpose. The creation of space may become more practicable if the principle of heterogeneous communities is adopted, thus enabling the architect to compose and design by means of building masses of various kinds, rather than by means of tiny elevations.

space, the whole court
functions as one visual
element



social problem

The social problem of the neighborhood is the gravest of all.

The hardest question is how to incorporate the various human beings into the neighborhood frame.

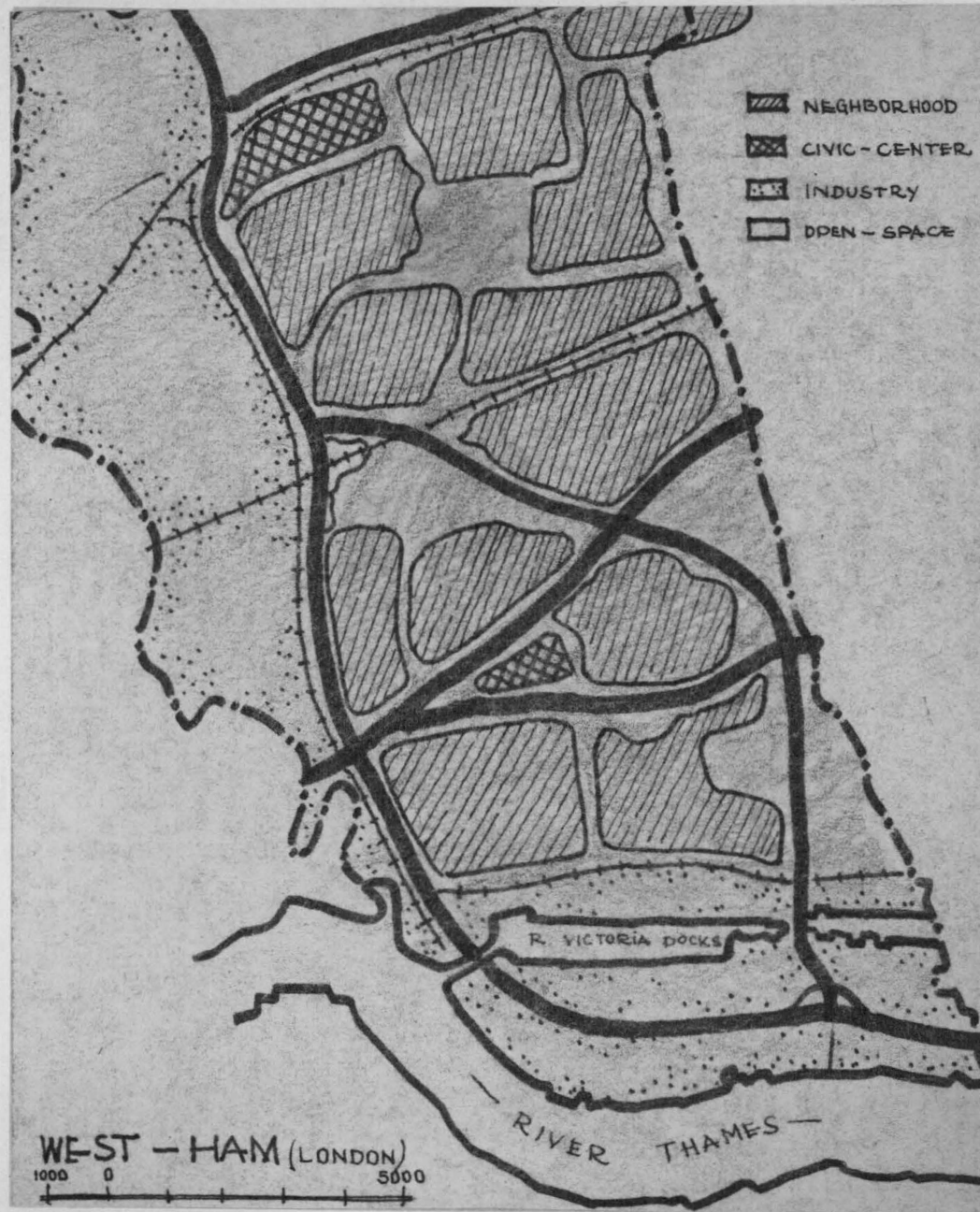
size of neighborhood
too large for the
adult

The size of the neighborhood creates a problem of the child and adult. A neighborhood of 5000 people may suit the child, as far as his educational facilities are concerned, especially if provided with proper play sites to spend his time after school hours, the child may feel himself quite happy in such environments. But as to the adult, he is unable to digest a community of such a size without a method. The planner's task is to create such a method, though the neighborhood's size is still disputable. Here, however, the assumption will be that the neighborhood varies between 2000 and 8000 persons. / 17. /

a neighborhood composed
of small cells to suit
the adult

For the purpose of organizing a city, the neighborhood was adopted as a brick or a cell. This may serve as an example for the organization of the neighborhood, which may be composed of small cells. These smaller elements may suit the adult more than the whole neighborhood.

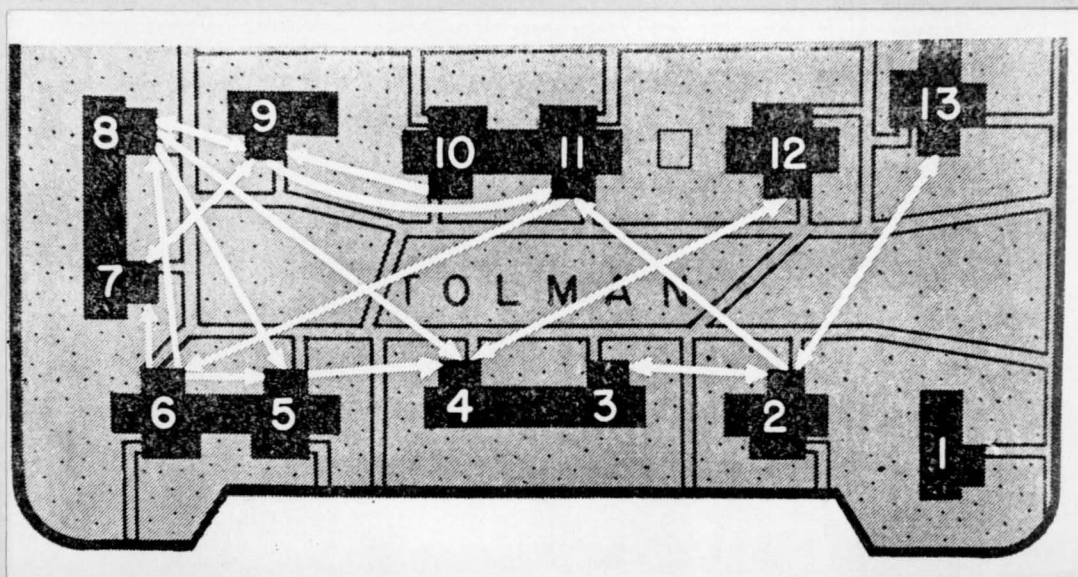
scheme of a city composed of neighborhoods - this may also be a scheme of a neighborhood composed of groups, or cells, if only the scale is changed



space as a stimulant
of social interaction

The problems and the social pressures within dwelling groups served as a material of research by Leonard Festinger, S. Schachter and K. Back. Their study may serve as an indication in what direction has the planner to look for his solution. In their study they prove that the social interrelation develops much better within courts or rather within groups of a physical group lay-out. Their study may also indicate that there is a creation of a feeling of unity by means of enclosed space. / 10. /

social interaction
within a court of the
Westgate project.
The only unit which
did not develop social
relation was the one
with no direct connec-
tion into the court



homogeneity of project

Their study was made in a complete homogeneous community which consisted of people from almost the same backgrounds and all of them having the same objective in life. They all were veterans who studied in M. I. T. and only as such could obtain their apartments in the Westgate project where the research was made.

incidental meeting among people extremely important for friendship

In this study, it was found that the gait and the incidental meetings are extremely important for the creation of social relations. A fact, which may indicate the need to avoid the parking of cars next to the house - common parking lots may even increase the incidental meetings. / 10:33-55. 33-36. /

in apartment houses, similar relation as in groups

It is also worth mentioning that the apartment house may function as grouping of people where interaction is created. / 10:34-55. /

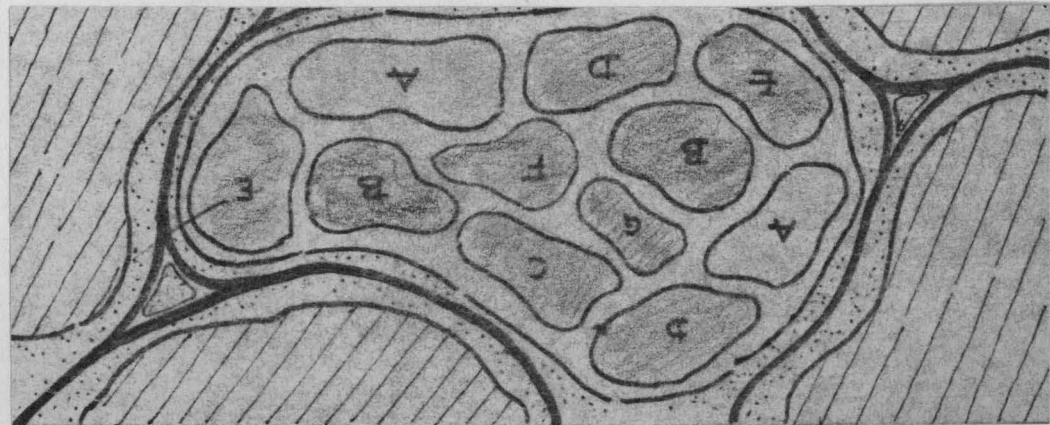
As to the study in general, it must be said again that it has been done in too homogeneous a group. A group of young married couples generally tend to create social relations. Nevertheless, it may

indicate that space and physical grouping are a stimulant to friendship and social intercourse. It may serve as an additional support to the cell planned neighborhood.

homogeneity and heterogeneity of the neighborhood

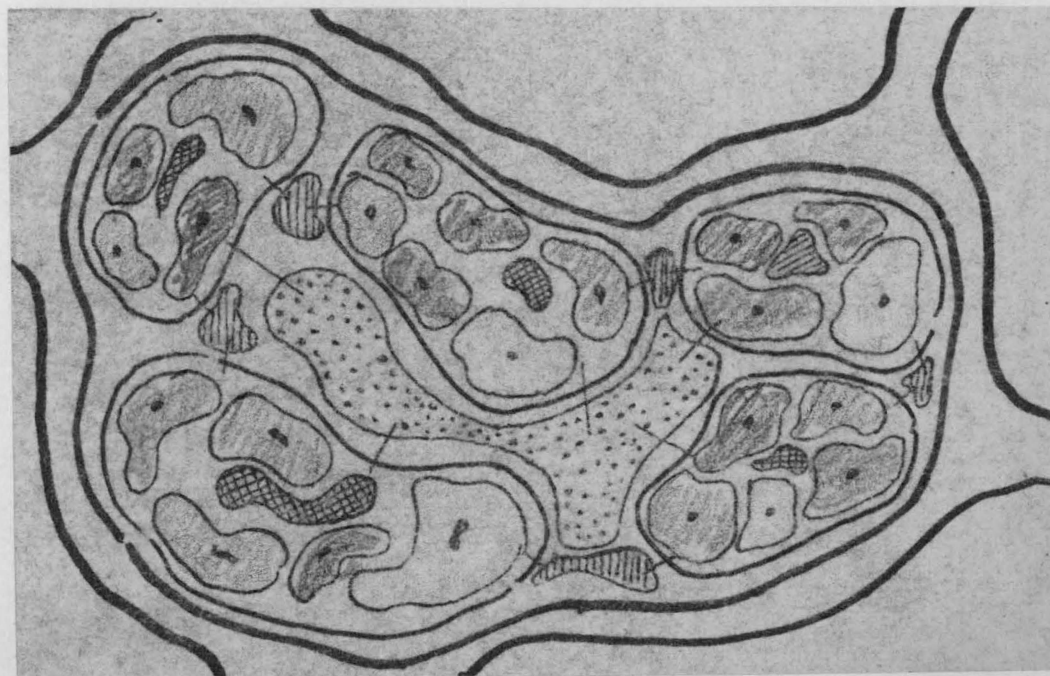
The study in the Westgate project indicates an accepted fact that in homogeneous groups, social relations develop quicker than in other communities. It is accepted as natural that people tend to develop friendship among people of their own standing. This fact is to some extent contrary to the wish to create heterogeneous communities, but nevertheless, as it seems by means of planning, the neighborhood as complex of little groups, heterogeneity may be obtained on the long run.

homogeneous groups comprise a heterogeneous neighborhood



The planned neighborhood may provide small physical groups which may even reach a high degree of homogeneity. These groups which will differ in their social backgrounds, may be tied together and develop interaction between themselves; firstly, as groups and secondly, as individuals. The common interest may be a children's playground, a pre-school, etc. The whole complex of the neighborhood may then be described as a composition of groups within groups.

a neighborhood comprised of groups and the ties between them



size of groups

The size of the homogeneous groups has to be small, so that intimacy may be created. A small group, when it segregates itself, may be easier penetrated than a large strong group.

cell pattern instead of linear street - group as a social element

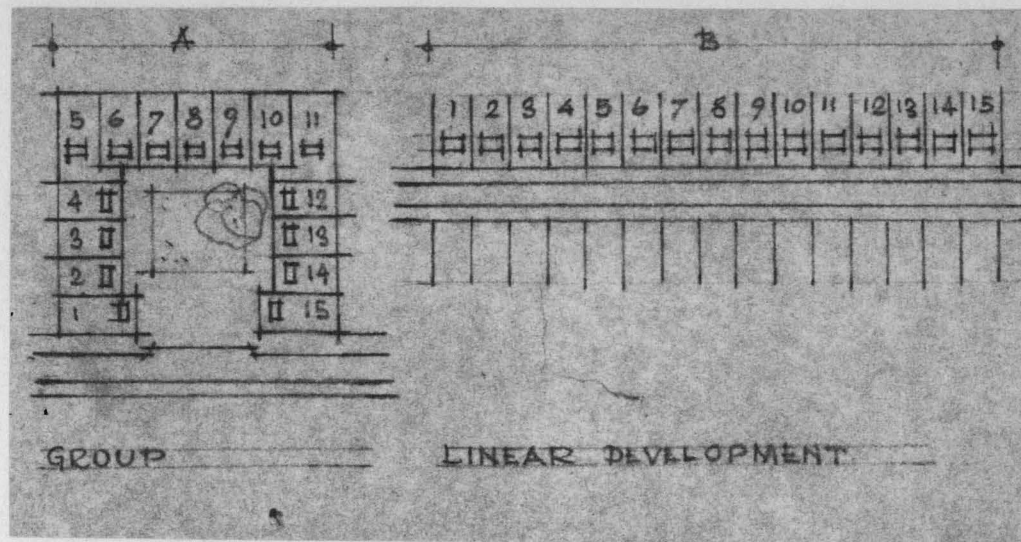
This may lead to the thought of the abolition of the linear street, and creating instead a group pattern principle, which may enable the existence of various social cells one next to the other. The feeling of enclosed space encourages group life and may bring in the notion that someone lives in a group of his own, rather than in a neighborhood of his (or their) own. / 11:277-281. 278. /

administrative, social, cultural and welfare plans are needed

Parallel to this sort of group pattern, a series of administrative, welfare, social and cultural plans have to be laid out. It seems that it is easier to carry out various activities, walking from one unit to another within a court space, etc., rather than doing it in a street going from one house to the next one.

group identification

The setting of community goals may be easier accomplished in a group, rather than in a linear street where groups are artificially created from house number "x" to house number "y".

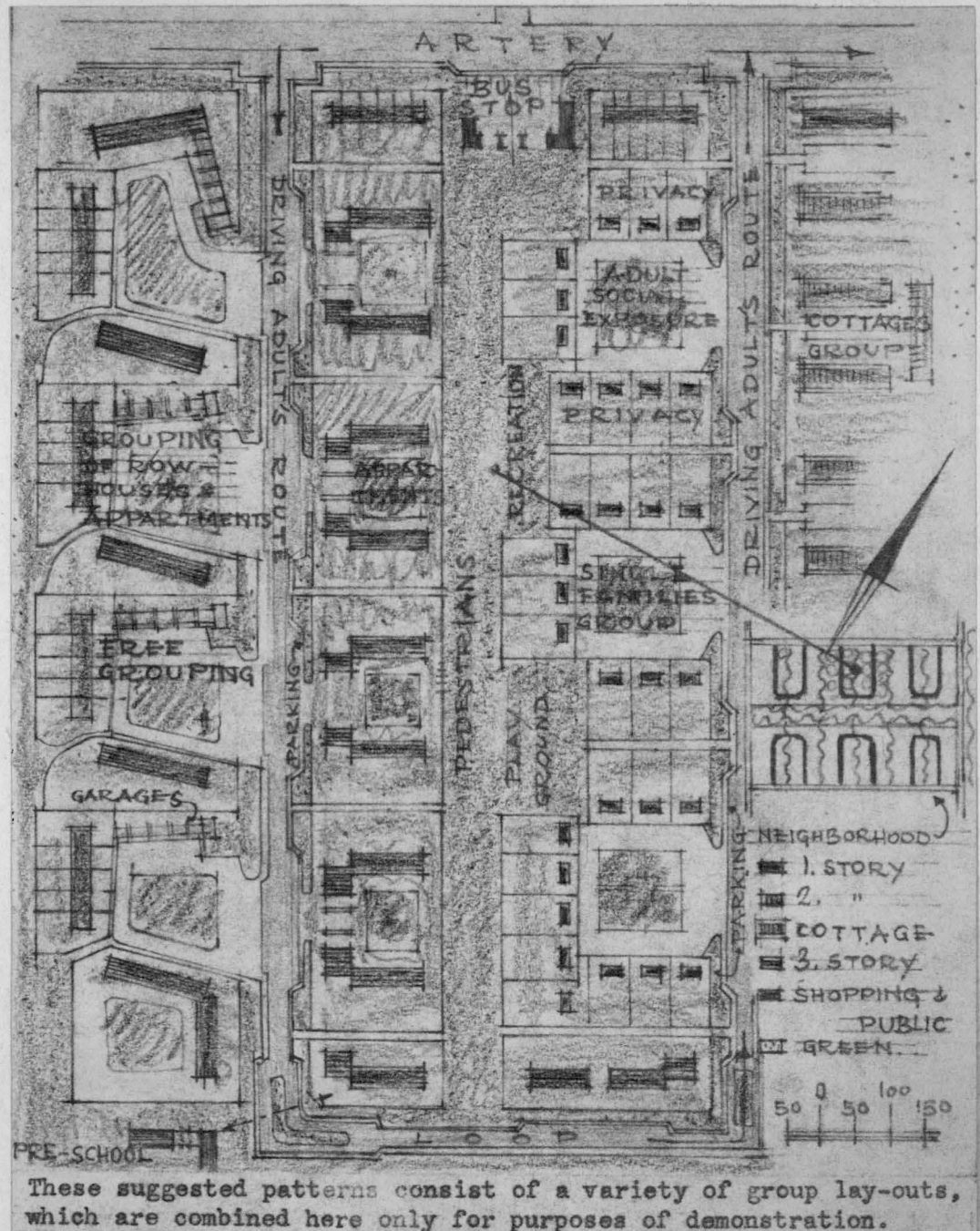


summary and suggestions

All these facts, emphasize still more the principles for new neighborhood planning.

1. Separation between the various elements which comprise the street, and using them freely in accordance with the various requirements.
2. Separation between the young and the adult.
3. Creation of opportunities for incidental meetings among neighbors.
4. Grouping as a principle of the neighborhood lay-out.
5. Creation of ties between various small groups.
6. Space as a medium to break up monotony.

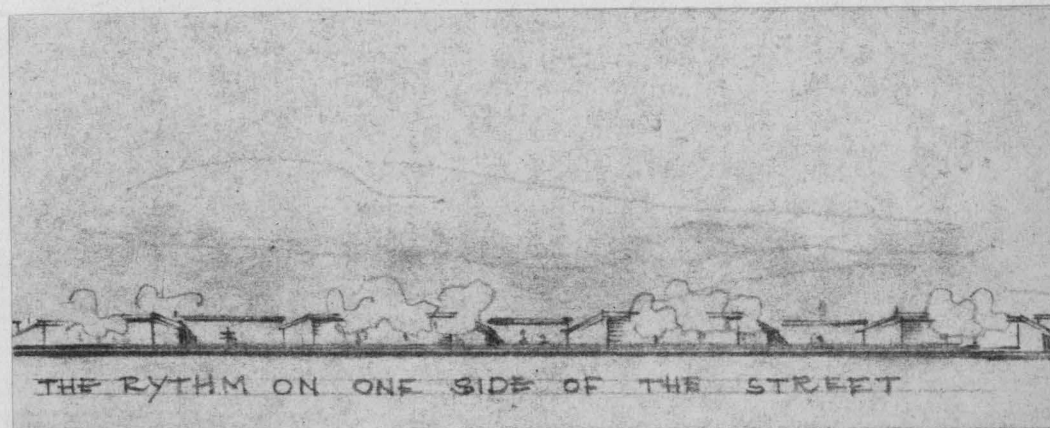
suggested grouping
pattern, where groups
are tied together by
means - children's
facilities

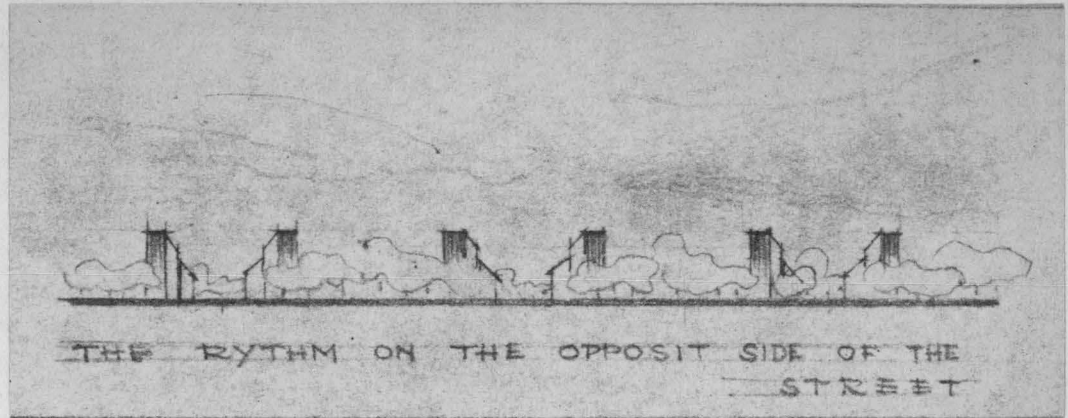


These suggested patterns consist of a variety of group lay-outs, which are combined here only for purposes of demonstration.

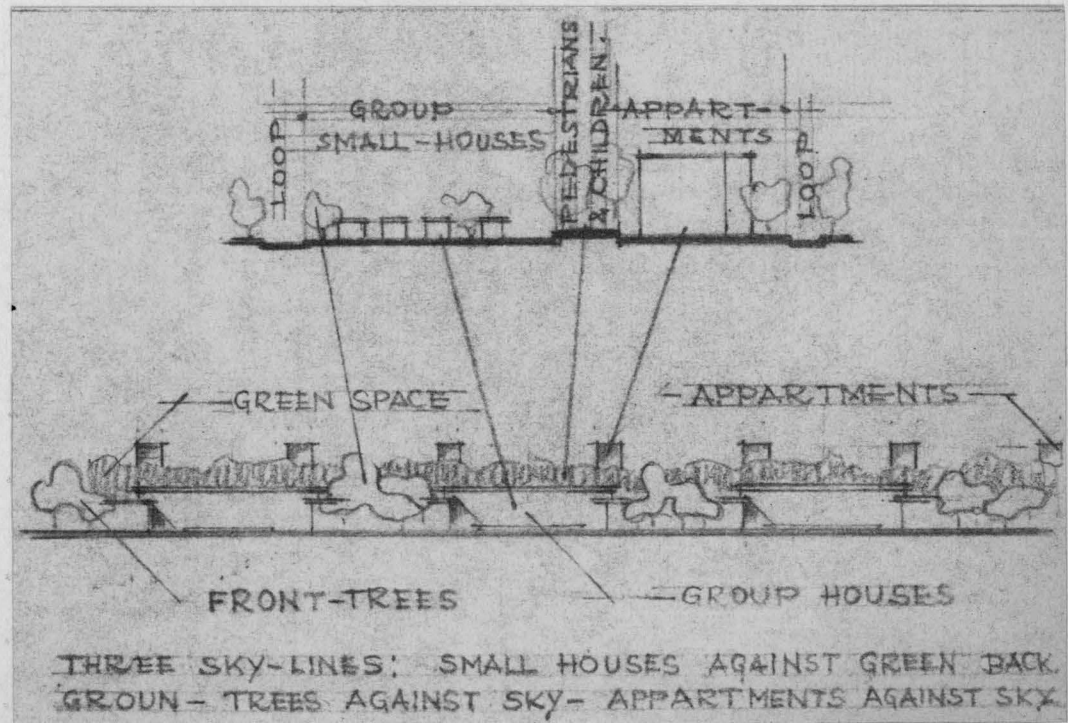
This system creates a street which is neither symmetrical nor monotonous. The squares and courts may create a rhythm in themselves. A rhythm of composed and organized elements of an impressive size. The zoning in this planning may be very flexible and enable the mixture of various buildings within the court or within an unit composed of a number of small groups. The monotony of the green strip for pedestrian and children is broken by a similar rhythm of space created elements.

rhythm of impressive
elements, composed of
the contemporary small
houses





sky lines may become interesting because of the three elements of low houses in the courts

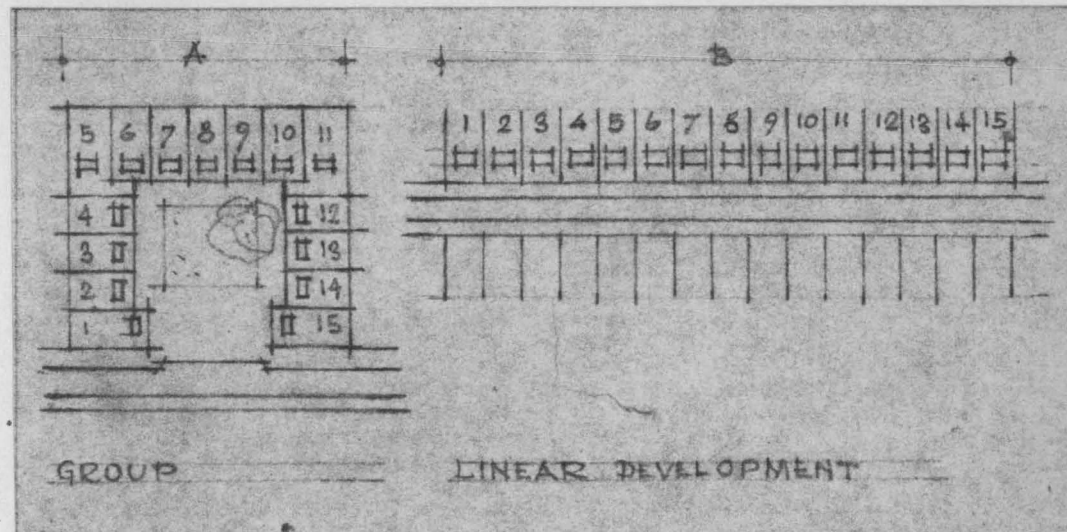


perspective view of
the system



economy of development

By means of grouping, the roads become shorter, as there is less road per lot than in the linear street development.



density as basis for calculation on the economy of urban development

In this case of grouping, the area devoted to public use is greater but if the density of the population will not decrease, the economic aspect will not be affected. On the contrary, there is less road pavement and the elements, as sewers pipes, etc., may run in the green strips or in the isolation strip when needed. The density may be maintained by mixing various types of houses.

SCHEMATICAL APPLICATION OF NEIGHBORHOOD

"GROUPS" TO AN ACTUAL SITE

choice of site

It is attempted to demonstrate briefly the discussed street by suggesting a possible scheme on an existing site located at "College Hill" in Eugene. This part of the city has a typical gridiron pattern. We find no consideration of the topographic structure of the land. No lots were allocated to community facilities, which are serving general needs of the population living on College Hill. "College Hill" has served already as an example for demonstrating topographic considerations in street lay-out. Both plans, the existing, and the one proposed by the Lane County Planning Committee, are shown here for the purpose of comparison with the new proposals of this study.

size of plan

"College Hill" has 1554 single family lots; therefore, we can estimate the population to be about 5000 people (3.6 to a family). As mentioned before, such number of families can be considered the ideal size of a neighborhood.

theoretic scheme

The proposed scheme for replanning the "College Hill" area is theoretical and diagrammatic, since it is supposed to show the principles developed earlier in this study. It should be pointed out that no consideration was paid to existing buildings and properties, exactly as in the proposal of improved planning by the Lane County Planning Committee.

considerations and
aims of planning

While developing the new scheme, the following general principles were considered:

1. Understand the whole area as one unit or a neighborhood,
2. Development of a heterogeneous unit, where all kinds of people, families, ages, and income-groups shall be able to live together,
3. Promotion of community life within the unit,
4. Expression of topography in design,
5. Maintenance of density in the new scheme.

principles of lay-out

1. Limitation of number of entrances from arterial roads,
2. Provision of all community facilities for a neighborhood of this size,
3. Allocation of all areas needed for the promotion of community life,
4. Application of the principle of separating pedestrians and vehicular traffic and of the suggested use of house grouping as a means of promoting community life.

the "groups"

In the plan of "College Crest", three basic "groups" are used:

1. The "small group" is comprised of a number of small houses, or small apartment houses. Sometimes, these groups are a combination of various dwelling types, which suit primarily the needs of the adult.
2. The "larger group" consists of several "small groups," which are composed around playgrounds for children and local recreation centers for adults. It is hoped that, by way of incidental meetings, within the framework of these facilities, all adults will make new social contacts, which will stimulate them to develop an extensive community life.
3. The "larger groups" are tied together by means of pre-school, nurseries, local shopping facilities, and common recreational areas.

the neighborhood

The neighborhood as a whole will be tied together by community facilities, such as community center, shopping centers, parks, and play grounds. The heart of the neighborhood is the park and community center combined with the elementary school. Local administration of the wide open public spaces may serve as a stimulant to community life, because everybody would be adversely effected in case this land is not kept up property.

The way in which such a neighborhood development shall be organized and administered has been considered, but a full analysis of this problem, as well as detailed proposals, are outside the scope of this thesis. It might be imagined that such a development is organized in its constitution to maintain community facilities. It would require a sociological survey to determine to what an extent methods of democratic procedure can be applied in our case. In the development of the theory of the street's function within the neighborhood, it is visualized that the groups, as well as the whole population of the neighborhood, will be represented by officers elected to the various administrative bodies. Thus, it is hoped that a balanced life of cooperative and competitive spirit will develop.

density as basis of
design

The density of the unit is not changed and it comprises of:

	Number of units	Dwellings - per unit	Totals -	
single type- family houses	333	1	333	- 22%
duplexes	15	2	30	- 2%
row houses	36	4	144	- 9.5%
cottages	27	5	128	- 8.5%
apartments	93	10	930	- 58%
total			1565	

This distribution of dwelling types is used as a possible example, rather than a result from research in the field. The proposed figures shall represent a desirable combination of the various income groups, family sizes, occupations, etc.

earnings per family in
1947

2.7%	- earn over -	\$10,000 -	single family
8.1%	- between -	\$6,000 - \$10,000 -	single family
8.1%	- between -	\$4,000 - \$ 5,000 -	duplex, cottage, row houses
10.8%	- between -	\$3,000 - \$ 4,000 -	row houses, apartments
21.6%	- between -	\$2,000 - \$ 3,000 -	row houses, apartments
16.2%	- between -	\$1,000 - \$ 2,000 -	apartments
10.8%	- less than -	\$ 1,000 -	apartments

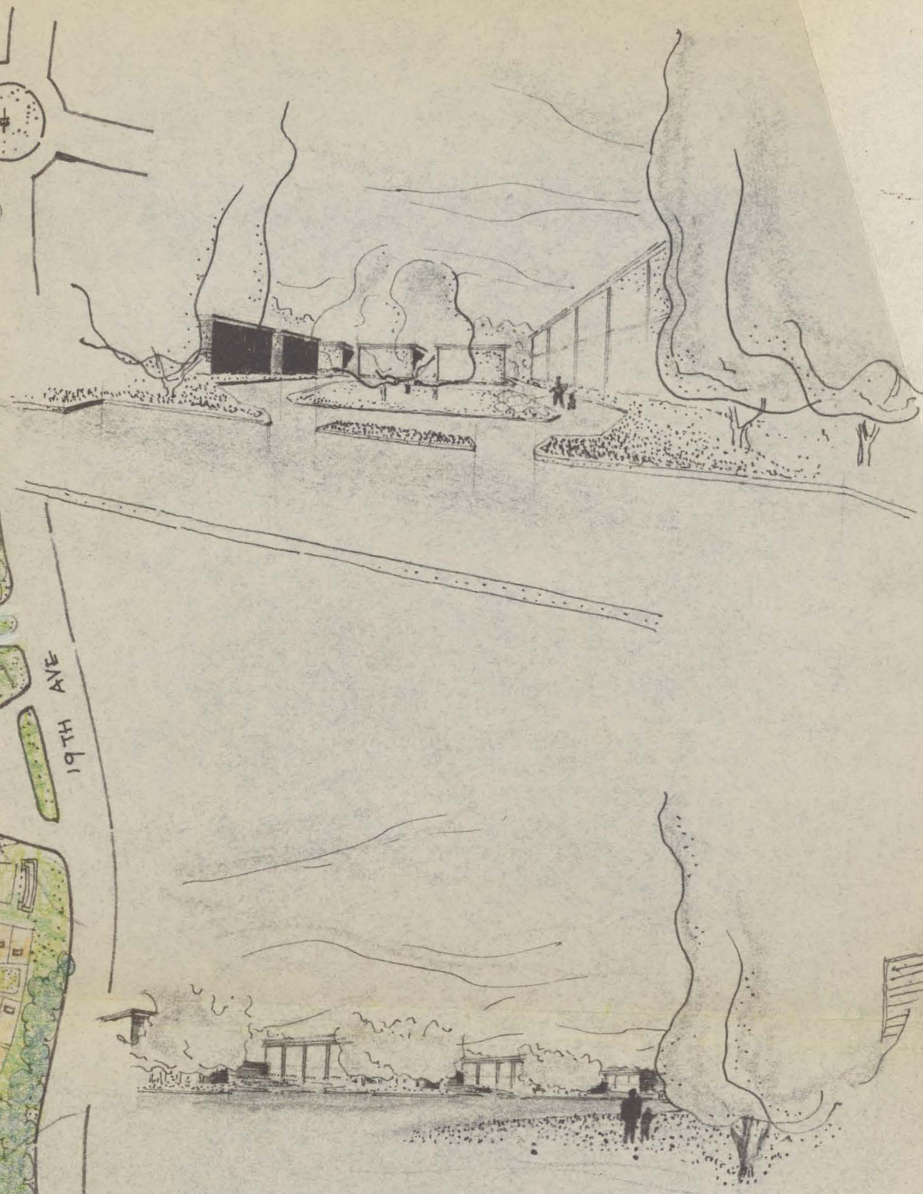
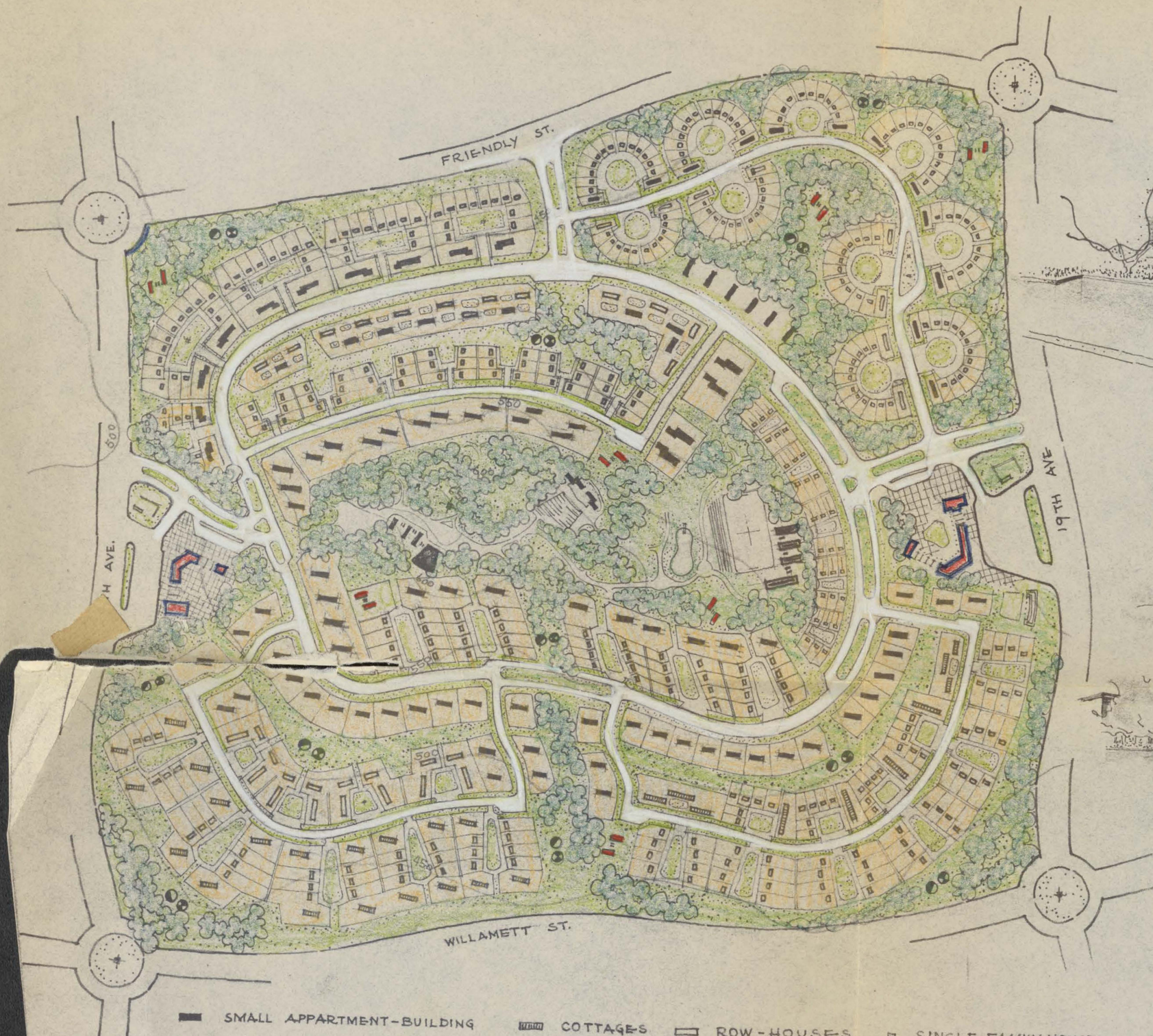
percent of families
with children under
16

	<u>1940</u>	<u>1947</u>
No children	48.9%	49.7%
One child	21.3%	20.9%
Two children	14.5%	15.4%
Three children or more	15.3%	13.9%
Three	7.3%	
Four	3.8%	
Five	2.0%	
Six and more	2.2%	

percentage of occupancy
of houses by number of
persons

	<u>1940</u>	<u>1947</u>	<u>1950</u>
One person	7.7%	7.3%	8.0%
Two persons	24.8	27.2	27.2
Three persons	22.4	22.9	24.1
Four persons	18.1	18.9	19.2
Five persons	11.5	11.1	10.4
Six persons	6.8	5.8	5.5
Seven or more	8.8	6.7	5.5
Seven persons	3.8	-	2.7
Eight persons	2.2	-	1.3
Nine or more	2.7	-	1.5

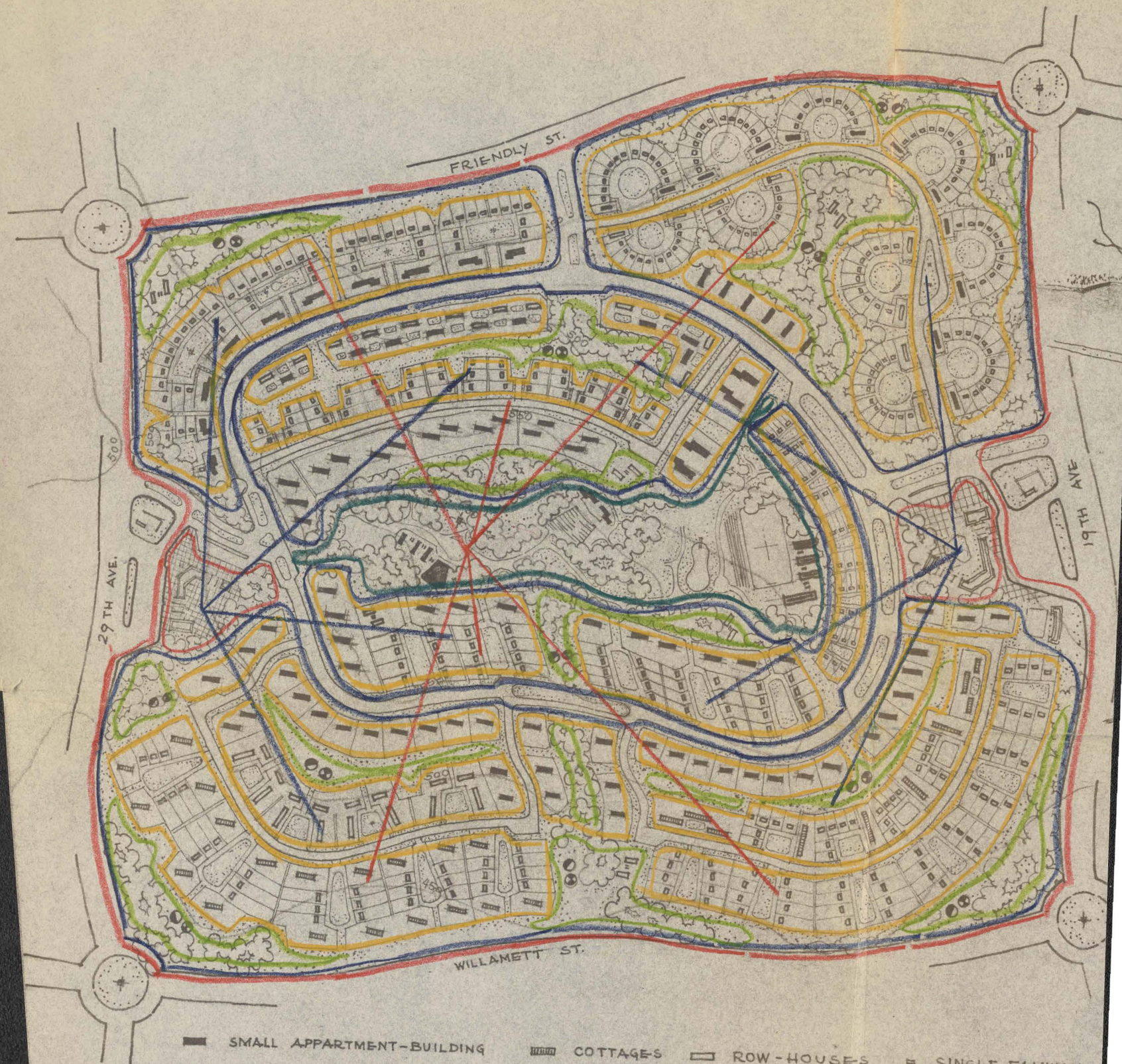
If we shall take into consideration the family cycle and accomodate the various families with suitable dwellings - the number of apartments will grow still more. However, this family cycle of different economic groups has still to be studied and would be of utmost importance to the planner. Although this proposed scheme is purely diagrammatic and based on fragmentary information. It is hoped that the principles of the underlying theory are clearly indicated and sufficiently substantiated to give directions for an actual design of the project.



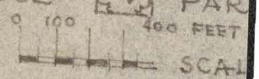
- SMALL APPARTMENT-BUILDING
 COTTAGES
 ROW-HOUSES
 SINGLE FAMILY HOUSES
- LOCAL RECREATION
 CHILDREN PLAY GROUND FACILITIES
 NURSERY-RE-SCHOOL
- CIVIC-CENTER
 AMPHI-THEATRE
 ELEMENTARY-SCHOOL
 PARK
- ISOLATION-STRIP, & PARKING
 PEDESTRIANS
 SHOPPING

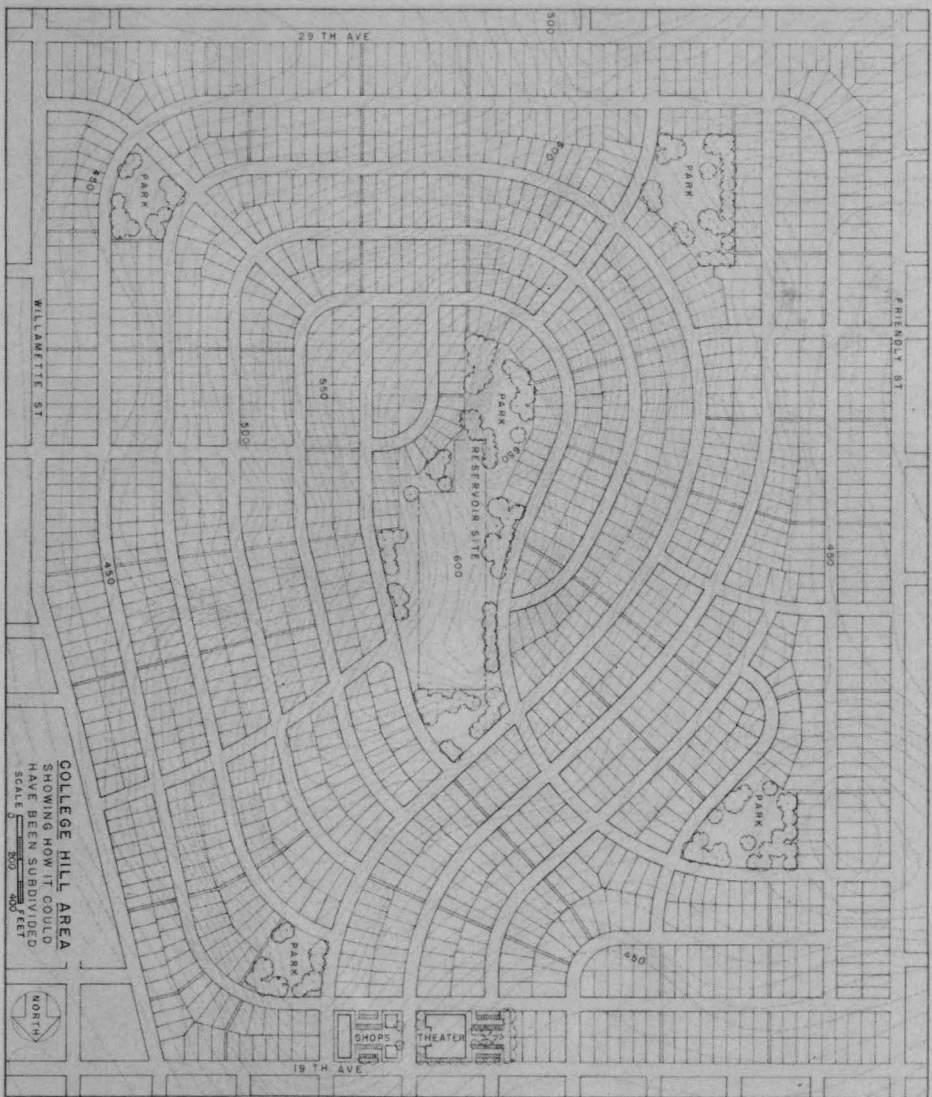
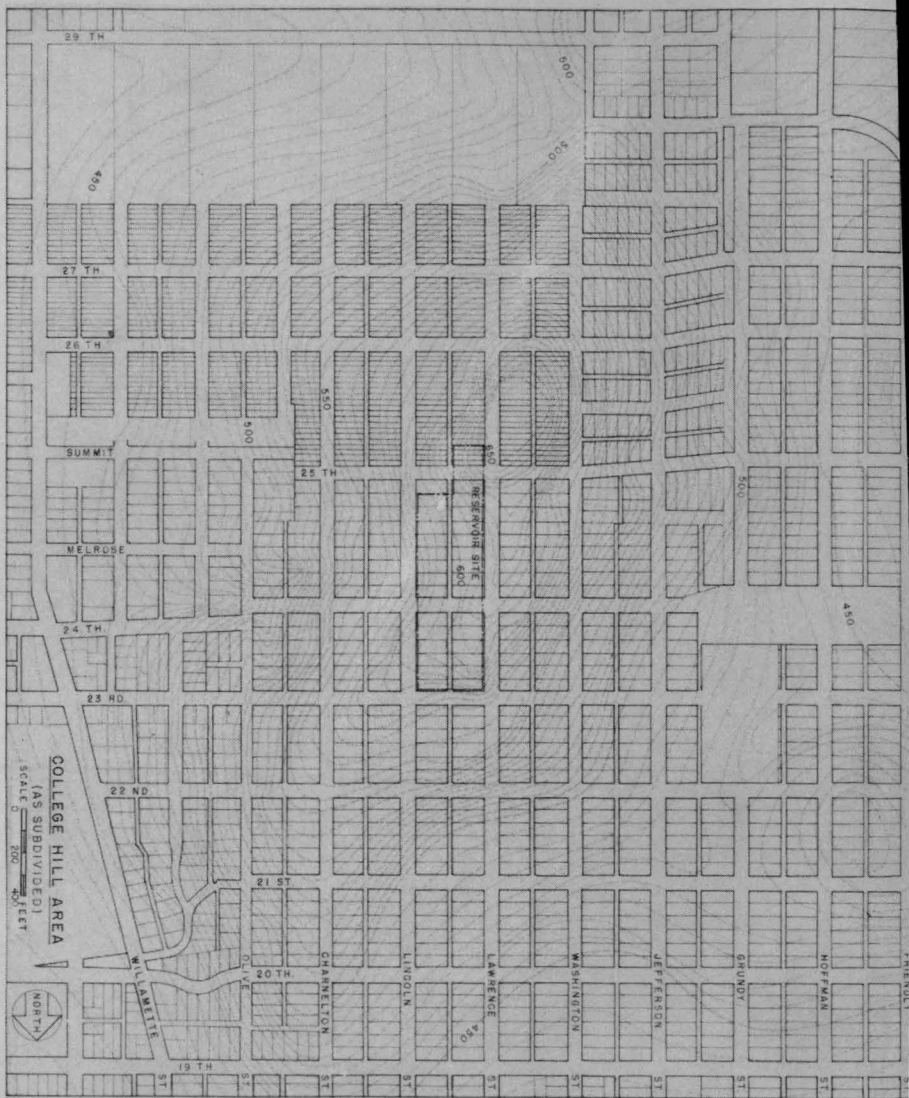
0 100 400 FEET
SCALE

COLLEGE - HILL
AREA
EUGENE, ORE.



- | | | | | | | | |
|--|----------------------------|--|---------------------------------|--|-------------------|--|-----------------------|
| | SMALL APPARTMENT-BUILDING | | COTTAGES | | ROW-HOUSES | | SINGLE FAMILY HOUSING |
| | LOCAL RECREATION | | CHILDREN PLAY GROUND FACILITIES | | NURSERY-SCHOOL | | |
| | CIVIC-CENTER | | AMPHI-THEATRE | | ELEMENTARY-SCHOOL | | PARK |
| | ISOLATION-STRIP, & PARKING | | PEDESTRIANS | | SHOPPING | | |





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references

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pp. 24-26.

/ 6:18-19. 24:113-136. /

This would mean:

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appendix

1. Changes of the vehicular traffic.
2. Residential old.
3. Residential new.
4. Map of Eugene.

1769



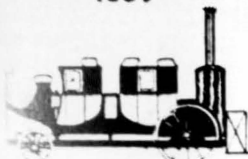
Fardier de Cugnet

1833



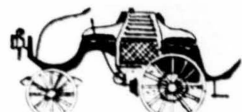
Tricycle à vapeur de Church

1839



Diligence à vapeur de Mill

1883



Break à essence de Delamarre-Deboutville

1891



Voiture de Panhard et Levassor

1894



Tête-à-tête Peugeot

1899



Coupé Renault

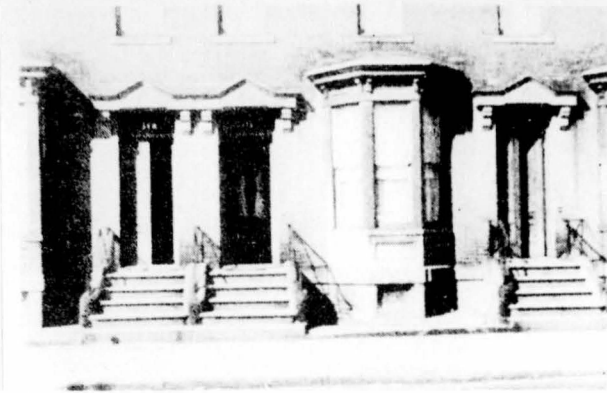
1904



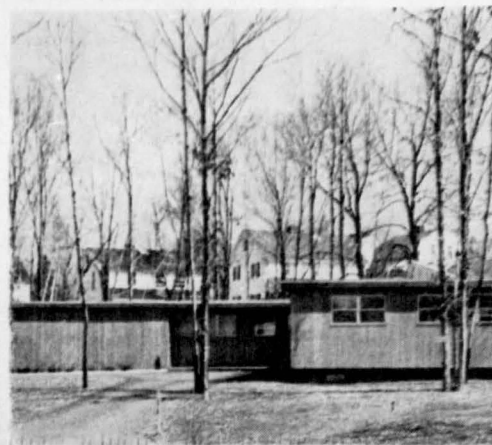
Taxi dit, plus tard, de la « Marna »



residential: old

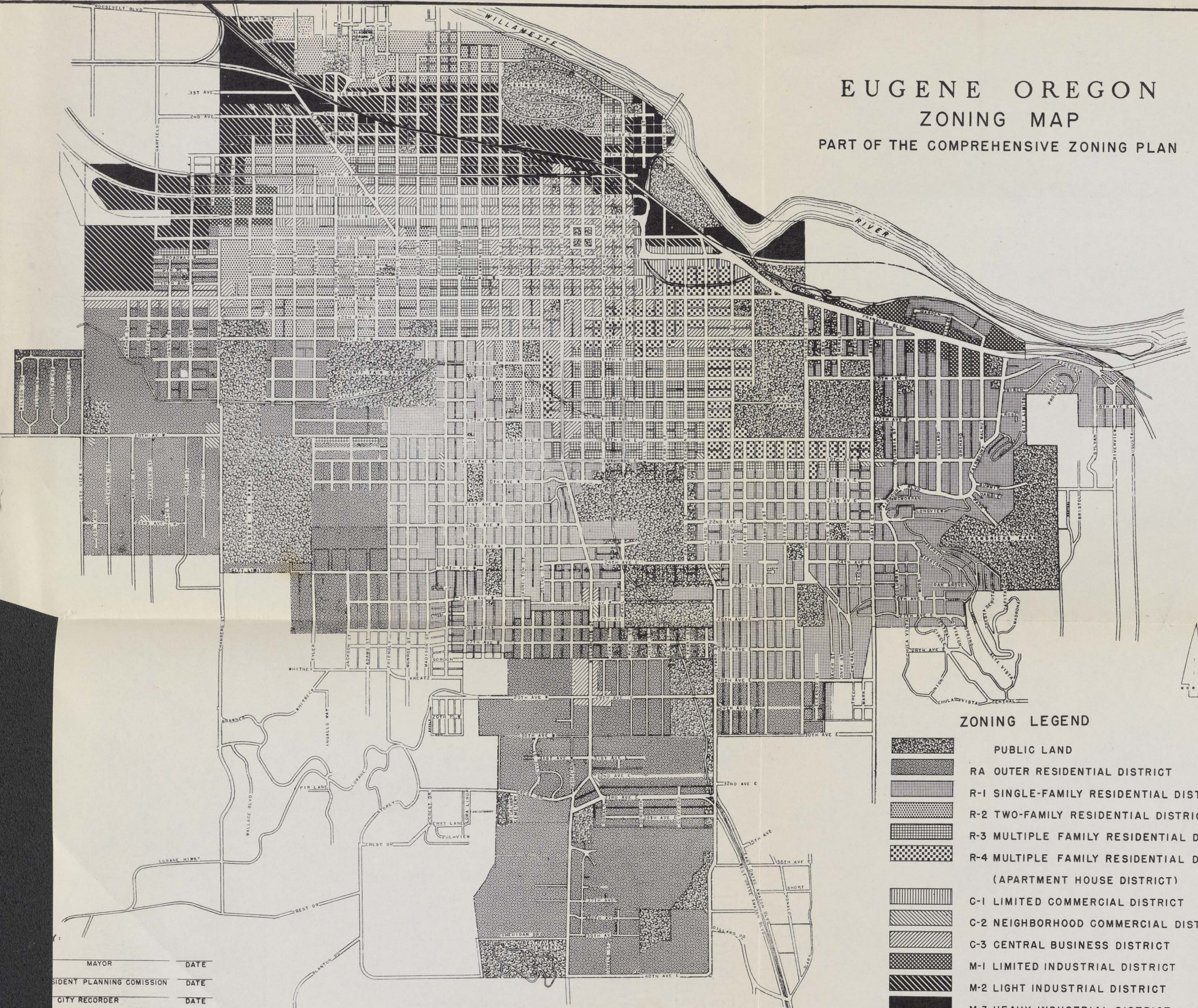


residential: new



EUGENE OREGON ZONING MAP

PART OF THE COMPREHENSIVE ZONING PLAN



ZONING LEGEND

- PUBLIC LAND
- RA OUTER RESIDENTIAL DISTRICT
- R-1 SINGLE-FAMILY RESIDENTIAL DISTRICT
- R-2 TWO-FAMILY RESIDENTIAL DISTRICT
- R-3 MULTIPLE FAMILY RESIDENTIAL DISTRICT
- R-4 MULTIPLE FAMILY RESIDENTIAL DISTRICT
(APARTMENT HOUSE DISTRICT)
- C-1 LIMITED COMMERCIAL DISTRICT
- C-2 NEIGHBORHOOD COMMERCIAL DISTRICT
- C-3 CENTRAL BUSINESS DISTRICT
- M-1 LIMITED INDUSTRIAL DISTRICT
- M-2 LIGHT INDUSTRIAL DISTRICT
- M-3 HEAVY INDUSTRIAL DISTRICT



MAYOR _____ DATE _____
 PLANNING COMMISSION _____ DATE _____
 CITY RECORDER _____ DATE _____

Typed by
Pearl Miles