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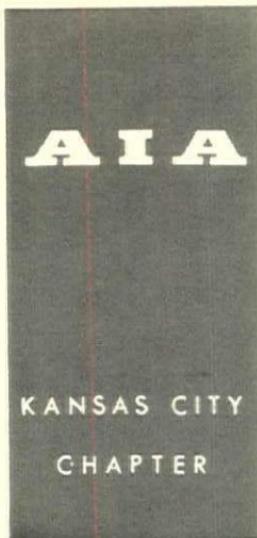
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SKYLINES

KANSAS CITY CHAPTER OF THE AMERICAN  
INSTITUTE OF ARCHITECTS

JULY  
1957



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# SKYLINES

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EDITOR..... J. DAVID MILLER  
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LITHO..... VOLKMER LITHO CO.

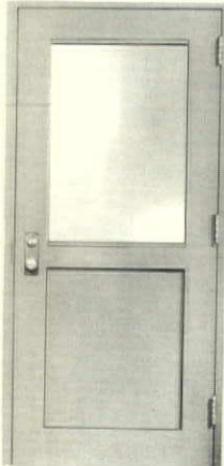
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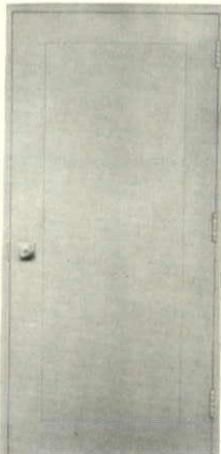
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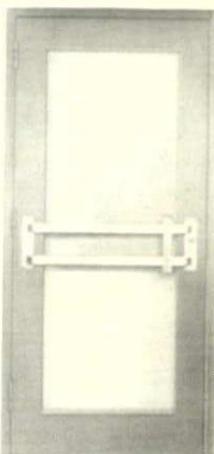
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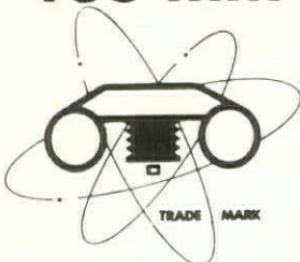
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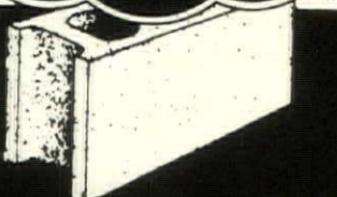
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Although unusual wall surface treatments are more prevalent in the far South and West, the use of distinctive masonry patterns and projections is becoming more common throughout the country. "House and Home" October 1956 (page 142) featured an unusual treatment of ground face expanded shale units.

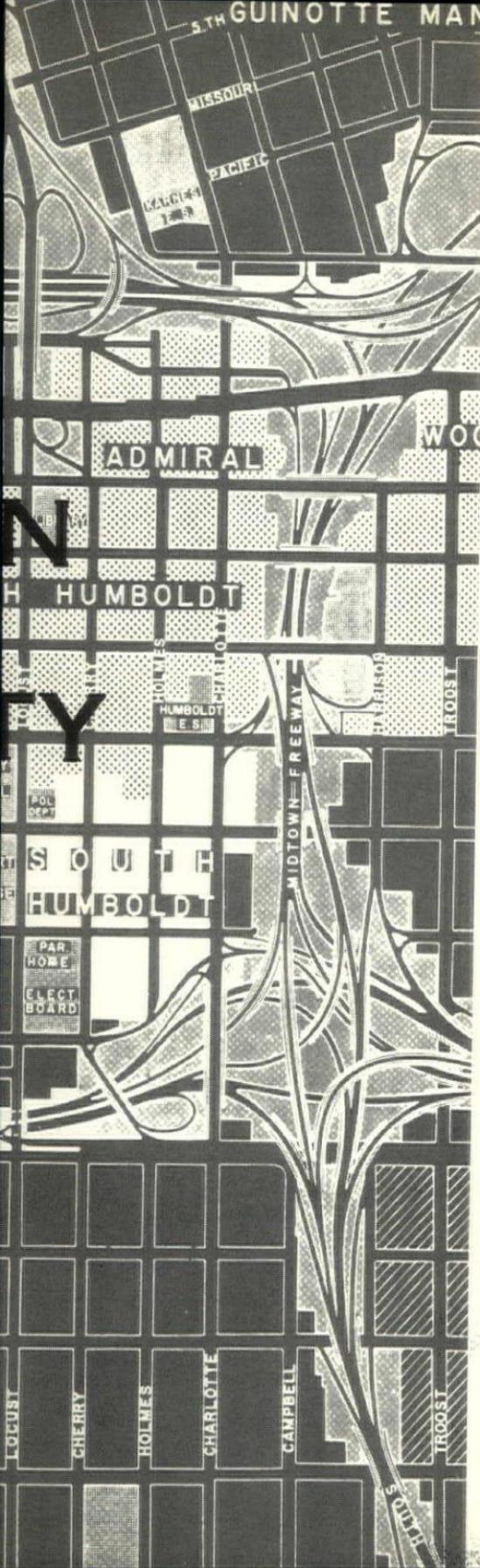
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DOWNTOWN  
KANSAS

1975



## CHAPTER URGES NEW CITY PLAN

In a sweeping move, and with decisive civic consciousness, the Kansas City Chapter of the American Institute of Architects presented a plan to the City for a redesign of the Downtown Area.

In a meeting at City Hall on Friday, July 5th, members of the Chapter offered, at no cost to the City, assistance in a thorough study to formulate a far-sighted master-plan for renewal of vitality to the city hub.

The offer, spearheaded by the Chapter Community Development Committee, was quickly accepted by the City Manager, L. P. Cunningham.

It is the fervent hope of the Chapter that our sister organizations, the American Society of Civil Engineers, American Society of Landscape Architects, American Institute of Planners, and American Society of Mechanical Engineers join us in making this truly a community endeavor.

Plans are underway to establish a special planning office in the City Hall, where close liaison with the City Plan Commission will be possible.

# THE RENEWAL OF DOWNTOWN U.S.A.

Edgardo Contini

This penetrating article by Mr. Contini, partner, Victor Gruen & Associates appeared in the April issue of the Utah Chapter publication. The Gruen organization has pioneered some of the outstanding large shopping centers in the country and developed the Fort Worth Plan. They recently have been commissioned to study the business district of Kalamazoo, Michigan.

We have been concerned for many years about the "recovery" of downtown; about remedies, improvements, return to health and so on. It is only in much more recent times, however, that talk—and action—has begun about downtown "renewal." The difference is not just a matter of semantics, but one of attitude. As long as we dealt with downtown as a sick patient to be returned—perhaps a little bit aged and somewhat battered—to its former self, we were fighting a losing battle because times and ways of living have changed for good, and those of our institutions that fail to reflect creatively and aggressively such change will perish.

Now, with "renewal", we mean a new life. Not so much through destruction and reconstruction as much as through re-appraisal and imaginative readjustment.

We know that throughout the country, from the small village of the Midwest to Manhattan, from Miami to Albuquerque, the urban core of the community is undergoing a critical crisis. Its common symptoms are obvious and well known; but they bear review and appraisal because their significance is not always well understood, and the proposed remedies are often short-sighted and wasteful.

The symptoms are, first and foremost: traffic congestion, and, following in self-activating sequence: parking shortage, down-grading of retail facilities, down-grading of surrounding environment, deterioration of rental levels with consequent physical obsolescence of real estate assets, deterioration of taxable structure, and increase of maintenance and civil services costs. Inextricably interwoven with these are equally significant symptoms of social nature: vice, delinquency, crime; and of aesthetic nature: cheap remodeling, vulgar signs, and unrelieved ugliness.

It is no wonder that such should have been the pattern of down-grading. Our cities as we know them were born, for the most part, during the nineteenth century. They were planned—often without much imagination, but planned nevertheless—for an age that relied for movement and activity on the horse and buggy, public transportation, and, to the largest degree, on pedestrian mobility. They grew. But downtown, once its skeleton was formed, ceased to respond and adjust to new challenges.

The electric motor came, the gasoline engine came, mass production gave each of us unlimited mobility, we entirely changed our habit of living (and we created new homes to reflect such change). But downtown stood still. It cluttered itself with trolley tracks and wires; then got rid of them, only to be choked with fumes. It scrambled together cars, busses, and pedestrians in spaces that were designed for neither.

The automobile introduced itself modestly enough—just a gadget, a mere convenience. But it eventually blackmailed the city with more and more demands: traffic regulations, one way streets, narrow sidewalks, signals, and progressively, we gave in.

And now the automobile is procreating itself at a higher birth rate than man himself. And its space demands, for birth (our factories), for association with man (sales rooms and agencies), for shelter (garages and parking lots), for health and care (repair shops and wash racks), for sustenance (gasoline stations), and for burial (wrecking dumps), are tremendous. It has changed our habits, our cityscape, and the entire scale of civic environment. Specifically, its infiltration has hopelessly clogged and paralyzed the life and vitality of our urban cores.

Varied answers have been given to the question, "What to do about it?". Frank Lloyd Wright, when asked what should be done about the problems of one of our largest cities, simply stated: "Destroy it." Others have painted the sidewalks green and promoted dollar days. Between such extremes of unrealistic arrogance and inadequate timidity, there is, fortunately a constructive middle ground of realism, vision and understanding within which a pattern for renewal can be formulated. Toward this goal, two points must be stated, understood and accepted.

First: the healthy downtown must be a nucleus of compact layout, intense activity, efficient land utilization, minimum distances and maximum concentration of self-complementing functions.

Second: a pedestrian can move comfortably in 20 square feet; a car needs about 600 to move about, 200 to stand still—and a car more often than not carries less than two people.

The inability to understand and resolve the axiomatic incompatibility of these two premises has been perhaps the greatest factor contributing to the deterioration of downtown; and it is my conviction that we will no more be able to return order and efficiency and function to our downtowns without chasing the prepossessing automobiles out of them than our grandfathers would have succeeded in keeping their parlors presentable if they had left their horses free to roam through them at will.

A number of measures have been taken, especially during the last two decades, in an attempt to remedy the decline of downtown's vitality. Most of the measures dealt with traffic—and rightly so—as the most obvious angle of attack. But generally, the results were not what was hoped for. At most, success was met in retarding the trend, but nowhere the trend was fully reversed just through traffic remedy.

There are, of course, two reasons why this should be the case. In the first place, traffic is more a symptom than a disease. It reflects an entirely new pattern of living; and, as a high fever, it indicates a deep-seated reaction of the urban framework to such a changed pattern. You may lower the fever by aspirin and reduce congestion by one-way streets and synchronized signalization, but neither will cure the disease, which must be understood and attacked more comprehensively.

In the second place, remedial traffic measures have the habit of creating as many new problems as they solve existing ones. Expressways are cut (at no mean cost) through the frame of the city to connect the suburbs with downtown so now one can reach downtown fast enough—to find no place for parking. Then, vacant lots, sprinkled here and there in the middle of downtown, are expensively converted into multi-deck parking structures—and we discover that the new traffic volumes that expressways and parking have encouraged cannot be handled by the network of local streets, and movement slows down to a standstill. Anyone who has tried once to go cross-town in the neighborhood of 34th street in Manhattan, by cab, around nine a.m., will never do it again—he will walk next time and, thus, perhaps become the symbol of a new era!

When the local road network becomes clogged, public transportation gets caught, too; and its traffic-relieving efficiency is lost; its books will go into the red. Soon, one more line is dropped, and the space where one bus was crawling will now have to make room for twenty cars! Incidentally, nothing could be more characteristic of the absolute lack of understanding of the nature and dimensions of the problem of downtown wellbeing than the battle cry of some twenty years ago; "Away with the street car tracks." Clumsy as it was, the street car, with its high passenger load per square foot, was consistent with the dimensions and needs of downtown. The individual automobile is not; and we would have done far less harm to the business of downtown in the long run if we had left the street car tracks in and kept the cars out.

Now, the cars are in; and we tend to look forward toward more freeways, more parking structures, more one-way streets, more scramble and more gimmicks. If now we give in to the cars once more, and tear down buildings to widen the network of local streets (not a very economical operation at that), we will succeed in killing the patient once and for all.

(continued on page 23)



## DANISH SMÖRGASBORD

by John Morley

The second installment of Architect-Writer Morley's interesting accounts of his year in Denmark under the Fullbright program!

Copenhagen has a great deal of water around it, and this combined with the irregular layout of the medieval town, presents a tremendous number of unusually fascinating views. However, though interesting and quaint, we could not see anything new going on, architecturally speaking, until we were able to travel around the perimeter of the city. There is a tremendous amount of building in progress there, especially

in multi-family housing, schools, and hospitals, and all in the most contemporary idiom. Commissions for many of the larger projects are determined by invited competition and while I am certain that such a process must prove costly to a majority of the offices, the quality of the design is exceptionally good. Great attention is paid to detail and even small jobs are put out with an unbelievable number of drawings; specifications are completely illustrated with isometric and exploded-view drawings, in addition to reams and reams of explanatory material. Incidentally, there are over seven times more architects in Copenhagen than there are in the Kansas City area, although the population is comparable!

Constructionwise, especially in concrete, the Scandinavians are far in advance of us. One often hears of the cheap hand labor in Europe and that is possibly the case. However, they have a great number of technological advances that we could do well to adopt. The high German crane is in use everywhere, reaching up to twelve floors for hoisting materials and equipment of all kinds. Slip forms are still used to a certain extent, but pre-casting and assembly with the crane is more prevalent. The pre-casting is of excellent quality and when stainless steel forms are used, the final product is as finished as our extruded metals. Even such small sections as window and door frames are cast. It might be noted that the use of the "shock-table" (which is a system of vibrating), and steam curing makes this precise work possible.

There appears to be close cooperation between architects, engineers, builders and suppliers. Daily, or at least weekly, conferences on the job site are conducted by the architect for all persons concerned and even small offices have a man continually on the job. And most of the working drawings are zinc-plate reproductions, often in two colors and are very accurate, durable, and easy to read. I often questioned the architects about their ability to come out ahead financially on their work with all of these costs and they would just shake their heads sadly and say, "What good is happiness, it can't buy money!"

The architects in Copenhagen are a cosmopolitan group and very friendly to Americans. Many of them have been to the USA and those who have been here have seen a great deal more of this country than has the average American. Most of them have also traveled extensively in Europe and it is very common for young graduates to work for a year or two in other countries, usually Sweden or Norway; and many of them go to Paris and London for additional experience with langu-

ages as well as architecture. I was able to visit a good number of their offices and found them to be very well organized and methodical in their practice. They were most gracious with their time and in answering questions and always gave me any drawings that I might ask for. I also had the impression that quality design was most important to them and a commission was never "just a job". Even small work must be done in the best possible manner.

Architects are all trained at the Royal Danish Academy of Fine Arts. The students enter through competitive examinations and there are only a total of three hundred students in the Academy at any one time; this number represents about a third of the total number of applicants. Only a few foreign students can be accommodated of the large number that apply for admission, and these must prove their capabilities. The syllabus takes at least five years, and in my opinion, compares very favorably with the best schools in the USA. There is frequent exchange of staff with American Schools, particularly with the eastern ones; Lawrence Andersen of MIT is there at the present time. Successful graduates of the Academy are for all practical purposes licensed to practice, but they often serve extended terms of apprenticeship much like our own graduates. The work of the students is characterized by superb draughtsmanship and wonderful drawing ability, but perhaps shows a little less imagination than that of our own students. A fair percentage of the young architects are girls and they generally marry within the profession. The school sponsors student tours to various locations of architectural interest at a very low cost and by the time the student graduates, he will have had the experience of living in two or three different countries. While languages are not taught at the Academy, they are taught in the lower schools, and with the experience gained from travel, it is the usual thing to speak and write at least three languages.

After seeing a good percentage of the contemporary buildings of Western Europe, it would be my opinion that the Scandinavian work (and this goes for industrial and landscape design as well as architecture) is as good as can be found abroad. Actually there is not a tremendous amount of really advanced work—at least not to the same extent that is to be found in the USA. There is for example, practically no "constructionism" involving experimental forms of the kind that is being done here and in Latin America, even though shell concrete and pre-stressing are widely used.



Apartments at Bellahøj

In Denmark itself, the big apartments at Bellahøj, which are tower types with group entrances, are very well planned, beautifully adapted to a difficult site and an excellent example of pre-casting and assembly. The widely published Rodovre Town Hall by Arne Jacobsen is superbly detailed and a most interesting version of a child-sized GM Tec Center. The so-called "collective" houses, which are apartment groups including limited shopping and services, are social models as well as excellent architectural solutions superior to anything that has been done anywhere else today.



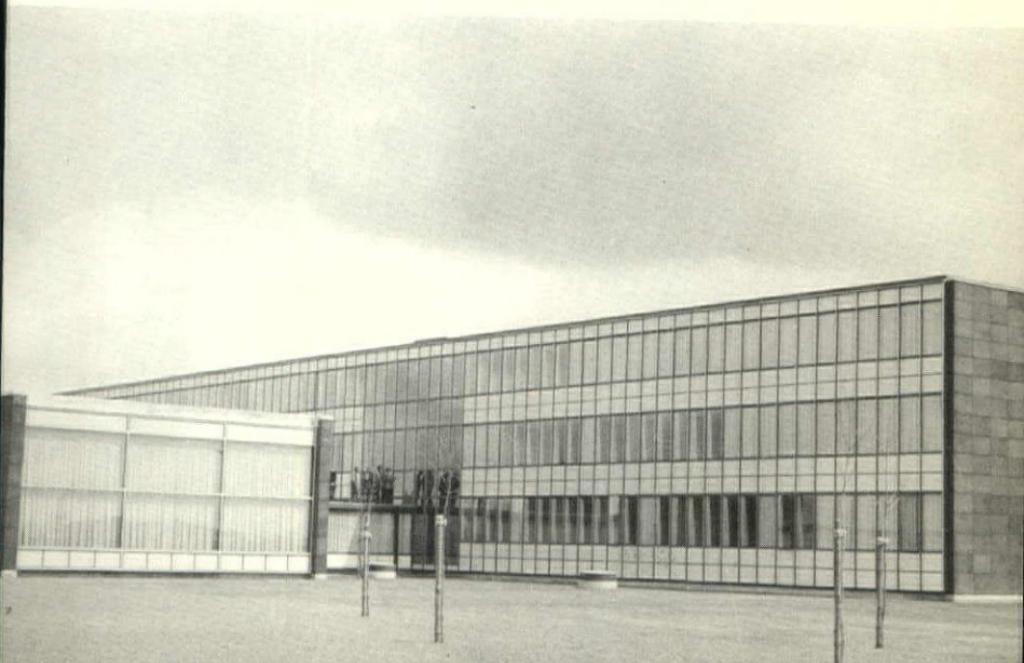
Rødevære Town Hall

In Sweden the new planned town of Vallingsby is likewise a most interesting social experiment and an unusually fine integration of buildings and site. The Swedish underground factories are, of course, marvels of planning and mechanical equipment under almost impossible building conditions.

In Helsinki, Aalto's new structure which will house the offices for Social Security will be another very original design for which Aalto is justly famous. (Incidentally, when the great Finn comes to Copenhagen, the night clubs all stay open until morning!)

I was very fortunate in being able to see almost every major city in Germany and while there are still large areas of terrible bomb damage, an amazing recovery has been affected. Unfortunately, however, the quality of the design is not very high and the trend seems to be in the direction of non-classic, typical of Hitler's Third Reich. American dollars are busily at work, especially in Berlin, and it is really too bad that some American design cannot also be employed, but such a thing would, of course, be unthinkable. Hannover has perhaps the best building in Germany as well as some really first class architects. Italy is, of course, doing some very exciting work, notably in the Milan area with Gie Ponti, and Rogers and Perasutti, the leading designers. The new railway station in Rome is really wonderful and the structure is certainly the outstanding thing of its kind.

Perhaps the most interesting single building in Europe today is le Corbusier's chapel, Notre Dame du Haut at Bonchamps. This structure is completely original and has a tremendous sense of space even if you might question the religious character. The new shopping center in Rotterdam called the Lijnban is very nice considering its size, but it certainly does not compare with the better ones in the USA, such as Northland and Dayton's in Minneapolis.



Although a good deal of our time was spent in trying to see the better known buildings and sites, even a year is not long enough. On the other hand it seems foolish to race around constantly like Americans and never give yourself a chance to savor the real qualities of the place at hand. We found, for instance, that it was quite possible to spend the whole time looking through the eye piece of a 35mm camera and never really see anything at all. We had the impression that most travelers try to do entirely too much and end up completely frustrated. It takes a very long time to catch the spirit of any city, for instance, and viewing the whole show from a tourists' bus can be somewhat less satisfactory than seeing a first class travelogue at the local flikker. Most of the American students that we talked to seemed to feel this way and they soon got over the "I-must-see-it-all" phase and tried to appreciate the simple fact that they were living in a completely different environment. For architects, who by their nature and training are more curious (the word is used as a verb here), than most other people, travel in Europe is a continual thrill and I am sure that they get more out of such an experience than anyone else.





Notre Dame du Haut

Perhaps as one becomes older, time takes on a different aspect, but in any event our year in Europe was by far the fastest one that we ever spent. It certainly raised a question in my mind—that it is quite possible we Americans still do not have all that makes life worth living. In arriving home, everyone always says, "It was great to be away, but it is wonderful to get back." Somehow, with us, it was with considerable reluctance that we again made the trip back to Gothenburg almost a year to the day of our arrival. Long live King Frederick and Queen Ingrid!

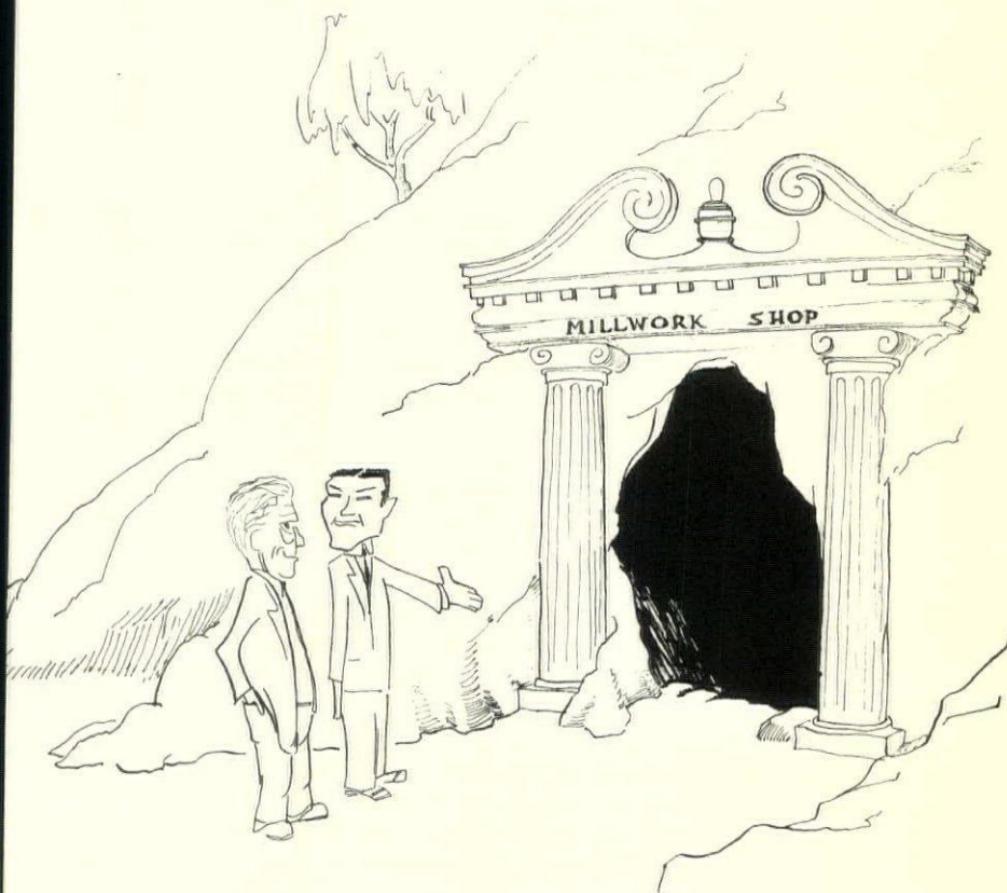
# (VERY) GENERAL CONDITIONS

## or "What the Contractors really Think!"

J. David Miller

- 1. Intent of the Contract Documents.** The plans and specifications are entirely unrelated instruments. Anything shown on the plans and not mentioned in the specifications is not to be furnished because the specifications govern. Anything mentioned in the specifications and not shown on the plans is an error on the part of the architect and shall be submitted as an extra.
- 2. Plans.** The plans shall be defined as a monumental dream put on blue paper for the purpose of patching holes in the roof of the construction shack. Anything done right according to the plans shall be considered wrong and anything that is done wrong shall be installed accordingly so that the architect can be shown his error in the presence of the owner.
- 3. Specifications.** A comic book, of which at least 50 copies must be demanded from the architect immediately after signing of the contract and thereafter, under no conditions, shall reference be made to them.
- 4. Inspection of work.** Immediately on the architect's appearance at the job, the superintendent and all foremen shall hide, so that they cannot be found, especially if he is in a hurry.
- 5. Materials.** Under no conditions shall the exact materials specified be used. Substitutions shall be made at will without asking. After all, one of the draftsmen in the back room can always be blamed for giving approval during bidding.
- 6. Claims for extra work.** Any item not costing more than \$1.13 that is requested by the architect to make the job a little nicer shall be reluctantly included but shall be promptly thrown in his face each time he requests that a change be made to conform to plans and specifications.
- 7. Damages.** Any damage done by the contractor shall be a claim for extra compensation on the grounds that it would not have happened had he not been awarded the job in the first place.

- 8. Applications for payment.** In all cases shall the applications for payment be more than the contractor has coming. Somebody has to cover the 10% withheld. Application for final payment must be made 30 days before completion of the job, so that, combined with the money withheld from subs, the contractor can pay the bills on the job over in Sarcastic City.
- 9. Evidence of Satisfaction.** Evidence of satisfaction on the part of the architect is just cause to stop all work because the contractor has probably given him something not called for or shown!



Really, Ed, don't you think this is running tradition in the ground?

## CHAPTER NEWS

Thanks again to the Producer's Council for their Monte Carlo party, June 10th. This is getting to be a real sell-out. The spectacular of the evening was when \$3,000 was parlayed into \$675,000 with only two spins of the roulette wheel. Auctioneers, **Bill Elder** and **Glen Jones** were weary indeed when the last barbecue was finally sold for well over \$2,000,000!

**Robert O. Boller** has been advanced to status of Member Emeritus. Skylines hopes to run a feature article in the near future on the milestones of his practice.



Welcome to new Junior Associate, **Roger Eldon Smith**. Roger is a graduate of the University of Kansas and is presently with Burns and McDonnell.

**Joe Kellogg** will have a special showing of water colors at KU's Museum of Art this summer. Also displayed will be work by other faculty members.

The Chapter **Summer Party** (with wives) sponsored by the Junior Associates will be held Tuesday, August 6th at the Silver Spur Country Club. Tariff will be \$2.50 per person, with swimming 50c extra. With the chuck wagon on the patio and a hep combo, it promises to be an outstanding evening. Look for a reminder announcement in the mail!

The **Fifth Annual Architects Conference** at the University of Kansas has been tentatively set for the latter part of March and the subject this year will be "Churches."

Thanks to **Jack Morley** for his extremely clever account of Denmark. Jack graciously spent several days and evenings to put the story together, for which Skylines is deeply grateful.

Thanks also to **John Jameson**, who sweated together this month's local cartoon, drawn after a suggested idea. Skylines sincerely hopes that the jest is received as lightly as it is intended.

**President Slezak** was a guest speaker at the annual Unit Masonary Association Dinner, June 27th.

## CALENDAR

Chapter Summer Party..... August 8  
First Fall Chapter Meeting..... September 17

# THE RENEWAL OF DOWNTOWN U.S.A.

(continued from page 11)

If the remedies of the past failed, obviously a more comprehensive approach must be used. The fundamentals of such an approach are the following:

- We cannot just attempt to cure symptoms, but must get at the core of the problems and provide for a complete readjustment of downtown to the facts and realities of the automobile age.
- We must not attack problems one at a time, but rather formulate a long range comprehensive program, encompassing all the problems and capable of progressive implementation by stages.
- We should not limit our thinking to the narrow term of "downtown." Downtown is, in all cases, an organ of the community as a whole, whose well- or ill-being it will reflect. Thus, the renewal of downtown is related to the total growth pattern of the region.
- We must not think of "saving" downtown. This is a defeatist term. We must dedicate our effort to the returning of downtown to the vigor, dominance, prestige and splendor to which it is entitled by historical heritage and by geographical location. We must think big, because in this country timidity will never succeed.

Yet, to think big is not enough; lest we invest in glorious mausoleums

with no vitality, we must also think with a purpose.

It seems to us—after attempting to understand the essence of the historical vitality of the urban core and after learning through the planning of regional shopping centers which offer the opportunity to start thinking and planning from scratch how to cope with the relationship between man and his car—that the plan for renewal must set for itself the following basic goals:

1. Provide an even flow of traffic to and from downtown and its tributary area.
2. Separate vehicular traffic from pedestrian movements, and provide for adequate vehicle storage.
3. Encourage the most productive use of the land.
4. Re-integrate commercial with civic and cultural activities.

The first goal is easily understandable, and the general highway and freeway improvement programs that our largest cities have under construction or in the planning stage will effectively assist in accomplishing this task. The only danger that exists is that the program of highway improvement be developed without proper relationship to the other aspects of urban renewal.

The second goal is one that will be more difficult to accomplish. There is substantial resistance on the part of the merchants or developers against relinquishing the ancient privilege of having cars stop at the front door; even if in actuality most of the customers or visitors will have to be contented with parking four blocks away and walk the distance on crowded sidewalks and through hazardous intersections. The paradox is that in the most successful of our suburban shopping centers this separation of automobile traffic, pedestrian traffic and service traffic has been accomplished quite successfully without compromise. The automobile brings the customer to the center but, so to say, stops at the threshold. Within the environment of such suburban centers, the customer is a pedestrian in a space scaled to his dimensions, landscaped, pleasantly filled with amenities and freed from congestion, noise and fumes. And the service traffic, either by means of underground truck tunnels or by means of sheltered service areas is segregated from sight and interference. There is no reason why the lessons learned in the suburban centers cannot be incorporated in the renewal of downtown.

The third point will probably be the most difficult to accomplish because it demands the establishment of a most delicate balance between public initiative and private enterprise. Insofar as the purpose of renewal is not demolition and reconstruction but rather re-integration and concentration of activity, and insofar as it should not be the responsibility of the city or other public bodies (other than for the development of civic centers) to

undertake the development initiative, it becomes necessary that the privileges and powers granted to public bodies through the broadened use of the right of eminent domain be properly counter-balanced by a proper system of checks. Thus, maximum encouragement will be established for private enterprise to undertake major redevelopment projects within or around the downtown area, within the framework of a pre-established master plan offering a maximum of insurance and confidence. At the same time, the growth of irresponsible speculative activity will be discouraged. A tremendous amount of experience at the planning, legislative, and political level will have to be acquired to develop a successful technique of implementation of renewal plans.

The fourth point is self-evident: no urban core can relinquish its function of civic and cultural responsibility, yet it is only when such centralized civic representation is properly related to the commercial vitality of the city's center that stability and unsubsidized well-being will be accomplished and maintained.

We recently have had the opportunity to apply the principles outlined above in the development of the master plan for the renewal of a middle-sized, mid-western American community, Fort Worth, Texas. Let me outline briefly the analytical approach that was followed by our firm in the concept development of the Fort Worth plan.

On the one hand, we analyzed in detail all of Fort Worth's existing conditions—age, value and useful-

ness of building block by block; utility installations, operation of public transportation; pattern of business volumes; and trends of change of character of different areas of downtown.

On the other hand, toward the development of an ultimate solution, rather than project from the existing conditions and try to remedy and improve, we took an entirely different outlook: we analyzed the entire region of which Fort Worth and Dallas are the focus. We assumed that Fort Worth as a community will exercise the will necessary to attract one-half of the trade potential of the region, to which it is entitled by its geographical location. We projected present trends of growth of the region into the foreseeable future (1970) and, on this basis, estimated the anticipated downtown area requirements for retail business, office buildings, hotels, civic and recreational, and other related downtown facilities. Assuming that, as part of the renewal program, an effective, comprehensive and profitable system of transportation would be instituted and operated, we estimated that reasonably about 40% of the people heading downtown from the suburbs would use means of public transportation rather than private automobiles. (It is generally the case that the larger the city's metropolitan core, the larger is the percentage of its visitors relying on public transportation. Present figures for downtown Los Angeles indicate that approximately 50% of its visitors now come by public transportation; in Manhattan, the percentage is of course substantially higher). Thus we were able to arrive at an estimate of the total

number of private vehicles that will have to visit downtown daily, if its activity at the anticipated level is to be maintained. The staggering figure was in the order of 150,000 cars per day, which corresponds to peak hourly loads, within the downtown area, of approximately 30,000 cars. A rapid analysis of the corresponding space requirements indicated that the area presently dedicated to public roads (about 5 million square feet) will have to be trebled to accommodate the anticipated needs.

Thus, three basic alternates were left to choose from:

- (A) Accept lower capacities and corresponding lower total volumes, thus relinquishing part of the trade potential of the downtown area to either competitive Dallas or other suburbs or satellite communities, or
- (B) Widen the street network of the downtown area (with tremendous amount of destruction), thus exploding the compactness of the downtown area to a point where it will entirely lose its effectiveness as an urban nucleus, or
- (C) Provide for a highway network that would rapidly convey private vehicles from the suburbs to downtown, provide adequate parking facilities for such vehicles in the fringe of the downtown area, and prohibit these vehicles from entering the downtown core entirely.

The last was, in essence, the solution selected, and among its most significant results were the following:

1. The whole program can be implemented without destroying any multi-story or otherwise valuable real estate in the downtown core.
2. It will be possible to increase the compactness of the downtown area (through closing of alleys, narrowing of streets, and restitution to a productive use of lots presently dedicated to random parking) to the point where the entire anticipated need of downtown Fort Worth for 1970 can be easily accommodated within the present day boundaries of downtown. The remarkable consequence of such compactness will make it possible to reach any point within the downtown core from the nearest of the parking structures in less than three minutes walking time; and this walking can occur under sheltered sidewalks, in a park-like area, uncluttered by noise and confusion.

This is the plan for Fort Worth. It answers the goals set forth before, and it answers them in terms of Fort Worth reality—of its physical characteristics, its youth, its being Texas—and, mainly, its being spurred by Dallas.

As an approach, it evoked immediate response, perhaps because the time was ripe; perhaps because it was the first to "go the whole way"; perhaps because of a combination of both. No better compliment could perhaps have been paid to it than the appearance in the daily newspaper of one large northwestern city, a few weeks after publication of the Fort Worth plan, of a

strikingly similar plan embodying the minimum adjustments necessary to fit it, lock, stock and barrel, to the pattern of that city's downtown. The only major improvement that we were able to detect was a by-line at the bottom saying "copyright by.....". Unfortunately, the author had missed a rather important point: though the goals for renewal are common denominators to all planning efforts, the solution must reflect in each case the individuality and peculiarities, physical and emotional, of the community for which the plan is developed.

At this point, then, let's look around ourselves, at our own city, for an evaluation of its peculiarities and of their significance in terms of urban renewal.

The first and foremost prerequisite of a successful plan for renewal is the will of the community to see it developed and implemented. Otherwise, the plan will be no more than lines of paper and colors on maps.

But, given the will—in spite of physical and emotional difficulties—a plan to bring order to the growth of the colossus, and, with it, well-being and stability to its downtown core, can be created.

It must solve traffic and parking problems and be fully alert to the potential for total renovation of obsolete districts; it must be regional in scope. And it must be bold and daring and consistent, because only as such will it muster the support of the community and rise above the level of local conflicts and narrow interests.

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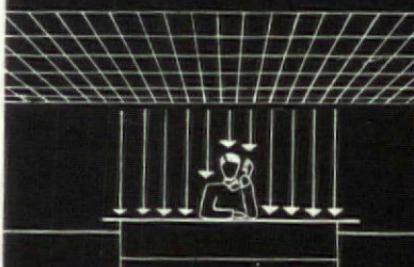
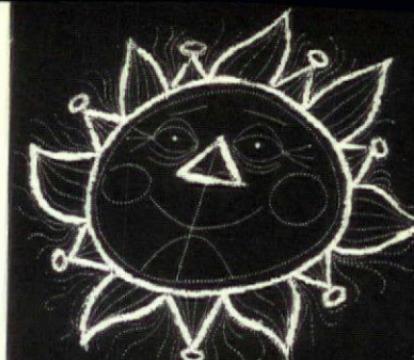


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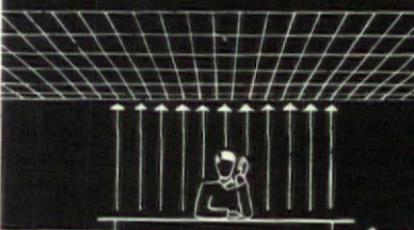
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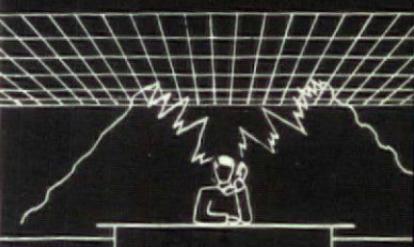
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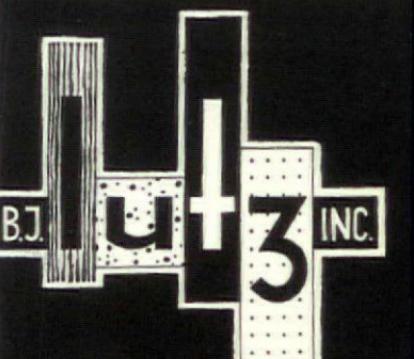
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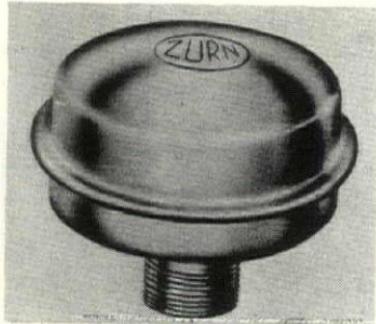
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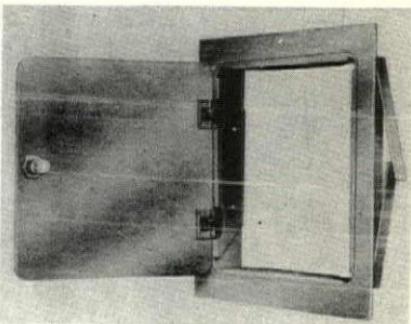
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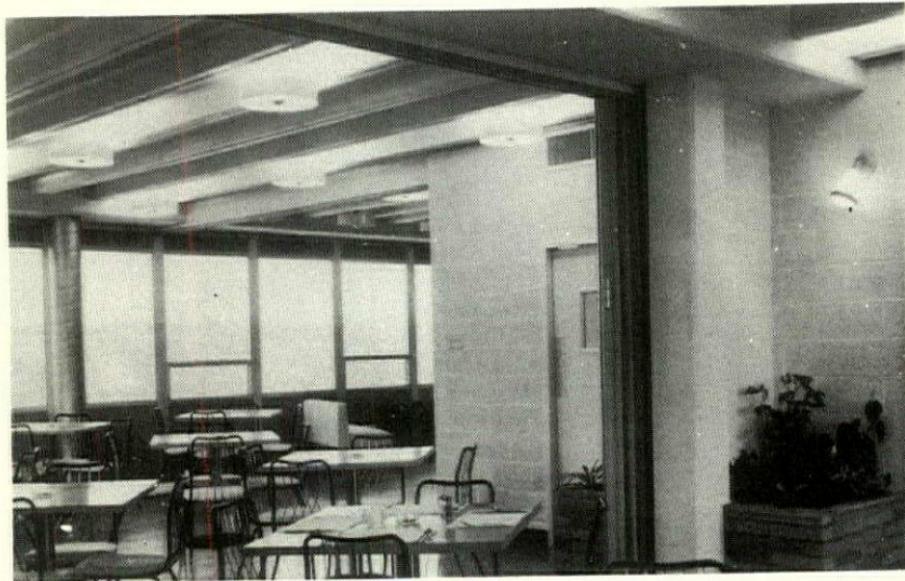
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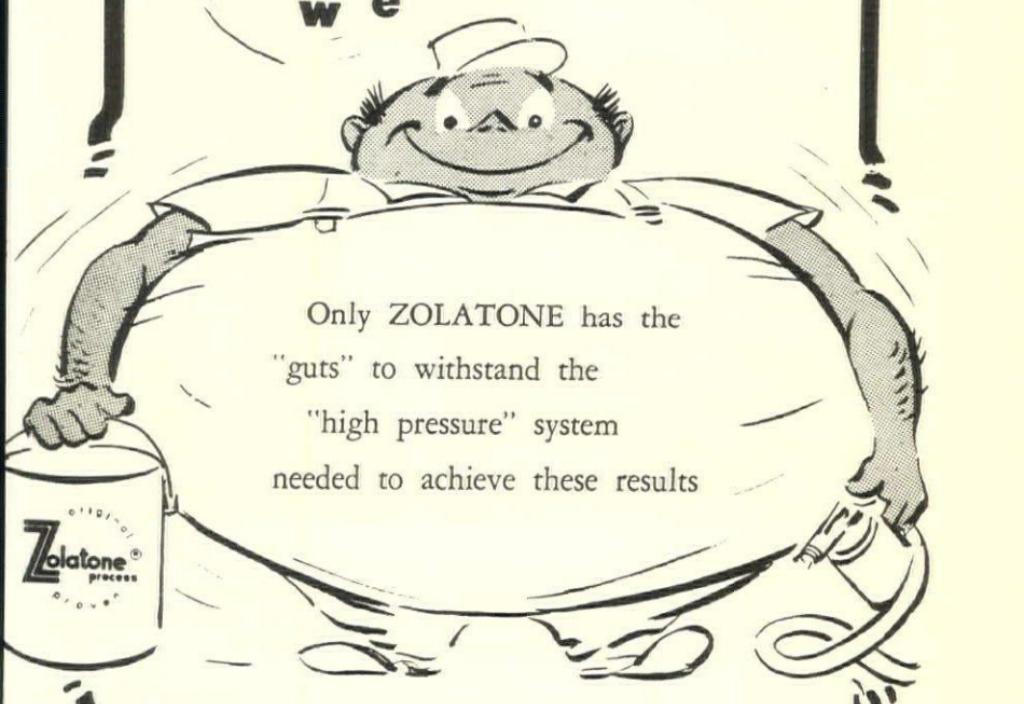
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