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### PLANNING *the* SMALL CITY

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**T**OPSY, if we may take that estimable lady's word for it, "just grew." But Topsy was mistaken. The placing of every nerve cell and of every muscular fibre in her somewhat ugly little body was regulated by a law as immutable as anything of which the world has knowledge. Function ruled, every organ grew true to its function, till even poor Topsy was as accurately constructed as the most favored of women.

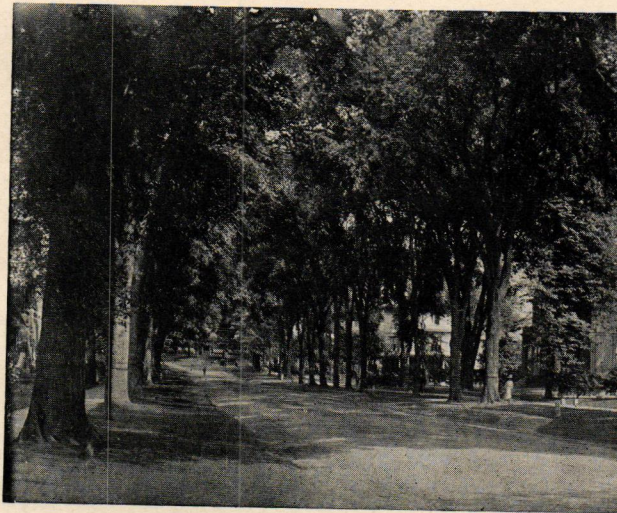
Towns should grow even as Topsy grew. Each organ in the future functional life of the town should be insisted upon at the very outset—the town's points of entrance and of exit, its highways and byways, its civic center, its educational centers, its lung-like parks, playgrounds and public squares.

This I said in 1907. I repeat it here, not only because we must continue to emphasize function, but because the evolution of city life is outstrip-

ping planning and the development of the functional features. Our life and the functional needs of our cities evolve with startling rapidity. Our cities are more or less static. This indicates clearly the need for imagination and broad ideals in city development.

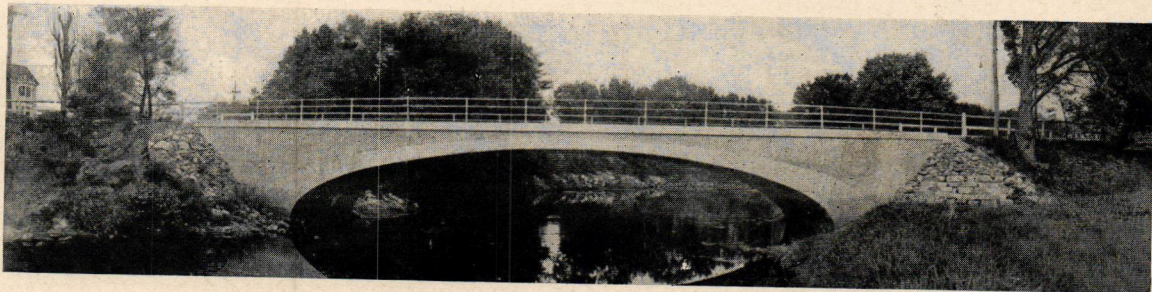
The organs of the body evolve through the ages in response to change of environment, both changes coming, as a rule, so slowly as to be imperceptible except at periods widely separated. It is not so with cities. A new invention will overnight place demands upon our cities which, if placed upon our bodies, would require ages of evolutionary readjustment. This alone makes of city planning a difficult and an exacting science demanding the most skillful expression.

Picture an early American town. A few pedestrians, an occasional cart or wagon with home products, rarely a carriage,—these all made streets a matter of minor importance. Then



MAIN STREET, GREENFIELD, MASS.

There are but few streets like it. Every city could have miles of it



BRIDGE OVER THE ASSABET, IN CONCORD, MASS.

Built by the State Highway Commission. Nature will, in time, greatly enhance its beauty

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A CONTRAST IN ELEVATED RAILROAD DESIGN

BOSTON AND BERLIN

Why the one—why not the other?

came the stagecoach, a highflyer, a killer and mutilator of its often unlucky occupants (See The Heart of Mid-Lothian, Chapter 1, for the Scottish counterpart). Then came the steamboat and the railroad, needing new ways of approach, adapted to the carrying of many pedestrians, carriages with passengers and trucks with freight. Then the automobile, the most exacting and revolutionary of all. It is needless to say that the town in its evolution has not kept pace with the demands placed upon it. As well demand of the six-year-old that he overnight adjust himself to the accommodation of the organs of the adult man. What travel by air will demand of city planners no one knows.

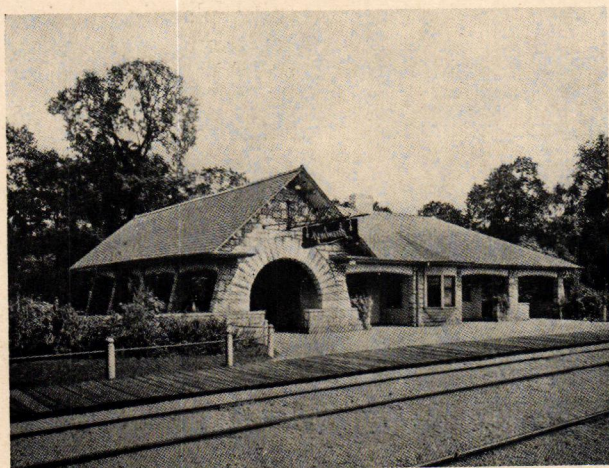
Not only do these rapid changes through invention demand new ideas, and ideas evolve slowly, but they demand new technicians and

these technicians are only in the beginnings of their development. We are in the midst of the neotechnic age while our neotechnicians are only being born. The automobile was in full blast upon our streets when the first elementary schools of city planning were established in our colleges.



A FREIGHT STATION, BOURNVILLE, ENGLAND

Here cars are loaded. It shows that the handling of freight need not damage the vicinity



KENILWORTH, A STATION ON THE C. N. W. RAILROAD  
It is possible to load passengers as well as freight in a satisfactory environment

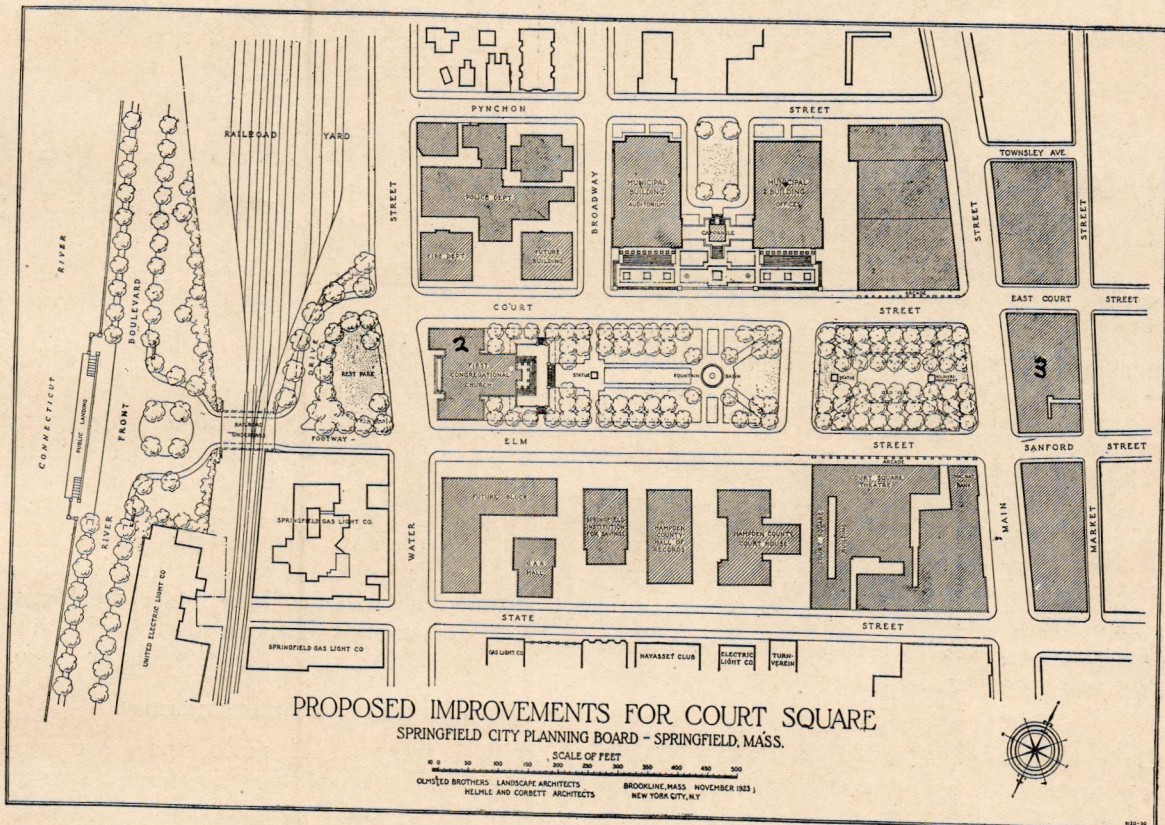
Overnight our engineers and landscape designers and architects and practical workers in related fields have had to become city planners, no one of them having the exactly essential background, all having to do the best their training and their native ability made possible.

The results have not been disappointing. Ideas have crystallized with a most gratifying speed, but the practical difficulties, especially the expense of meeting the new conditions, still stagger us and will continue to do so till we learn to go about the work more promptly, for delay increases the

cost by leaps and bounds, and until we learn to use for making the improvements the very values, enormous in almost every instance, which the improvements themselves create. And right here is perhaps the chief obstacle to effective city development. Every property owner wants the values created in his own case, even opposing the paying of taxes on the values created and given to him; while the general public naturally and justly opposes the paying of taxes to create values for private individuals, even though at the same time the functional efficiency of the city is promoted.

and give them Daniel H. Burnham's conception and city planning will come into its own. Burnham said:—"Make no little plans; they have no magic to stir men's blood, and probably themselves will not be realized. Make big plans, aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty."

What are the elements of planning, as the sub-



COURT SQUARE, SPRINGFIELD, MASS.

The municipal buildings and campanile, one of the finest anywhere, needed a better setting. The old square is shown to the right of the center. Since then all property has been removed from the larger portion except the historic old First Church, which stands at the point marked "1." To improve the site further, it is proposed to move the church to point "2" and to erect a proper terminal building at point "3"

Most improvements will create values which will pay for their cost. The next big step in city planning, the one which will do more than all else to make real city planning and city development possible, the one which will at once advance the public mind to the point of supporting all that may reasonably be done, is to make a wider application of the method of using the values created in paying the expense of what is done. All other methods are retarding rather than progressive, they are unjust, corrupting and inefficient.

Give the people justice in regard to the expense

ject presents itself to us today? In the major sense they are function, permanency and beauty. The various organs of the city must function; they should be so located and designed that they will not have to be abandoned, they must permanently function; they must be beautiful, they must voice the sentiments and the aspirations of the people, they must satisfy. In function and permanency and beauty they must promote the evolution of higher ideals, of a better race.

Concretely, and it may be said in a minor sense, the elements of planning are, to name only the main ones, the skeleton plan upon which are