

City Planning for Kalamazoo

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1921

The feeling is growing that the principle of forethought or planning, so common in ordinary building operations, could well be applied to cities. A city is an artificial creation. It is built literally by thousands of individuals, each working primarily in his own interest. The growth is slow but because of the numbers having a hand in its direction and the size and importance of the structure is full of uncertainties. There ought to be some general comprehensive guide by which the city may be built. If a full set of plans is of value in small house construction, why would not similar plans be many times more valuable in city building?

Every year a portion of the city of Kalamazoo is built. A city that is growing is never a completed structure. Growth means change. In a city like Kalamazoo it is possible quite accurately to forecast the extent and character of this change. Kalamazoo grew by the addition of 15,033 people between 1900 and 1910, an increase of 61.6 per cent. In the last decade population increased 9050 or 22.9 per cent, and now totals 48,487. The city's past record, therefore, would suggest a growth of fully 20% in population in the next ten years. This is a conservative expectation. It takes no account of an extraordinary "boom," yet it is significant. Roughly it means twenty miles of new street, approximately two thousand homes and no inconsiderable extension of the common domestic utilities. The addition during the next decade of 10,000 new people brings an inevitable problem of expansion. The physical plant of the city, houses, street,

sewers, street car lines, pleasure grounds, railroads, industries, all must be affected by the general enlargement represented by population increase. What anticipatory planning has the city done for those inevitable changes? Will the city sprawl, lazy and careless, trusting to sheer good fortune to keep it from becoming increasingly inefficient, unhealthy and ugly?

A city plan is one way of meeting the uncertainties of growth. Kalamazoo should be aware of the need and value of a forward looking program. Definite returns will come from a plan of the future city which will insure order, system, and constant improvement in its growth. Kalamazoo has opportunities, calculable resources, definite guarantees of progress. Having a sense of its responsibilities in maintaining if not contributing to American standards of urban life, the city cannot afford to relax and leave the problems of growth to the varied forces which operate in modern city building. A city plan will induce restraint, substitute order for haphazardness and result in no uncertain measure of economy.

What is a City Plan? Its Value

A city plan is a constructive program for the building of a better city. It deals primarily with the material features of the urban structure. Its object is the improvement of living conditions, the stimulation of prosperity, and the creation of intangible values in added health, comfort, convenience, and community well-being.

By means of maps, drawings, recommendations, and suggestions, coupled with the will-to-do of the people themselves, the city plan operates to direct the construction of a more suitable physical city. All the measures needed to direct city growth are comprehended in the plan. Fundamentally it is a coordinated series of concrete proposals, a graphic representation of ideas, a statement of guiding principles dealing with problems of civic improvement. The publication of this material is popularly considered to be the chief presentation of the city plan. In effect, however, this is merely the initial step. Strong and constant support of the plan is of the utmost importance. A mere collection of maps and drawings has no power of itself to direct city growth and consequently is worth but little.

There must be a city plan commission. This group of men must know the plan, its details, the principles which underlie it, the relative values of its component parts. They must be its spokesmen. Their civic responsibility and duty will be to point the way to accomplishment. By advising the duly constituted officials in advance of actual carrying out of policies they may insure to the city in full the orderliness, system, serviceability contemplated in the city plan. The value of a city plan is to be realized only in things actually done. Kalamazoo could well afford the security embodied in a constructive program of civic improvement placed in the hands of a responsible city plan.

How is a City Plan Prepared and of What is it Composed?

The Survey

Obviously the most important portion of a city plan is that which deals with definite

suggestions, in other words, the progress of improvement. There is a preliminary work in the preparation of the plan, however, which is of considerable importance. This is the survey of existing conditions upon which the proposals of the plan are based. The collection and organization of the fundamental data and information is a phase of planning not to be underestimated. For the purpose of measuring growth, for comparison with other cities, for the substantiation of principles embraced in the constructive section of the plan, this survey is useful, not alone to the city planner but to the city as well. The review of existing conditions together with a representation of certain deductions and proposals based upon it, consequently make up the city plan.

The survey, upon which recommendations are based, covers the following fields, historical, statistical, financial, legislative and physical, all bearing upon the development of the city. In the preparation of a broad scheme for directing future growth it is essential to understand the circumstances under which the city was originally founded and the various subsequent events which affected its development. The historical survey, therefore, covers briefly matters of this sort: (1) origin of city; (2) factors which influenced selection of site; (3) effect of topography, natural resources, etc.; (4) important events affecting development of city; such as, first railroad, development of water power, etc.

The statistical survey supplements and carries on the line of investigation commenced by the study of the history of the city. Among the various statistics to be gathered under this head may be mentioned (1) growth of population; (2) increase in value of manufactured products; (3) area of city; (4) miles of streets; (5) miles of

pavements; (6) area of parks; (7) number of playgrounds, playground workers; (8) meteorological data; (9) vital statistics. The financial survey will take into account municipal finances, and financial powers and limitations, especially as these affect public improvements of the sort contemplated in the city plan. There will be studied among other things (1) the gross and net debt; (2) per capita debt; (3) bond limitations; (4) assessed valuation; (5) tax rates; (6) budgetary records; (7) the statutory financial powers.

Under the legislative study will be considered: (1) the form of municipal government; (2) relation of city to state government; (3) statutory powers of city relating to municipal improvements, debt, government, etc.; (4) the ordinances of the city itself bearing upon projects related to the city plan.

Finally the physical features of the city will be subjected to close observation. The relation of the city to surrounding regions, the characteristic of its site and the effect which the site has had upon the physical growth of the city, all will be reviewed. Intimate studies will be made of the tendencies of growth in the city and the factors which influence these tendencies. Streets will be examined to determine their efficiency, whether they serve the districts which they tap, the suitability of connections and tributaries, their design and improvement. Street railway lines and other public transportation facilities in the city will be analyzed to see whether they properly serve the present population and are in position to extend service economically. Railroads and their influence upon the functioning of the city likewise come in for observation. The relations of right-of-way, trackage, terminals to the streets, transit lines, homes, the movement

of vehicular traffic, the location of industries and so on are closely studied. Parks and all forms of public recreation facilities are examined for their serviceability to the people. A general estimate is also made of the appearance of the city and the devices which are used to counteract the monotony and depression of the thickly built-up sections., And finally there is made a close study of the development of all private property, the character of homes, the light and air that reaches them, the presence in neighborhoods of value-destroying enterprises, the relationship of industrial districts to homes, pleasure grounds, railroads, prevailing winds, etc.

For purposes of preserving the essential information indicated above and to present it logically a large proportion of the survey is recorded in maps and charts, among which may be mentioned:

1. Successive city boundaries
2. Topography of city and surrounding region
3. Population distribution, both residential and "day" or employment
4. Land values
5. Uses of all property
6. Railroad properties, trackage, terminals, operations, etc.
7. Vacant or undeveloped property
8. Street widths, pavements, grades
9. Present main traffic-ways
10. Transit lines, properties, operations
11. Parks, playgrounds, community centers, etc.
12. Public schools, school population
13. Areas served by sewers and water
14. Public building groups
15. New houses built in last five years
16. Viaducts, bridges, etc., over streams, railroads, etc.

17. Area of lot occupancy
18. Building heights

The collection of fundamental data for these maps and for the permanent record of existing conditions is an extremely important prelude to the preparation of the city plan. Upon this material will be based the suggestions and schemes for the future city embodied in the more constructive section of the city plan.

The Recommendations

An interpretation of the facts revealed by the survey, coupled with the application of certain principles of city planning leads to the composition of what is strictly speaking the city plan. The improvement of the city as it exists today and the direction of new growth so that detrimental conditions may be avoided are the main objects of the specific proposal of the plan. The program of improvement will touch in detail the following items: streets, transportation, recreation, facilities, the appearance of the city, the harmonious and orderly development of private property and the legislative and financial equipment needed to show progress in carrying out the plan. In addition to this, if need be the city plan may include supplementary schemes for sewer, water or lighting systems designed for the future city. The outline upon which the recommendatory sections of the major portion of the city plan will be prepared is substantially as follows:

I. Streets--plans of

- (1) Major thoroughfares--a system of main traffic streets
- (2) Suggested improvements in existing major streets-- cut-offs, openings, widenings, etc.

- (3) Proposed new major streets in undeveloped territory, bearing an indefinite relation to the system and to the character of the topography and the development of the city.
- (4) Street types suitable for the major street system.
- (5) Minor streets in undeveloped territory, suggestive of the best use of space.
- (6) County highways in their relation to the major street system of the city

II. Transit facilities--plans and recommendations covering

- (1) The relation of the street railway lines to the major street system for the expedition of passenger movement
- (2) The routings which should be adopted in anticipation of increased population
- (3) The movement of street cars through congested centers
- (4) The proper routing of interurban lines and the location of interurban freight and terminal facilities

III. Transportation--schemes for

- (1) The proper coordination of major street system with railroad properties
- (2) More economical routings through city
- (3) Joint use of facilities
- (4) Progressive grade crossing elimination
- (5) New terminals properly located

IV. Public recreation facilities--program for proper distribution and improvement of

- (1) Community centers--self-contained and in public schools
- (2) Playgrounds--in relation to school

- population
 - (3) Neighborhood parks--where such facilities are most needed
 - (4) Large parks and pleasure drives
 - (5) Special facilities, concert plazas, small squares, swimming pools, athletic fields, etc.
- V. Civic Art--plans and proposals showing how the city may improve its appearance by
 - (1) Creating public building group, post-office, city hall, library, etc.
 - (2) Rehabilitating station grounds and surroundings
 - (3) Reclamation of natural waterways
 - (4) Removing signs and billboards, poles and wires, introducing modern lighting systems, etc.
 - (5) Undertaking campaign for landscape treatment of public schools and similar buildings
 - (6) General clean-up campaigns
- VI. Zoning--an ordinance for placing homes where homes belong and protecting them from misplaced stores, factories, etc.
- VII. Legal and financial equipment needed for civic improvement projects--suggested laws for
 - (1) Control of land subdivision
 - (2) Tree planting
 - (3) Street widening by set-back lines
 - (4) Excess condemnation
 - (5) Creation of park districts
 - (6) Taxes for special work
 - (7) Assessment of costs
- VIII. A yearly program of improvements in the order of their importance

It can readily be seen that a city plan based on this outline would cover practically every problem of growth. Not only would the main lines of the unbuilt city be mapped out, the plan would also indicate changes which should be made in the present city to prepare it for the future. In a city like Kalamazoo, which is certain to enjoy a strong and steady growth, such a plan would be extremely useful.

How Would a City Plan Serve Kalamazoo?

A city plan in Kalamazoo would perpetuate the good conditions that now obtain and guard the city against serious mistakes in the future. So far not many unfortunate conditions have arisen out of the building of Kalamazoo. The city is, in general, well planned; it can expand to many times its present size and find its street system still adequate. The reason for this is that there has already been developed in the city the framework of a very serviceable major street system. There are a few deficiencies in it, however, which a city plan would point out. It will be worth a good deal to Kalamazoo, however, to feel sure that the increase in the size of the city will not bring worse problems. A city plan will point the way to the continuous building of a comprehensive, fully workable system of thoroughfares. A glance at the map accompanying will show roughly how a city plan would direct street extensions in the interest of the entire community.

As Kalamazoo grows the street car lines are going to have to be extended. Will they be placed on the wide, direct major streets where they belong, or will they invade quiet residential street? What is the street railway doing to anticipate the added burdens which it will be called upon to bear as the city grows? The city plan will outline

extensions, suggest reroutings so that the various lines may grow naturally without becoming tangled up, and plan future trackage in the downtown district so that eventually cars may loop and no longer add to the traffic congestion at Main and Burdick. A scheme for a more satisfactory accommodation of interurban freight and passenger trains on business streets will also be considered.

As Kalamazoo grows the business of the railroads will grow. The railroads will interfere more and more with the normal processes of the city. Both interests will in time come to the point of deciding to improve their inter-relationship. A city plan will anticipate this day and suggest things to be done now that will be in harmony with what is done later. A grade crossing elimination program will be devised and related to a new union station scheme.

The park and recreation facilities of Kalamazoo have not kept pace with the rest of the city. There has been a serious weakness in this phase of the building of Kalamazoo. There are some parks, splendid ones, too; Milham Park and Paddy Miller Woods will both in course of time prove to be extremely valuable pleasure grounds in the built up city. They lie in the path of development. These areas, however, cannot suffice for all time. The city needs badly a better distribution of parks, more interest in organized play for children, more athletic fields, pleasure driveways ranging the beautiful surrounding hills. A city plan would outline a scheme of recreation grounds, coordinated and placed in proper relationship to the people and to the other features of the city. With such a comprehensive scheme before them the Plan Board could make a definite move forward each year and eventually realize the completed system. With no plan there is

little possibility of making the most of the opportunities for the creation of parks and scenic drives around Kalamazoo.

In the matter of improving the appearance of the city a city plan would likewise be of considerable service. Obvious opportunities to clean up places like the river triangle north of the East Avenue bridge would of course be pointed out. But in a city plan would be found a definite program of such work. Kalamazoo has not yet touched the picturesque treasures along the river. There are poles and wires that could well be got rid of too, and signboards in residential districts. All these the city plan would consider.

The question of a site for a new city hall is soon likely to become pressing. Would it not seem sensible to study possible locations for this building in connection with the broad plan of the future city? Perhaps a new site can be found in connection with other public buildings. Whatever is done in this matter clearly should be done deliberately, with a full analysis of possibilities. A city plan will be of help in such problems.

A zoning plan for Kalamazoo would be of undeniable benefit. It would induce an orderly growth. It would protect the fine residential districts of the south and the west sides from indiscriminate invasion by tawdry corner groceries, garages, filling stations and the like. Similar protection would be afforded the modest home districts in other parts of the city. No residential neighborhood of Kalamazoo now has any permanent protection against such intrusions.

Under a zone plan the industrial and commercial developments of the city must take place where conditions are best suited for them. By reasonable regulations the city directs an orderly and harmonious grouping

of interests. A zone plan, however, cannot be properly drawn without a thorough study of the various factors which influence development of the various interest. A system of main traffic streets must be devised. The topography of the city must be surveyed. Railroad operations must be analyzed. Only with the fundamental data concerning the present city in mind can a workable zone plan be prepared. Once finally adopted, however, such a phase of the city plan is in itself worth the whole cost of the plan. A zoning ordinance for Kalamazoo would take conditions as they are and simply guarantee a continuation of all that is desirable.

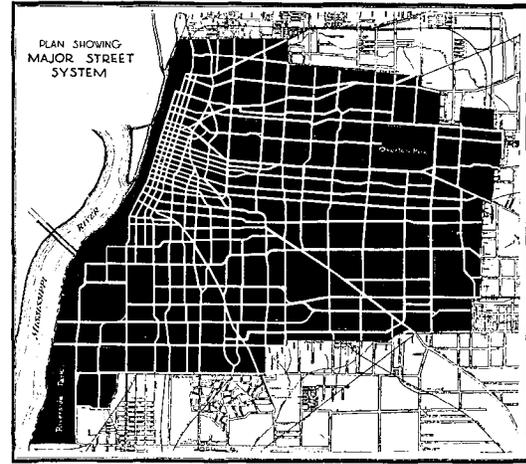
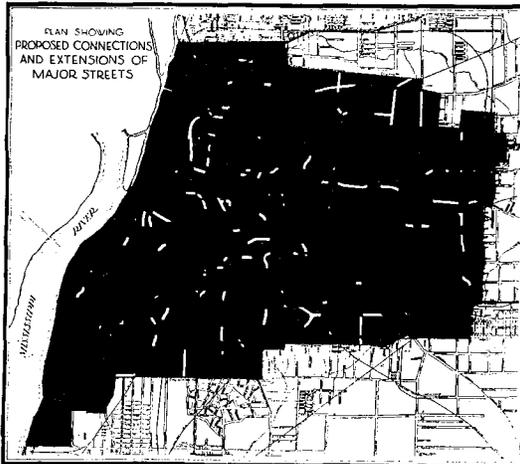
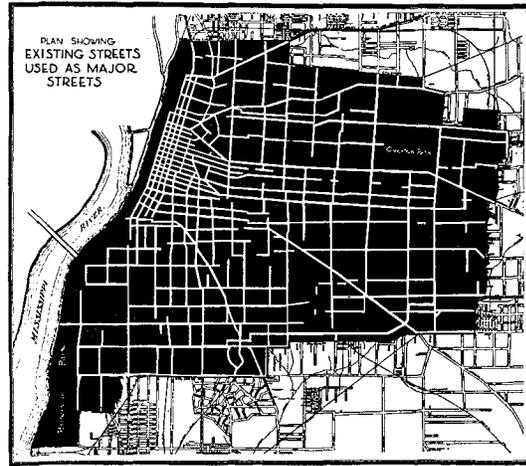
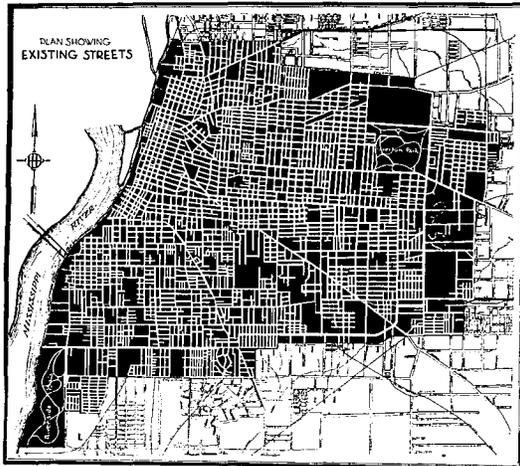
The above outline is but a rough indication of the nature of a city plan and how such an instrument would be of benefit to Kalamazoo. No attempt is made to point out specific things to be done. More than superficial observations are needed to build up a definite, constructive series of recommendations such as would be incorporated in a finished city plan. Kalamazoo, because of its promise as a thrifty, growing community, cannot afford to wait for things to happen. The city must anticipate. A comprehensive plan will do this, and direct growth along lines that will avoid economic waste and make Kalamazoo a better city.

MEMPHIS TENNESSEE EVOLUTION OF THE MAJOR STREET PLAN

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1921

SAINT LOUIS, MO.



107 Evolution of the Major Street Plan. Memphis, Tennessee, 1924.

Principles of City Planning (From the Memphis, Tennessee Plan of 1920)

City Planning is that phase of municipal activity which analyzes the character and probable extent of the city's growth, suggests certain physical readjustments and provides for the coordination of all future improvements. Under proper and sympathetic administrative agencies it would make possible the gradual and economical development of an orderly, well-arranged city which would provide good living conditions for all its citizens, be everywhere wholesome and attractive in appearance and free from those physical defects that hamper commercial and industrial activity.

It is a well-recognized fact that modern cities are lacking in unity of design, do not easily promote the expansion of commerce and industry, and have numerous residential districts of doubtful value. The past few years have produced a noteworthy public realization of the deficiencies and mistakes of city growth. There are few cities which are not now engaged in attempting to correct evils resulting from neglect.

City planning is essentially concerned with the physical development of cities. It has nothing to do with political interests or factional differences. The city plan is a beneficial instrument affecting the lives of all city dwellers so long as the city endures. It should transcend all other considerations.

Those things which properly constitute the city plan are six in number:

- (1) Streets
- (2) Transit
- (3) Transportation (rail and water)
- (4) Public recreation
- (5) Zoning
- (6) Civic art

These are the physical elements which, when properly planned and correlated, make possible the creation of an attractive and orderly working organism out of the heterogeneous mass we now call the city.

In the development of a city plan whereby the growth of a city may be controlled over a period of years, we are confronted with the application of these six principles in

(a) Areas now in whole or in part developed with streets, buildings, and customary improvements; and

(b) Areas as yet undeveloped and unimproved

It is far more simple to plan for new growth than to replan areas already developed. The cost of planning new areas is small indeed. To replan areas already developed is often costly, and yet even the cost of replanning is usually more than justified in the greater degree of usefulness which results. A new impetus is given to growth, finding its reflection in increased local property values and greater public convenience.

Streets

STREETS



The street system is the fundamental element of the city plan. It is the skeleton or framework of the city structure. There are three types of streets that every well-planned city should have:

- (1) Main arterial thoroughfares
- (2) Secondary (crosstown) thoroughfares
- (3) Minor streets

The main arterial thoroughfares should be of commodious width (100 feet or greater), and provide continuous and direct communication between the central business district and all parts of the city. They may be compared to the spokes of a wheel, radiating in all directions from the hub. In so far as these main arterial thoroughfares are provided, just so far is communication facilitated and the uniform expansion and growth of a city encouraged.

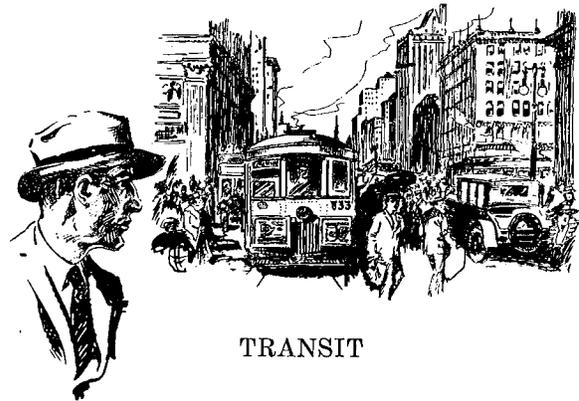
The secondary or crosstown thoroughfare should be preferably eighty to one hundred feet wide, providing easy communication between outlying districts of the city. Where the rectangular form of street platting has been followed, as is the case in most cities, these secondary crosstown thoroughfares should be spaced approximately one-half mile apart. When new growth occurs they should be continued, either by extending those which exist or by developing new ones at about the same intervals.

Minor streets are those which chiefly serve residential districts. Their design and arrangement should facilitate access to such districts, but should not provide for or encourage anything but "local" traffic. Widths of approximately fifty feet, with twenty-six feet roadway, should be satisfactory, supplemented by setback lines for all buildings. The platting of minor residential streets should not be of the

rectangular type alone. Variation in topography often justifies departure from this method, and where there is no variation in topography, a modification of the rectangular street pattern often introduces a greater degree of interest and charm into the district.

A fourth classification of street types might be found in what is sometimes called the special service street, such as that serving industrial areas. The width, arrangement and design of special service streets is dependent upon the use which is to be made of them.

Transit



TRANSIT

The provision of transit facilities involves various types of carriers, including the street car, the motor bus, the rapid transit line, and the more modern facilities now being developed, such as the trackless trolley. The city plan is not concerned primarily with questions of fare, methods of operation, ownership, or volume of service, except as these questions affect the unity of the system and its direct relation to the distribution of population and the physical arrangement of the city.

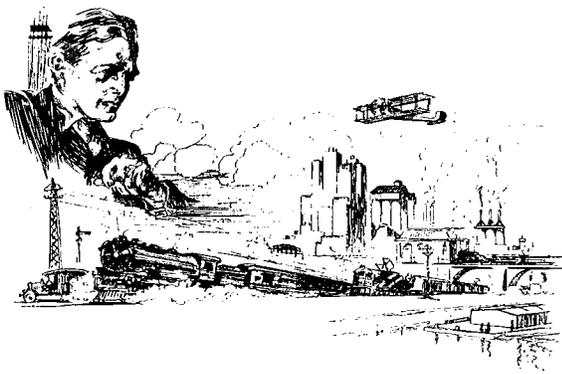
It is a generally accepted fact that the operation of a system, whether privately or

publicly owned, is largely dependent upon the street plan. An adequate system of main arterial thoroughfares and secondary crosstown thoroughfares will make possible the development of a satisfactory system of transit facilities.

A unification of all types of transit facilities is to be desired for the best results. With the exception of the largest cities, the greatest volume of traffic is cared for by a system of surface street car lines. After an adequate major street plan has been devised, attention should be given to the rerouting of existing street car lines in (a) the business district, and (b) remaining areas of the city, in order that more direct and expeditious service can be provided. Combinations, rearrangements, and extensions of facilities, regardless of their type, can then be planned to meet the needs of a growing city. There will thus be established a definite plan of procedure in place of the more or less common makeshift policy of temporary readjustments.

Transportation (rail and water)

TRANSPORTATION (RAIL AND WATER)



Steam railroad and water-borne traffic are to be considered under the term transportation. The problems of each city

in this phase of planning vary greatly in accordance with the size of the city and the number of railroads and water routes established. There are four classes of traffic to be considered:

- (1) Passenger traffic
- (2) Through carload business
- (3) Local carload business
- (4) Local L. C. L. (less than carload) business

Only after a thorough study of the existing conditions in a city, its needs and probable increased growth, can suggestions for adequate planning be made so that new facilities may fit into the general city plan.

There is a marked tendency toward unification of transportation facilities within cities. In so far as unification of service can be provided this should be done. There are practical limitations upon the early accomplishment of this object, such as the expense of wholesale readjustments and undue interference with present highly developed facilities, that necessitate gradual execution of unification plans.

Unification of passenger traffic facilities has been more customary than for other types of rail and water traffic. Union passenger stations are to be found in many cities. Where more than one station for passenger traffic is necessary, they should be located carefully with respect to the street arrangement, the business district, and the center of population.

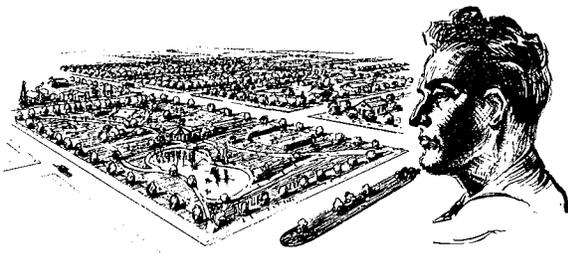
Where the freight facilities of a city become congested or a hindrance to the movement of street traffic or to the enlargement of commercial and industrial areas, it will usually prove desirable to locate freight yards outside the developed areas of cities and provide belt lines whereby through freight may be routed around the

city without entering it and congesting local terminals.

The location, capacity and arrangement of classification yards should be such as to facilitate early delivery of local carload freight to industries and to team tracks. Team track facilities should be properly located and of sufficient size to be somewhat in advance of the needs of the community. Similarly, the facilities essential to the early collection of local outbound carload freight should insure early delivery for road haul. This implies reduction of rehandling and consequent economy in time and cost. As cities increase in size, the volume of local L.C.L. traffic usually increases correspondingly, while the complications of handling L.C.L. freight increase in greater ratio. There is need, therefore, of studying not merely the facilities at hand, but the methods of handling. The relation between the city plan and freight movements is best illustrated by the fact that an improper method of handling may bring an unwarranted number of locations of freight houses and this may necessitate hauling of freight through congested retail centers, with which the freight traffic has nothing whatsoever in common.

Public Recreation

PUBLIC RECREATION



It is only within the past fifty years that the courts have come generally to recognize

the necessity for the expenditure of public funds for recreation facilities. So long as people are permitted to congest and overcrowd sections of the city, it becomes necessary to provide publicly for the recreation which people need but are unable to secure within and about their homes. The several types of public recreation facilities which cities should provide, according to size and density of population, are:

- (a) Community Centers
- (b) Children's Playgrounds
- (c) Neighborhood Parks
- (d) Recreation Fields
- (e) Large Parks
- (f) Boulevards and Outlying Parks or Reservations

It is not to be supposed that all recreation facilities that might be created or desired can be supplied by the city. It is particularly important, therefore, that the city's expenditures for these facilities be so distributed that the maximum amount of service will be provided for the greatest number of people.

The community center is a well-recognized public recreation agency which also offers splendid opportunities for educational work, Americanization, a forum for the discussion of public affairs, and the like. Properly designed school buildings are the best community centers, particularly since community center activities are greatest in out-of-school hours. Hence the provision of community center service is largely a matter of organization and administration rather than of city planning, for it is presumed that school buildings will have been located in accordance with or as a part of the city plan.

The first important consideration in

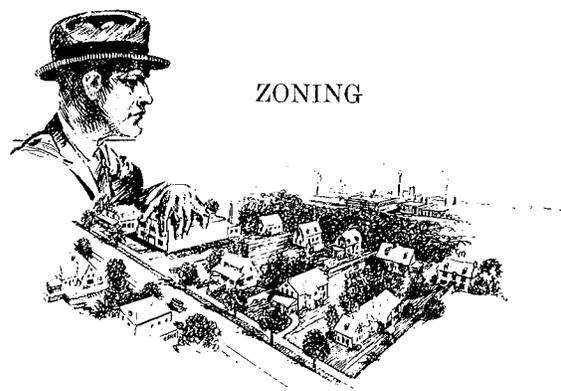
devising a system of children's playgrounds is that of selecting sites within easy reach of large numbers of small children. The public schools, obviously, should be located according to such a formula, and for the most effective results, therefore, playgrounds should be adjacent to the schools. The school building and the playground should constitute a complete year-'round educational and recreational center for children. It is necessary for the city to anticipate school and playground needs by reservation of adequate sites in advance of growth. Neighborhood parks are needed in all residential districts and should be more numerous where population is dense. A study of present and expected population density and of available park sites will readily suggest where neighborhood parks should be provided.

Large parks and recreation fields are generally the most highly prized assets of cities. Many cities possess such areas, although their acquisition has more often been the result of chance gifts or opportune purchase than a conscious effort to provide such facilities within easy access of all citizens. Cities should have large parks so located that people in all parts of the city may find one or more of them easily accessible. Often land unsuited for residential or industrial development and reasonable in price will make splendid parks, increase the character and value of surrounding property and provide the play facilities so essential to city life.

Once a careful plan for the development of various public recreational ground has been determined, its gradual execution should be a matter of fixed policy. In addition to the areas provided within or closely adjacent to the built-up city area, there should be an effort to secure large areas in outlying territory while they are still

cheap and unspoiled by the city's growth. A system of boulevards connecting large parks within developed city areas and extending to the larger outlying parks or reservations, and perhaps having connection with the central business district, will insure not merely the development of a unified recreation system, but will find reflection in a better character of residential development, increased and stabilized land values, and hence increased tax returns.

Zoning



After a scheme of streets, transit, transportation and public recreation has been determined and the chief elements of the physical structure of the city are thus planned, it becomes a matter of evident reasonableness to regulate property use in all parts of the city in accordance with these several elements. The major streets may, for parts of their lengths at least, quite naturally be expected to become commercial streets. Areas provided with railroad facilities should be encouraged to develop for industrial purposes. Areas now occupied or suitable for residential purposes, having streets planned in accordance with residential needs and supplied with recreation facilities, should most certainly be protected against industrial or commercial intrusions. Such a

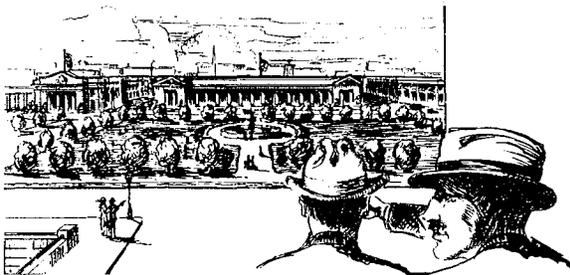
measure will insure permanency and harmony in these districts.

A zoning ordinance will give stability and character, as well as encouragement to the proper development of the city. A zoning ordinance provides three kinds of regulation, which affect (1) the uses of property and buildings; (2) the heights of buildings; and (3) the size and arrangement of buildings upon lots and of open spaces about such buildings. A zoning ordinance will encourage like types of structures within districts to be determined in accordance with their most natural fitness. Zoning ordinances recognize prevailing types of development and are not retroactive in their provisions. Existing buildings and uses of property are permitted to continue, but new buildings must be built in locations set aside for them, sufficiently large and otherwise suited for full and free expansion.

carefully planned and gradually executed, there will result greater uniformity of development and a more balanced type of growth which, in itself, will exemplify one of the primary essentials of good design--the adaptation of form to function. To be sure, there are certain considerations that should receive special attention, such as the grouping of public buildings at strategic locations, the regulation of poles and wires, certain regulation of signs and billboards, a careful system of street tree planting, and numerous other similar activities that will add greatly to the city's appearance when properly done. The city must recognize the advantages of attractiveness and devote some attention to this phase of its development.

Civic Art

CIVIC ART



Unfortunately, city planning work has erroneously been considered as the municipal activity concerned merely with the superficial beautification or enhancement of the city's appearance. From the foregoing explanation of the basic principles of a city plan, it will be seen that economic and social considerations are fundamental. Once the several elements of the city plan heretofore described have been

APPENDIX C

**Alphabetical Listing
of
COMPREHENSIVE PLANS**

**Prepared by
HARLAND BARTHOLOMEW & ASSOCIATES
or HARLAND BARTHOLOMEW
1912 - 1985**

- Note: (1) To be a "COMPREHENSIVE PLAN," work had to include a land use element, a major street element and a community facilities element, and to be identified as a "comprehensive plan."
- (2) Date given is when work was started. It would require one or two years to prepare and adopt a plan and sometimes as many as five or ten years.
- (3) Where the community name is capitalized, more than one plan was prepared; the several dates indicate when and how many times a comprehensive plan was brought up to date.
- (4) Symbol (N) indicates plan was for a "new town."
- (5) Plans are for municipalities unless otherwise noted.

Aberdeen, MD	1966	Bannockburn, IL	1970
Abingdon, IL	1958	Bar Harbour, ME	1947
ADDISON, IL	1968, 1983	Baton Rouge/E. Baton Rouge Parish, LA	1945
Agadir, Morocco	1960	BATTLE CREEK, MI	1949, 1963
Albia, IA	1962	Beaumont, TX	1958
Allen, TX	1984	Beaver Dam, WI	1973
Alton, IL	1960	Bel Air, MD	1967
Antioch, IL	1973	Belleville, NJ	1916
Antrim County, MI	1963	Bellevue, NE	1967
Appalachia, VA	1972	Beltrami County, MN	1965
APPLETON, WI	1964, 1973	BENTON HARBOR, MI	1962, 1970
Argenta, IL	1959	Benton Harbor/St.	
Arkansas City, KS	1963	Joseph Region, MI	1953
Artesia, NM	1959	BENTON TOWNSHIP, MI	1963, 1970
Ashtabula, OH	1954	Berkeley, MO	1978
Atchison, KS	1941	Berlin, WI	1966
ATLANTA/Fulton County, GA	1953, 1972	Bernalillo, NM	1963
Bal Harbour, FL (N)	1941	Bernalillo County, NM	1966
Ball Ground, GA	1968	BETTENDORF, IA	1946, 1966

Betterton, MD	1967	CROSSETT, AR	1940,1953
Beverly Hills, CA	1947	Crystal City, MO	1968
Big Stone Gap, VA	1972	Dallas, TX	1943
BINGHAMPTON, NY	1930, 1948	Danville, VA	1954
Birmingham, AL	1958	Davenport, IA	1945
Blackduck, MN	1967	Dayton, OH	1952
Bloomfield, NJ	1947	DECATUR/Marion County, IL	1936, 1956
BLOOMINGTON, IL	1954, 1962	DeKalb, IL	1958
BLUE ASH, OH	1957, 1968	Delaware County, IN	1961
Boone County, MO	1972	Denton, MD	1966
Booneville, MO	1966	DES MOINES, IA	1925, 1937
Bowling Green, MO	1967	DeSoto, MO	1961
Bradford, PA	1961	DeSoto County, MS	1967
Bridgeton, MO	1967	District of Columbia	1948
Brookhaven, MS	1949	Dona Ana County, NM	1968
Brookings, SD	1965	DULUTH, MN	1925,1958
Bryan, OH	1961	East Orange, NJ	1945
Buffalo Grove, IL	1980	East Peoria, IL	1966
Burlington, IA	1958	East Rochester, NY	1963
Cairo, IL	1953	EAST ST. LOUIS, IL	1919, 1958
Cambridge, MD	1961	EFFINGHAM, IL	1958, 1972, 1984
Cameron, MO	1964	Elmhurst, IL	1968
Canton, GA	1967	Emmett Township, MI	1960
CAPE GIRARDEAU, MO	1926, 1966	Emporia, KS	1947
CARLSBAD, NM	1945, 1950, 1960	Escanaba, MI	1966
Carlyle, IL	1962	Eureka, MO	1980
Carmel & Clay Township, IN	1968	Evansville, OH	1953
Caroline County, MD	1965	Farmington, NM	1966
Carpentersville, IL	1970	Fayette, MO	1967
Caruthersville, MO	1969	Federalsburg, MD	1965
CEDAR RAPIDS, IA	1924, 1950	Fenton, MO	1969
Centerville, IL	1964	FERGUSON, MO	1931, 1945, 1956, 1963, 1978
CHAMPAIGN, IL	1922, 1966	FLAT RIVER, MO	1960, 1972
Charles County, MD	1965	FLORISSANT, MO	1959, 1968, 1974
Charleston, MO	1967	FORT DODGE, IA	1958, 1969
CHARLOTTESVILLE, VA	1956, 1968	Fort Madison, IA	1958
Chattanooga, TN	1922	Fort Pierce, FL	1957
Cherokee, IA	1970	Fort Smith/Sebastian County, AR	1965
Cherokee County, GA	1967	Fort Worth, TX	1927
Chestertown, MD	1966	Frankfort, KY	1950
Cicero, IL	1972	Franklin, VA	1968
CLAYTON, MO	1928, 1956	Franklin County, MO	1968
Cleveland Heights, OH	1967	Fredericktown, MO	1966
Clinton, IA	1962	Freeport, IL	1952
Cloquet, MN	1955	Frontenac, MO	1968
Coastal Bend Region, TX	1967	Fulton, MO	1969
Columbus/Franklin County, OH	1954	Fulton County, IL	1967
Cookeville, TN	1971	GALESBURG, IL	1956, 1966
CORPUS CHRISTI, TX	1950, 1965	Gallup, NM	1958
Creston, IA	1962	Gatlinburg, TN	1970
Crestwood, MO	1968	Gaylord, MI	1965

Germantown, TN	1969	Jefferson County, MO	1964
Glasgow, KY	1949	Jonesboro, AR	1969
Glencoe, IL	1972	Kahului, Maui, HI (N)	1947
Glendale, CA	1926	KANKAKEE, IL	1945, 1960
Glendale, OH	1942	KANSAS CITY, KS	1935, 1954
Glendale, WI	1974	Kelliher, MN	1968
Goldsboro, NC	1984	Kennett, MO	1965
Grand Rapids, MI	1922	KENOSHA, WI	1922, 1966
Grandview Heights, OH	1969	Kent County, MD	1966
Granite City, IL	1955	Kent County, DE	1969
Great Bend, KS	1954	KEOKUK, IA	1953, 1963
GREENVILLE, IL	1966, 1977	King William County, VA	1975
Greenville, SC	1941	KIRKWOOD, MO	1927, 1940
Grundy Center, IA	1962	KNOX COUNTY, IL	1948, 1965
Guam Regional Plan (Guam) (US Navy)	1957	Knoxville, TN	1926
Hamilton, IL	1954	Knoxville, IL	1957
HAMILTON, OH	1919, 1946	LADUE, MO	1937, 1973
Hamilton County, OH	1959	La Grange, IL	1948
Hampton, VA	1968	LAKE FOREST, IL	1953, 1975
Hannibal, MO	1984	LANSING, MI	1920, 1936
Hanover County, VA	1969	La Plata, MD	1964
Hardin County, IA	1963	LA SALLE, IL	1957, 1966
Harford County, MD	1966	Las Cruces, NM	1967
Harlingen, TX	1968	Lawrence/Douglas County, KS	1963
Hawaii, State of	1962	Leavenworth/Leavenworth County, KS	1960
Hayti, MO	1968	LEBANON, MO	1968, 1980
Hazelwood, MO	1983	LEMARS, IA	1960, 1967
HENRY, IL	1967, 1978	Leonardtwn, MD	1966
Henry County, IL	1969	Lima/Allen County, OH	1956
Hernando, MS	1967	LINCOLN/Lancaster County, NE	1950, 1959
Herndon, VA	1963	LOUISVILLE/Jefferson County, KS	
HIGHLAND PARK, IL	1945, 1955		1927, 1938, 1954
Hobbs, NM	1964	Lucas County, OH	1927
Holly Springs, GA	1967	Lyon County, IA	1968
Homosassa, FL (N)	1925	Madison, WI	1921
Hopewell, VA	1968	Mahomet, IL	1961
Hot Springs, AR	1969	Makakilo, Oahu, HI (N)	
Houston, MO	1966	(now known as "Kapolei")	1961
Huntington, NY	1962	MANCHESTER, MO	1959, 1977, 1983
HUTCHINSON, KS	1920, 1948	MAQUOKETA, IA	1963, 1974
Indian Head, MD	1964	MARINETTE, WI	1959, 1971
Indianola, MS	1964	Marquette-Green Lake, WI	1972
Iowa City, IA	1959	Marshall, MI	1950
Iowa Falls, IA	1963	Marshall County, IL	1966
Irvington, NJ	1947	Marvell, AR	1959
Isleta Puebla, NM	1962	Mason City, IA	1937
Jackson, MI	1920	Massac County, IL	1962
Jackson, MO	1970	Maumee, OH	1957
Jackson County, MI	1968	McHenry, IL	1969
JACKSONVILLE, IL	1949, 1974	MEMPHIS, TN	1920, 1940, 1953
JEFFERSON CITY, MO	1930, 1952, 1964, 1978	Menominee, MI	1962

Merrillville, IN	1974	(US Navy) HI	1952
Metropolis, IL	1962	Peoria, IL	1927
MEXICO, MO	1952, 1964	Perrysburg, OH	1959
MIAMI BEACH, FL	1940, 1957	Perryville, MO	1966
Millington, MD	1967	Petersburg, VA	1965
MINOT, ND	1956, 1966	Phillips County, AR	1967
Mishawaka, IN	1924	Philo, IL	1960
Missouri, State of	1935	Piatt County, IL	1968
Monroe County, IL	1963	Pittsburgh, PA	1920
Montgomery City, MO	1968	Pittsfield Township, MI	1973
Monticello, IL	1969	Plano, TX	1985
Morristown, NJ	1963	Plymouth County, IA	1964
Mount Zion, IL	1957	Poplar Bluff, MO	1971
Muncie, IN	1960	Port Aransas/Mustang Island, TX	1979
Muscatine, IA	1955	Port Arthur, TX	1960
Muskogee, OK	1944	Portsmouth, VA	1945
Naples, FL	1952	Prince William County, VA	1963
Nauvoo, IL	1965	QUINCY, IL	1944, 1958, 1966
NEW ORLEANS, LA	1926, 1948	Racine, WI	1969
NEWARK, NJ	1912, 1943	Remsen, IA	1965
New Westminster, British Columbia, Canada	1945	Reno County, KS	1954
New York Region - Sector Four of Regional Plan	1923	Reston, VA (N)	1961
Niles, MI	1955	Richland County, IL	1961
North East, MD	1964	RICHMOND, VA	1941, 1956, 1961
NORTHFIELD TOWNSHIP, IL	1969, 1974	Ridgely, MD	1965
North Vancouver, British Columbia, Canada	1946	River Forest, IL	1947
Northwest Iowa Region	1968	Robbinsdale, MN	1964
Norton, VA	1968	Rochester, NY	1928
Oak Creek, WI	1984	Rock Hall, MD	1966
OAK PARK, IL	1946, 1963	Rockport, MO	1965
O'Brien County, IA	1968	Rockport, TX	1967
Ocean City, MD	1967	Rolla, MO	1970
Oconto, WI	1962	Romeoville, IL	1968
Oklahoma City, OK	1944	ROSWELL, NM	1946, 1952, 1960
Olive Branch, MS	1967	Sacramento, CA	1926
OLNEY, IL	1961, 1968	St. Charles, IL	1972, 1978
Olongapo, Philippine Islands	1956	St. Charles, MO	1971
Omaha, NE	1919	St. Charles County, MO	1971
O'Neil, NE	1963	St. Cloud, MN	1980
Orlando, FL	1925	St. James, MO	1964
Osage, IA	1963	ST. LOUIS, MO	1919, 1947
Osceola County, IA	1968	ST. LOUIS COUNTY, MO	1940, 1959
Oshkosh, WI	1961	ST. LOUIS REGION, MO	1936, 1947
Ostego County, MI	1964	St. Mary's County, MD	1965
OXFORD, OH	1954, 1963	St. Paul, VA	1971
Palos Park, IL	1976	St. Petersburg, FL	1940
PARIS, IL	1959, 1981	San Antonio, TX	1930
Park View, IA (N)	1965	Sandia Pueblo, NM	1960
Parkville, MO	1962	Sandoval, IL	1962
Pearl Harbor Regional Plan		San Jose, CA	1925
		Santa Fe, NM	1946

SCHENECTADY, NY	1923, 1945	Waynesboro, VA	1960
Schulyer, NE	1964	WEBSTER GROVES, MO	
Shawnee County, KS	1964		1924, 1936, 1954, 1966, 1977, 1984
Shelby County, TN	1955	Westernport, MD	1963
Sibley, IA	1968	West Point, GA	1963
Sikeston, MO	1967	West Point, IA	1970
Sioux County, IA	1968	West Palm Beach, FL	1950
SIOUX FALLS, SD	1948, 1968	West Vancouver, British Columbia, Canada	1946
Skokie, IL	1968	Wheaton, IL	1969
Slater, MO	1969	WHEELING, IL	1962, 1975
Smithfield, VA	1979	WICHITA, KS	1922, 1943
Somerset Borough, PA	1966	WILLIAMSBURG, VA	
South Bend, IN	1969		1946, 1951, 1964, 1972, 1981
Southhaven, MS	1967	Winchester, VA	1981
Springfield, MI	1959	Winfield, KS	1963
Springfield, MO	1928	WINNETKA, IL	1920, 1945, 1955
Sterling, IL	1984	Woodward, OK	1947
Stevens Point, WI	1962	WYANDOTTE COUNTY, KS	1940, 1956
Stockton, CA	1930	WYOMING, OH	1945, 1953, 1968, 1972, 1984
STREATOR, IL	1949, 1969	York NE	1963
Subic Bay Regional Plan P.I. (US Navy)	1957		
Sullivan, MO	1962		
Sunset Hills, MO	1984		
Surfside, FL	1967		
Tarkio, MO	1967		
Three Rivers, TX (N)	1924		
TIFFIN, OH	1964, 1973		
Tipton, IA	1963		
Toccoa/Stephens County, GA	1957		
Toledo, OH	1951		
TOPEKA, KS	1922, 1940		
Traverse City, MI	1961		
Troy, MO	1966		
TROY, OH	1931, 1959		
Tulsa, OK	1929		
Tuscola, IL	1951		
Tyler, TX	1958		
UNIVERSITY CITY, MO	1922, 1929		
UTICA, NY	1921, 1947		
Valley Area, Chambers County, GA	1953		
VANCOUVER, British Columbia, Canada	1926, 1944		
VANDALIA, IL	1962, 1969		
Vermillion, SD	1964		
Vernon Hills, IL	1983		
WACO, TX	1956, 1966, 1982		
Waiakea, Oahu, HI	1960		
Waimanalo Valley, Oahu, HI	1961		
Washington, IA	1956		
WASHINGTON, MO	1959, 1972, 1983		

APPENDIX D

Listing by Year Work Was Started of COMPREHENSIVE PLANS

Prepared by
HARLAND BARTHOLOMEW & ASSOCIATES
or **HARLAND BARTHOLOMEW**
1912 - 1985

- | | |
|--|--|
| 1912 Newark, NJ | 1938 Louisville, KY |
| 1913 None | 1939 None |
| 1914 None | 1940 Crossett, AR; Kirkwood, MO; Miami Beach, FL; Memphis, TN; St. Louis County, MO; St. Petersburg, FL; Topeka, KS; Wyandotte County, KS |
| 1915 None | 1941 Atchison, KS; Bal Harbour, FL; Greenville, SC; Richmond, VA |
| 1916 Belleville, NJ | 1942 Glendale, OH |
| 1917 St. Louis, MO | 1943 Dallas, TX; Newark, NJ; Wichita, KS |
| 1918 None | 1944 Muskogee, OK; Oklahoma City, OK; Quincy, IL; Vancouver, British Columbia, Canada |
| 1919 Omaha, NE; Hamilton, OH; East St. Louis, IL | 1945 Baton Rouge-City and Parish, LA; Carlsbad, NM; Davenport, IA; East Orange, NJ; Ferguson, MO; Highland Park, IL; Kankakee, IL; New Westminster, British Columbia, Canada; Portsmouth, VA; Schenectady, NY; Winnetka, IL; Wyoming, OH |
| 1920 Hutchison, KS; Jackson, MI; Lansing, MI; Memphis, TN; Pittsburgh, PA; Winnetka, IL | 1946 Williamsburg, VA; West Vancouver, British Columbia, Canada; Santa Fe, NM; Roswell, NM; Oak Park, IL; North Vancouver, British Columbia, Canada; Hamilton, OH; Bettendorf, IA |
| 1921 Madison, WI; Utica, NY | 1947 Bar Harbor, ME; Beverly Hills, CA; Bloomfield, NJ; Emporia, KS; Irvington, NJ; Kahului, Maui, HI; River Forest, IL; St. Louis, MO; St. Louis Region, MO; Utica, NY; Woodward, OK |
| 1922 Wichita, KS; University City, MO; Topeka, KS; Kenosha, WI; Grand Rapids, MI; Evansville, IN; Chattanooga, TN; Champaign, IL | 1948 Binghampton, NY; District of Columbia; Hutchinson, KS; Knox County, IL; La Grange, IL; New Orleans, LA; Sioux Falls, SD |
| 1923 New York Region, Sector Four of Regional Plan, NY; Schenectady, NY | 1949 Battle Creek, MI; Brookhaven, MS; Glasgow, KY; Jacksonville, IL; Streator, IL |
| 1924 Cedar Rapids, IA; Mishawaka, IN; ThreeRivers, TX; Webster Groves, MO | 1950 Carlsbad, NM; Cedar Rapids, IA; Corpus Christi, TX; Frankfort, KY; Lincoln, NE; Marshall, MI; West Palm Beach, FL |
| 1925 Des Moines, IA; Duluth, MN; Homosassa, FL; Orlando, FL; San Jose, CA | 1951 Toledo, OH; Tuscola, IL; Williamsburg, VA |
| 1926 Cape Girardeau, MO; Glendale, CA; Knoxville, TN; New Orleans, LA; Sacramento, CA; Vancouver, British Columbia, Canada | 1952 Dayton, OH; Freeport, IL; Jefferson City, MO; |
| 1927 Fort Worth, TX; Kirkwood, MO; Louisville, KY; Lucas County, OH; Peoria, IL | |
| 1928 Clayton, MO; Rochester, NY; Springfield, MO | |
| 1929 Tulsa, OK; University City, MO | |
| 1930 Binghampton, NY; Jefferson City, MO; San Antonio, TX; Stockton, CA | |
| 1931 Ferguson, MO; Troy, OH | |
| 1932 None | |
| 1933 Richmond, VA | |
| 1934 None | |
| 1935 Kansas City, KS; State of Missouri | |
| 1936 Decatur, IL; Lansing, MI; Regional Plan, St. Louis Area, MO; Webster Groves, MO | |
| 1937 Des Moines, IA; Ladue, MO; Mason City, IA | |

- Mexico, MO; Naples, FL; Roswell, NM; Pearl Harbor Region, HI
- 1953 Wyoming, OH; Valley Area, Chambers County, GA; Memphis, TN; Lake Forest, IL; Keokuk, IA; Evendale, OH; Crosssett, AR; Cairo, IL; Benton Harbor, St. Joseph Region, MI; Atlanta-Fulton County, GA
- 1954 Ashtabula, OH; Bloomington, IL; Columbus-Franklin County, OH; Danville, VA; Great Bend, KS; Hamilton, IL; Kansas City, KS; Louisville-Jefferson County, KY; Oxford, OH; Reno County, KS; Webster Groves, MO
- 1955 Cloquet, MN; Granite City, IL; Highland Park, IL; Muscatine, IA; Niles, MI; Shelby County, TN; Winnetka, IL
- 1956 Charlottesville, VA; Clayton, MO; Decatur-Macon County, IL; Ferguson, MO; Galesburg, IL; Lima and Allen County, OH; Minot, ND; Olongapo, Philippine Islands; Richmond, VA; Waco, TX; Washington, IA; Wyandotte County, KS
- 1957 Blue Ash, OH; Fort Pierce, FL; Knoxville, IL; LaSalle, IL; Maumee, OH; Miami Beach, FL; Mount Zion, IL; Toccoa, Stephens County, GA; Subic Bay Region, P.I.; Guam Regional Plan
- 1958 Abingdon, IL; Beaumont, TX; Birmingham, AL; Burlington, IA; DeKalb, IL; Duluth, MN; East St. Louis, IL; Effingham, IL; Fort Dodge, IA; Fort Madison, IA; Gallup, NM; Quincy, IL; Tyler, TX
- 1959 Argenta, IL; Artesia, NM; Florissant, MO; Hamilton County, OH; Iowa City, IA; Lincoln-Lancaster County, NE; Manchester, MO; Marinette, WI; Marvell, AR; Paris, IL; Perrysburg, OH; St. Louis County, MO; Springfield, MI; Troy, OH; Washington, MO
- 1960 Agadir, Morocco; Alton, IL; Emmett Township, MI; Flat River, MO; Kankakee, IL; Leavenworth City and County, KS; Lemar, IA; Muncie, IN; Philo, IL; Port Arthur, TX; Roswell, NM; Sandia Pueblo, NM; Waiakea, HI; Waynesboro, VA
- 1961 Bradford, PA; Bryan, OH; Cambridge, MD; Delaware County, IN; DeSoto, MO; Mahomet, IL; Makakilo, HI; Olney, IL; Oshkosh, WI; Reston, VA; Richland County, IL; Richmond, VA; Traverse City, MI; Waimanalo Valley, HI
- 1962 Albia, IA; Benton Harbor, MI; Bloomington, IL; Carlsbad, NM; Carlyle, IL; Clinton, IA; Creston, IA; Grundy Center, IA; State of Hawaii; Huntington, NY; Isleta Pueblo, NM; Massac County, IL; Menominee, MI; Metropolis, IL; Oconto, WI; Parkville, MO; Sandoval, IL; Stevens Point, WI; Sullivan, MO; Vandalia, IL; Wheeling, IL
- 1963 Antrim County, MI; Arkansas City, KS; Battle Creek, MI; Benton Township, MI; Bernalillo, NM; East Rochester, NY; Ferguson, MO; Hardin County, IA; Herndon, VA; Iowa Falls, IA; Keokuk, IA; Lawrence, KS; Maquoketa, IA; Monroe County, IL; Morristown, NJ; Oak Park, IL; O'Neil, NE; Osage, IA; Oxford, OH; Prince William County, VA; Tipton, IA; Westernport, MD; West Point, GA; Winfield, KS; York, NE
- 1964 Appleton, WI; Cameron, MO; Centerville, IL; Hobbs, NM; Indian Head, MD; Indianola, MS; Jefferson City, MO; Jefferson County, MO; La Plata, MD; Mexico, MO; North East, MD; Otsego County, MI; Plymouth County, IA; Robbinsdale, MN; St. James, MO; Schulyer, NE; Shawnee County, KS; Tiffin, OH; Vermillion, SD; Williamsburg, VA
- 1965 Beltrami County, MN; Brookings, SD; Caroline County, MD; Charles County, MD; Corpus Christi, TX; Federalsburg, MD; Ft. Smith-Sebastian County, AR; Gaylord, MI; Kennett, MO; Knox County, IL; Nauvoo, IL; Park View, IA; Petersburg, VA; Ridgely, MD; Remsen, IA; St. Mary's County, MD; Rockport, MO
- 1966 Aberdeen, MD; Berlin, WI; Bernalillo County, NM; Bettendorf, IA; Boonville, MO; Cape Girardeau, MO; Champaign, IL; Chesterton, MD; Denton, MD; East Peoria, IL; Escanaba, MI; Farmington, NM; Fredericktown, MO; Galisburg-Knox County, IL; Greenville, IL; Harford County, MD; Houston, MO; Kenosha, WI; Kent County, MD; LaSalle, IL; Leonardtown, MD; Marshall County, IL; Minot, ND; Perryville, MO; Quincy, IL; Rockall, MD; Somerset Borough, PA; Troy, MO; Waco, TX; Webster Groves, MO
- 1967 Bel Air, MD; Bellevue, NE; Betterton, MD; Blackduck, MN; Bowling Green, MO; Bridgeton, MO; Canton, GA; Charleston, MO; Cherokee County, GA; Cleveland Heights, OH; Coastal Bend Regional Plan-Corpus Christi, TX; DeSoto County, MS; Fayette, MO; Fulton County, IL; Henry, IL; Hernando, MS; Holly Springs, GA; Las Cruces, NM;

- Lemars, IA; Millington, MD; Ocean City, MD; Olive Branch, MS; Phillips County, AR; Rockport, TX; Sikeston, MO; Southaven, MS; Surfside, FL; Tarkio, MO
- 1968 Addison, IL; Ball Ground, GA; Blue Ash, OH; Carmel Township, IN; Charlottesville, VA; Crestwood, MO; Crystal City, MO; Dona Ana County, NM; Elmhurst, IL; Florissant, MO; Franklin, VA; Franklin County, MO; Frontenac, MO; Hampton, VA; Harlingen, TX; Hayti, MO; Hopewell, VA; Jackson County, MI; Kelliher, MN; Lebanon, MO; Lyon County, IA; Montgomery City, MO; Northwest Iowa Region, IA; Norton, VA; O'Brien County, IA; Olney, IL; Osceola County, IA; Piatt County, IL; Romeoville, IL; Sibley, IA; Sioux County, IA; Sioux Falls, SD; Skokie, IL; Wyoming, OH
- 1969 Caruthersville, MO; Decatur, GA; Fenton, MO; Fort Dodge, IA; Fulton, MO; Germantown, TN; Grandview Heights, OH; Hanover County, VA; Henry County, IL; Hot Springs, AR; Jonesboro, AR; Kent County, DE; McHenry, IL; Monticello, IL; Northfield Township, IL; Racine, WI; Slater, MO; South Bend, IN; Streator, IL; Vandalia, IL; Wheaton, IL
- 1970 Bannockburn, IL; Benton Harbor, MI; Benton Township, MI; Carpentersville, IL; Cherokee, IA; Gatlinburg, TN; Jackson, MO; Rolla, MO; Vandalia, MO; West Point, IA
- 1971 Cookeville, TN; Marinette, WI; Poplar Bluff, MO; St. Charles, MO; St. Charles County, MO; St. Paul, VA
- 1972 Wyoming, OH; Williamsburg, VA; Washington, MO; St. Charles, IL; Marquette-Green Lake, WI; Glencoe, IL; Flat River, MO; Effingham, IL; Cicero, IL; Boone County, MO; Atlanta, GA; Appalachia, VA; Big Stone Gap, VA
- 1973 Tiffin, OH; Pittsfield Township, MI; Ladue, MO; Beaver Dam, WI; Appleton, WI; Antioch, IL
- 1974 Florissant, MO; Glendale, WI; Jacksonville, IL; Maquoketa, IA; Merrillville, IN; Northfield Township, IL
- 1975 King William County, VA; Lake Forest, IL; Wheeling, IL
- 1976 Palos Park, IL
- 1977 Greenville, IL; Manchester, MO; Webster Groves, MO
- 1978 Appalachia, VA; Berkeley, MO; Ferguson, MO; Henry, IL; Jefferson City, MO; St. Charles, IL
- 1979 Port Aransas, TX; Smithfield, VA
- 1980 Buffalo Grove, IL; Eureka, MO; Lebanon, MO; St. Cloud, MN
- 1981 Paris, IL; Williamsburg, VA; Winchester, VA
- 1982 Waco, TX
- 1983 Addison, IL; Hazelwood, MO; Manchester, MO; Vernon Hills, IL; Washington, MO
- 1984 Allen, TX; Effingham, IL; Goldsboro, NC; Hannibal, MO; Oak Creek, WI; Sterling, IL; Sunset Hills, MO; Webster Groves, MO; Wyoming, OH
- 1985 Plano, TX

APPENDIX E

PAPERS, PUBLICATIONS, AND SPEECHES

by
Harland Bartholomew
1914-1964

As previously noted, it was Harland Bartholomew's custom to speak extemporaneously from a short outline, frequently written on the back of a small envelope or piece of notepaper. This does not imply that his talks, speeches, or lectures were ill or hastily considered. To the contrary; the outline used would usually be the last in a long series of revisions. This practice had the advantage of enabling changes up to, literally, the last minute or, dependent upon audience reaction, even during the course of the presentation. Most such outlines were discarded after their use. Only the rare speech was written out and, when this was done, it was frequently after rather than before it was made.

The same is not true, of course, of the articles written for publication. More than 200 of these speeches and articles have been preserved and are listed chronologically below:

- | | | | |
|--------|--|--------|---|
| 1914-1 | "City Planning - The Civic Science," written for a now unknown publication, dated March 29, 1914. | 1916-1 | "A Proposed Standard Form for Making Traffic Counts," written for a civil engineering publication (unknown), dated October, 1916. |
| 1914-2 | "Newark's City Plan Proceeding Properly," also written for an unknown publication, dated May 17, 1914. | 1916-2 | "The Removal of Grade Crossings," <i>Wildwood</i> (Magazine), October, 1916. |
| 1914-3 | "The Planning of Public Buildings and What the City Plan Commission Does for Newark," possibly a part of the Newark City Plan, dated May 22, 1914. | 1916-3 | "City Planning - Recommendations That Will Get Good Results," probably written for the City Plan Commission of St. Louis. |
| 1914-4 | "The Work of the City Plan Commission" (of Newark), probably also a part of the planning program, dated November 22, 1914. | 1916-4 | "The River Des Peres Plan," written for the City Plan Commission of St. Louis. |
| 1915-1 | "City Planning in St. Louis," written for <i>Landscape Architecture</i> , but (apparently) not published. | 1916-5 | "Discussion," in <i>Proceedings of the National Planning Conference</i> . |
| 1915-2 | "Letter to Mayor of Newark," (about the city's planning program), unpublished, dated April 12, 1915. | 1917-1 | "The Plan of St. Louis," probably also written for the City Plan Commission of St. Louis, undated. |
| 1915-3 | "Land Use in Newark," written for the <i>Newark Sunday Call</i> , May 15, 1915. | 1917-2 | "The Kingshighway," also written for the City Plan Commission of St. Louis, dated January 23, 1917. |
| 1915-4 | "The State Tenement House Commission" (of New Jersey), written for the <i>Newark Sunday Call</i> , May 21, 1915. | 1917-3 | "Discussion," in <i>Proceedings of the National Planning Conference</i> . |
| 1915-5 | "City Planning in Newark, N.J.," written for <i>American City</i> , (published after 1915). | 1918-1 | "Development of a City Plan," written for the American Civic Association. |
| 1915-6 | "The Newark Report," <i>Proceedings of the National Planning Conference</i> , 1915, pages 56-62. | 1918-2 | "St. Louis Major Street Plan," purpose or use of the statement unknown. |
| | | 1918-3 | "St. Louis After the War," prepared for the City Plan Commission of St. Louis. |

- 1918-4 An address without a title delivered at the Municipal Exhibition in East St. Louis, Illinois on January 19, 1918.
- 1918-5 "Preparing a City Plan for St. Louis," *Architectural Record*, May 11, 1918.
- 1918-6 "Washington Avenue - A Probable World Famous Street," *St. Louis Post-Dispatch*, May 7, 1918.
- 1918-7 "City Planning and the War," purpose or use of the statement unknown, dated May, 1918.
- 1918-8 "Progress of Major Street Plans in St. Louis," *Engineering News Record*, May 11, 1918.
- 1918-9 "The St. Louis Plan," given at the Tenth National Conference on City Planning, May 17, 1918. Published in *Proceedings*, 1918, pages 15-33.
- 1918-10 "Zoning St. Louis," *American City*, June, 1918.
- 1918-11 "City Planning As Related to Public Safety," given before the National Safety Council meeting in St. Louis on September 16, 1918. There is a condensed version of the speech, probably used by the Council for one of its publications.
- 1918-12 "City Planning as a War Activity," *Civic Review*, September 26, 1918.
- 1918-13 "The Relation of Transit to City Growth," *St. Louis Globe-Democrat*, November 24, 1918.
- 1918-14 "The Place of Boulevards in the Life of a Great City," dated November 25, 1918, purpose or use of statement unknown.
- 1918-15 "Recreation and Reconstruction," dated December, 1918, purpose or use of this statement is also unknown.
- 1919-1 "The Urban Auto Problem." This is a discussion (or review) of a paper by Ernest P. Goodrich, dated May 3, 1919, purpose or use of this is unknown.
- 1919-2 "The Procedure and Purpose of a City Plan," given before a conference of Commercial Secretaries of Indiana, at Fort Wayne, June 25, 1919.
- 1919-3 "The City Plan Commission and the Proposed Bond Issue," dated August 1919, purpose and use unknown but probably as part of the "ground work" for the St. Louis Bond Issue of 1923.
- 1919-4 "Planning Public Works," *American Contractor*, August 14, 1919.
- 1919-5 "Problems of Zoning," *Chicago Commerce*, August 30, 1919.
- 1919-6 "Benefits of a Zoning Law," *Chicago Commerce*, October 18, 1919.
- 1919-7 "Progress of Major Street Plans in St. Louis," *Engineering News Record*, October, 1919.
- 1919-8 "Discussion," in *Proceedings of the National Planning Conference*.
- 1920-1 "How Adoption of a Zone Plan Will Affect St. Louis." Exact date, purpose or use of this statement is not known. Much time in the early 1920s was devoted to St. Louis zoning controversies and legal problems.
- 1920-2 "The Justification for Stringent Regulations on Building Heights in Small Cities," use or purpose not known.
- 1920-3 "Relation of Zoning to the Location of Public Parks," *Park International*, June 1, 1920.
- 1920-4 "Zoning - the Best and Cheapest Investment a City Can Make," dated September 22, 1920, (see note under 1920-1 above).
- 1920-5 "The Housing Problem in St. Louis," prepared for the City Plan Commission.
- 1920-6 Four "Discussions" in *Proceedings of the National Planning Conference*.
- 1921-1, 2 Two discussions are listed in the *Proceedings of the National Planning Conference*.
- 1921-3 "St. Louis," *Proceedings of the National Planning Conference*, 1921, pages 111, 112.
- 1922-1 "The Building of Your City," no record of where this was presented or published.
- 1922-2 "Applied City Planning," speech to the annual convention of the Michigan Engineering Society, at Kalamazoo, February 9, 1922.
- 1922-3 "The Prevention of Economic Waste by City Planning," no record of where this was presented or published.
- 1922-4 Three "Discussions" in *Proceedings of the National Planning Conference*.

- 1922-7 "Answer" to the Question Box - *Proceedings of the National Planning Conference*, 1922, page 166.
- 1923-1 "Reduction of Street Traffic Congestion by Proper Street Design," no record of presentation or publication.
- 1923-2 "City Planning or the Science of City Building - A New Municipal Activity of Vital Impact to Those Interested in Property," no record of presentation or publication.
- 1923-3 "What Is a Citizen?" a broad philosophical discussion of citizen responsibilities, never published or presented as far as is known.
- 1924-1 "The Question of Placing Full or Partial Responsibility in the Hands of the Planning Commission," not presented or published as far as is known.
- 1924-2 "Street Congestion", speech given to annual meeting of the American Electric Railway Association, held in St. Louis on May 4, 1924.
- 1924-3 "Decentralization - A Real Answer to Street Congestion," *Electric Railway Journal*, March 8, 1924.
- 1924-4 "Street Widening Methods with Particular Reference to Distributing the Cost," presented at the Sixteenth National Conference on City Planning, Los Angeles, April 9, 1924. Published in the *Proceedings of the Conference*, pages 166-187.
- 1924-5 "Street Grade Separations," also presented at the Sixteenth National Conference on City Planning, Los Angeles, April 9, 1924.
- 1924-6 "City Planning As an Aid to Public Safety," *National Safety News*, October, 1924.
- 1924-7 "The Traffic Congestion Problem in Cities," *Forbes*, October 15, 1924.
- 1924-8 "Increasing the Safety of the Street," no record of presentation or publication.
- 1924-9 "The Major Traffic Street Plan of Los Angeles," a resume of the plan probably prepared for the Los Angeles Citizens' Committee that sponsored the plan.
- 1924-10 Two "Discussions" in *Proceedings of*
-11 *National Planning Conference*.
- 1925-1 "Conservation of Municipal Resources - Means of Supply and Support," no record of presentation or publication.
- 1925-2 "Planning Roads and Highways," no record of presentation or publication.
- 1925-3 "The Prevention of Economic Waste by City Planning," *Journal of Land and Public Utility Economics*, January, 1925.
- 1925-4 "Metropolitan Traffic Problems," speech given at the Thirteenth Annual Meeting of the United States Chamber of Commerce at Washington, D.C., May, 1925.
- 1925-5 "Organization for Traffic Planning," written for the U.S. Department of Commerce.
- 1925-6 "Factors Involved in Carrying Out the City Plan," a speech given in New Orleans, November 25, 1925, identity of audience not known.
- 1925-7, Two "Discussions" in *Proceedings of the*
8 *National Planning Conference*.
- 1925-9 "The St. Louis Municipal Plaza," *City Planning*, October, 1925. Volume 1, No. 3: 180-182.
- 1926-1 "The Place of the Railroad in the City Plan," *Proceedings of the National Planning Conference*, 1926, pages 115-129.
- 1926-2 "The Problems of Adequate Housing and City Planning," *Nation's Health*, 1926.
- 1926-3 Four "Discussions" in *Proceedings of the*
-6 *National Planning Conference*.
- 1926-7 "Extent of Powers of City Planning Commissions," *City Planning*, October 1926. Volume 2, No. 4: 285-286.
- 1926-8 "Public Support and Understanding," *City Planning*, April 1926. Volume 2, No.2: 124.
- 1927-1 "City Planning, the Basis of Municipal Bond Programs," no record of presentation or publication.
- 1927-2 "The \$88,000,000 Bond Issue," speech to the California State Conference on City Planning at Oakland on May 4, 1927.
- 1927-3 "Planning Reconstruction After the September Tornado in St. Louis," *American City*, October, 1927.
- 1927-4 "City Planning Is Good Business," no record of presentation or publication, dated November 15, 1927.

- 1928-1 "What Is Comprehensive Zoning?" given at the 1928 National Conference on City Planning. Published in *Proceedings of 1928 Conference*, pages 47-78.
- 1928-2 "Central Park as a Work of Art and as a Great Municipal Enterprise," (a review of Volume II of *Early Years of Landscape Architecture, Personal Papers of Frederick Law Olmsted, Sr.*) *City Planning*, July 1928. Volume 4, No. 3: 257-258.
- 1928-3 "Fort Worth, Texas," *City Planning*, January 1928. Volume 4, No. 1: 31-38.
- 1929-1 "Base Maps for Regional Planning," published in *Transactions of American Society of Civil Engineers*, March 22, 1929.
- 1929-2 "Federal Buildings in Civic Art," also published by the American Society of Civil Engineers, dated May, 1929.
- 1929-3 "Principles of Zoning as Applied to the City of Evanston, Illinois," no record of presentation or publication, possibly prepared in connection with the Evanston vs. Best lawsuit.
- 1929-4 "Street Replanning in Downtown Districts of Large Cities," *National Conference on City Planning, Bulletin 6*, July, 1929. Also in *Proceedings of 1929 Conference*, pages 197-220.
- 1929-5 "Planning Progress in St. Louis," *City Planning, July 1929. Volume 5, No. 3: 141-162*.
- 1929-6 "*How Is Your City Planned?*" *Missouri Magazine*, July, 1929.
- 1929-7 "Building Lines," prepared for the City Plan Commission of St. Louis.
- 1929-8 "The Mortgage Banker's Relation to City Planning," speech to Annual Meeting of Mortgage Bankers, at New Orleans, October 11, 1929.
- 1929-9 "The Importance of Officially Adopted City Plans," speech to Conference of City Managers, at Fort Worth, October, 1929.
- 1929-10 "Regional Planning," *St. Louis Chamber of Commerce News*, December 21, 1929.
- 1929-11 "City Planning 1929," *Municipal Year Book*.
- 1930-1 "Housing Possibilities," *Catholic Charities Review*.
- 1930-2 "St. Louis Disintegration," no record of presentation or publication.
- 1930-3 "Can Blighted Urban Areas Be Rehabilitated?" speech before the National Association of Real Estate Boards, Toronto, Canada, July 11, 1930.
- 1930-4 Three "Discussions" in *Proceedings of the National Planning Conference*.
-6
- 1931-1 "Business Zoning - What the Overzoning of Business Frontage Does to the Community," *Annals of the American Academy of Political and Social Science*, January, 1931.
- 1931-2 "Is City Planning Effectively Controlling City Growth in the United States?" speech given at the National Conference on City Planning, November, 1931.
- 1931-3, Two "Discussions" in *Proceedings of the National Planning Conference*.
4
- 1932-1 "Urban Land Uses," *Harvard Planning Studies, Volume IV*, Harvard University Press.
- 1932-2 "The School System and the City Plan," *American School and University*, 1932.
- 1932-3 "Community Planning," *St. Louis Review*, April, 1932.
- 1932-4 "Replanning a City," *St. Louis Review*, May, 1932.
- 1932-5 "The Designing and Planning of American Cities", a paper prepared for a Mr. Robert Charles, dated May 14, 1932.
- 1932-6 "Planned Economy - Some Economic Factors To Be Considered in the Future Growth of St. Louis County," presentation or publication unknown, dated May, 1932.
- 1932-7 "Initial Steps Toward the Reconstruction of New York's Famous Lower East Side," *Architectural Forum*, May 26, 1932.
- 1932-8 "Central Mortgage Institute," (Need for and Advantages of), no record of presentation or publication.
- 1932-9 "First Official City Plan - Cincinnati," speech before the 14th Annual Meeting of the Ohio State Planning Conference, Cincinnati, October 30, 1932.
- 1932-10 "A Program to Prevent Economic Disintegration in American Cities," speech to the National Conference on City Planning, Pittsburgh, November 14, 1932. Published in *Proceedings*, 1932, pages 1-16.

- 1932-11 "Elements and Advantages of City Planning," *Independent Woman*, December, 1932.
- 1932-12 "City Planning in Practice," rough and preliminary drafts of 15 chapters of a book which was never completed.
- 1933-1 "Preventing Disintegration of Cities," *Civil Engineering*, May, 1933.
- 1933-2 "Cities of Tomorrow," speech to the Illinois Society of Engineers, East St. Louis.
- 1933-3 "Cities of Tomorrow," speech to the Scottish Rite Club of St. Louis on May 24, 1933.
- 1933-4 "Technical Problems in Slum Clearance - The City Planner's Viewpoint," given at the National Conference on City Planning at Baltimore. Published in *Proceedings of 1933 Conference*, pages 121-130.
- 1933-5 "Technical Problems in Slum Clearance - The City Planning View," given before a Conference on Planning and National Recovery in Philadelphia.
- 1933-6 "Discussion" in *Proceedings of the National Planning Conference*.
- 1934-1 "A Model Housing Plan for the District East of Grand Avenue" (St. Louis), prepared to demonstrate the economics of a clearance and rebuilding approach.
- 1934-2 "Our New City - The St. Louis Region," given over KSD Radio on April 15, 1934.
- 1934-3 "New Interest in City Planning," speech to the 22nd Annual Meeting of the United States Chamber of Commerce, Washington, D.C., May 2, 1934.
- 1934-4 "Metropolitan Planning for St. Louis and Environs," given before the National Conference on City Planning at St. Louis, October 2, 1934. Published in *Proceedings*, pages 30-42.
- 1935-1 "Designs for the Jefferson National Expansion Memorial," no record of presentation or publication, possibly for use of the City Plan Commission of St. Louis.
- 1935-2 "Present Day Values of the City Plan," no record of presentation or publication.
- 1935-3 "City Planning and Housing," American Civic Association, April, 1935.
- 1935-4 "Industry," a report to the National Resources Board.
- 1935-5 "Official City Plans Attain New Importance," *Civil Engineering*, October, 1935.
- 1935-6 "Discussion" in *Proceedings of the National Planning Conference*. Published in *The Planner's Journal* 1935. Volume 1: 65-66 under the title "Zoning Discussion."
- 1936-1 "The Future of Land Subdivision and Its Problems," given before the City Planning Division of the American Society of Civil Engineers at New York City, January 16, 1936.
- 1936-2 "The Future of Land Subdivision," *Civil Engineering*, March, 1936.
- 1936-3 "Can American Cities Be Made Liveable?" given before the U.S. Junior Chamber of Commerce in Memphis, June 5, 1936.
- 1936-4 Entry in the *Atlantic Monthly* Community Contest (apparently did not win a prize).
- 1936-5 "The Value of a State Plan and Its Relationship to the Roadside of Missouri," no record of presentation or publication.
- 1936-6 "Discussion" in *Proceedings of the National Planning Conference*
- 1937-1 "A Letter Concerning Urban Decentralization", no record of publication or use.
- 1937-2 "Need for Some Practical Method of Rezoning Urban Areas," a discussion of a paper by Hugh E. Young, probably for the City Planning Division of the American Society of Civil Engineers.
- 1937-3 "Statement on Housing Problems," prepared for the Program Committee of the Republican Party.
- 1937-4 "A Master Plan for the Community," given before the American Planning Conference, Springfield, Illinois, May 22, 1937.
- 1937-5 "Decadence in the Cities," statement prepared for John M. Guild of Kansas City, Missouri, no record of further use or publication.
- 1937-6 "Twenty Years of Zoning - Benefits and Shortcomings," *Engineering News Record*, August 23, 1937.

- 1937-7 "Planning the Future of Missouri Highways," *Missouri Magazine*, October, 1937.
- 1937-8 "Highway Surveys and the Next Highway Program for Missouri," *Missouri Planning Digest*, October, 1937.
- 1937-9 "Some Principles of Land Subdivision," no record of presentation or publication, possibly a part of *Land Subdivision Manual* of the American Society of Civil Engineers. (see Chapter Two)
- 1937-10 "Nonconforming Uses," presentation or publication unknown.
- 1938-1 "To Rebuild Our Cities," presentation or publication unknown.
- 1938-2 "Home Ownership Retarded by Lack of Neighborhood Protection," *Freehold*, March 22, 1938; also a supplement to this article dated April 19, 1938.
- 1938-3 "Why Cities Need Zoning Control and How to Obtain It," given before the Fifth Statewide Planning Conference at the University of Illinois, Urbana, May 13, 1938.
- 1938-4 "Influence of the City Plan on the Location of Housing Projects," *Planners Journal*, May-June, 1938.
- 1938-5 "Controlling City Growth," given before Memphis Real Estate Board, June 2, 1938.
- 1938-6 "Zoning of Illinois Municipalities," given before the 25th Annual Meeting of the Illinois Municipal League, Rockford, September 15, 1938.
- 1938-7 "Problems Caused by Deterioration of St. Louis," statement prepared for the League of Women Voters of St. Louis, December 14, 1938.
- 1938-8 "Discussion" in *Proceedings of the National Planning Conference*.
- 1938-9 "The Location of Housing Projects and the City Plan," *The Planners Journal*, 1938. Volume 4: 57-61.
- 1939-1 "Planning Considerations for the Location of Housing Projects," given before meeting of the American City Planning Institute, Washington, D.C., January 27, 1939. Published in *The Planner's Journal*, 1939. Volume 5: 32-35.
- 1939-2 "Nonconforming Uses Destroy the Neighborhood," *Journal of Land and Public Utility Economics*, February, 1939.
- 1939-3 "The Case for Downtown Locations," *Planners Journal*, March-June, 1939; also a discussion dated April 12, 1939.
- 1939-4 "The Fight Against Air Pollution as a Factor in the Rehabilitation of Real Estate Values," no record of a presentation or publication, but content related to the St. Louis smoke problem.
- 1939-5 "Rebuilding Des Moines," (guest editorial) *Des Moines Tribune*, November 29, 1939.
- 1939-6 *Land Subdivision Manual*, American Society of Civil Engineers, Manual 16.
- 1940-1 "The Master Plan," book review of book of that title by Edward M. Bassett, *American Bar Association Journal*, January, 1940.
- 1940-2 "Revision of Zoning Ordinances," given before the annual meeting of the Building Officials Conference of America, St. Louis, June 3, 1940.
- 1940-3 "The Next Building Job in St. Louis," *Daily Record* (St. Louis), Jubilee Edition, August, 1940.
- 1940-4 "Effects of Urban Decentralization Upon Transit Operations and Policies," given before the annual meeting of the American Transit Operating Association, White Sulphur Springs, West Virginia, September 28, 1940.
- 1940-5 "The American City - Disintegration in Place," given before the Mortgage Bankers Association of America, Chicago, October 3, 1940.
- 1940-6 "Immediate Future Requires Large-Scale Reconstruction and Modernization," *St. Louis Daily Record*, October 16, 1940.
- 1940-7 "The Present and Ultimate Effect of Decentralization upon American Cities," *Urban Land Institute*, 1940; also a very similar article with the same title, *Real Estate Record*, October 12, 1940.
- 1941-1 "Reconstruction and Rehabilitation for St. Louis," St. Louis Chamber of Commerce, January, 1941.
- 1941-2 "City in Decay," editorial written for above Chamber of Commerce publication.

- 1941-3 "How Much Commercial Area Should Be Provided For in Zoning Ordinances?" given before the annual meeting of American Institute of Planners, Washington, D.C., January 1941; and published in *Planners Journal*, Volume 7, No. 1, 1941. This paper discussed by Ladislav Segoe in *Planner's Journal* January-March 1941. Volume 7, No. 1: 25-30.
- 1941-4 "Des Moines Revises Its City Plan to Control Decentralization," *Planning and Civic Comment*, January/March, 1941.
- 1941-5 "The Neighborhood - Key to Urban Redemption," given before the National Conference on Planning, Philadelphia, Pennsylvania, May 13, 1941. Published in *Proceedings* pages 212-216.
- 1941-6 "Can Home Environment Be Protected?" *Better Homes and Gardens*, July, 1941.
- 1941-7 "Problems Raised by Urban Development Outside City Limits, How Can City and County Meet Them?" given before the Second Annual Southern Institute of Local Governments, Knoxville, October 17, 1941.
- 1942-1 "Fundamentals in the Planning and Construction of Regional Highways," no record of presentation or publication; possibly prepared for Roosevelt's Interregional Highway Committee.
- 1942-2 "St. Louis After World War II," prepared for the City Plan Commission.
- 1942-3 "Public Health Implications in City and Regional Planning," given before the annual meeting of the American Public Health Association, St. Louis, October 30, 1942.
- 1942-4 "Computing Commercial Footage," (Letter to Editor) *The Planner's Journal* January-March 1942. Volume 8(1): 21-22.
- 1943-1 "The Economic Effect of Housing upon Cities - The Post-War Housing Program," given before the annual meeting of the American Society of Civil Engineers, New York City, January 21, 1943.
- 1943-2 "A Post-War Housing Program for Urban Areas," *Civil Engineering*, June, 1943.
- 1943-3 "Modern Transit - Key to Community Planning," *Tomorrow's Cities* (American Transit Association).
- 1943-4 "Modernized Transit - Key to Community Stability," *Passenger Transport*, September 29, 1943.
- 1943-5 "The Role of Transit in Post-War Planning," no record of presentation or publication, dated October 13, 1943.
- 1944-1 "Our Post-War Cities," *East St. Louis Today*, September 11, 1944.
- 1944-2 "Plan - But Plan Wisely," *East St. Louis Today*, October, 1944.
- 1945-1 "Significant Metropolitan Area Public Improvements to Meet Post-War Needs," given before the Metropolitan Plan Association of St. Louis, January 16, 1945.
- 1946-1 "Roadside Control," given before the Missouri Roadside Development Council, St. Louis, September 17, 1946.
- 1946-2 "Transportation Planning in Urban Areas," prepared for the George Westinghouse Centennial.
- 1947-1 "Housing and Living Conditions in St. Louis," given before the Bryn Mawr Round Table, St. Louis, October 21, 1927.
- 1948-1 "Decentralization: A Nationwide City Problem," given before a meeting of the Board of Trade of Washington, D.C. on February 3, 1948.
- 1948-2 "Advantages of City Planning for Southern Communities," given before the annual meeting of the Southern Commercial Secretaries Association on March 23, 1948, location not known.
- 1948-3 "Characteristics and Implications of the Housing Problems in St. Louis," given before the St. Louis Section of the American Society of Civil Engineers, May 24, 1948.
- 1948-4 "The Comprehensive City Plan for St. Louis," given before the South St. Louis Business and Improvement Association on June 22, 1948.

- 1949-1 "Every Citizen Benefits from Proper Community Planning," *Oklahoma (Magazine)*, February 17, 1949.
- 1949-2 "Zoning Advice," statement prepared for the St. Louis Zoning and Planning Committee.
- 1949-3 "Some Comprehensive City Plan Achievements in Pittsburgh, 1920-1949," no record of purpose, presentation or publication.
- 1949-4 "The Location of Interstate Highways in Cities," given before the National Citizens Conference on Planning (American Planning and Civic Association), Oklahoma City, March 29, 1949. (See Appendix G.)
- 1949-5 "Railroads as a Part of the Comprehensive City Plan," given at a meeting of the American Society of Civil Engineers, Oklahoma City, April 20, 1949.
- 1949-6 "Development and Planning of American Cities," given before the student body of the Carnegie Institute of Technology, Pittsburgh, May 10, 1949.
- 1949-7 "Special Aspects of Washington's City Plan", given before the City Planning Division of the American Society of Civil Engineers, Washington, D.C., November 3, 1949.
- 1950-1 "Street Plans and Interstate Highway Experience in St. Louis", *Traffic Quarterly*, January, 1950.
- 1950-2 "City Planning Techniques," given before the American Institute of Architects, St. Louis, February 3, 1950.
- 1950-3 "Does Your City Plan Meet Today's Requirements?" given before the annual meeting of the United States Chamber of Commerce, Omaha, September 27, 1950.
- 1950-4 "Criteria Used in Delimiting Redevelopment Areas," *Journal of the American Institute of Planners*. Winter 1950. Volume 16, No. 1.
- 1951-1 "The Place of Slum Clearance and Urban Redevelopment in the City's Plan," given before the National Housing Policy Conference, St. Louis, March 19, 1951.
- 1951-2 "Urban Redevelopment, the Street System, and Parking," given before the annual meeting of the American Institute of Planners, Chicago, March 31, 1951. Published in *Journal of the American Institute of Planners*, Spring 1951. Volume 17, No. 2: 70, under the title "Traffic ways, the Street System, and Parking."
- 1951-3 "The City Plan - Its Preparation, Composition and Form," given before the Citizens National Planning Conference, Miami, April 13, 1951.
- 1951-4 "The Place of Public Transportation in Our Changing Cities," given before the annual meeting of the American Transit Association at Cincinnati, October 2, 1951.
- 1951-5 "Relation of the Expressway Plan for the St. Louis Urban Area to the Official Comprehensive Plan," statement prepared for the Committee on Streets and Traffic (of the City Plan Commission of St. Louis), no date.
- 1952-1 "How Has the Auto Affected the American City?", no record of presentation or publication.
- 1952-2 "Planning for Metropolitan Transportation", given before the annual meeting of the American Institute of Planners, Baltimore, April 25, 1952.
- 1952-3 "Introduction to the Symposium on Urbanism," given before the Centennial of Engineering, Chicago, September 12, 1952.
- 1952-4 "Civic Development and Community Planning," given before the Golden Jubilee of the American Automobile Association, September 23, 1952.
- 1952-5 "What's Ahead for the Motorist - A Preview of Things to Come," panel discussion at the Golden Jubilee of the American Automobile Association, Walter Cronkite, Moderator, Washington, D.C., September 23, 1952.

- 1952-6 "Whence the American City?" given before Town and Gown, St. Louis, December 9, 1952.
- 1953-1 "Immediate and Long Range Plans for the St. Louis Traffic Problems," given before the Greater St. Louis Retail Controllers, April 14, 1953.
- 1953-2 "Evolution of the National Capital," given before the Washington chapter of the Institute of Traffic Engineers, October 28, 1953.
- 1954-1 "Immediate and Long Range Plans for the St. Louis Traffic Problems," *Traffic Engineer* (Magazine), February, 1954.
- 1954-2 "City Plans for American Cities," given at Ohio State University, March 8, 1954.
- 1954-3 "Trafficways in the Modern American City," given at Rutgers University, March, 1954.
- 1955-1 "Land Uses in American Cities," *Harvard City Planning Studies*, Volume XV, Harvard University Press.
- 1956-1 "The Growth and Development of Cities," no record of presentation or publication, dated February 21, 1956.
- 1957 None for this year.
- 1958-1 "History of City Planning for Washington, D.C.," prepared for the National Capital Planning Commission, September 24, 1958.
- 1959-1 "Metropolitan Development of St. Louis and St. Louis County," given before the Third Annual Building Code Conference, St. Louis, April 10, 1959.
- 1960 None for this year.
- 1961 None for this year.
- 1962-1 "Testimony, Committee on Appropriations, U.S. House of Representatives."
- 1963-1 "Letter to the Editor," *Landscape Architecture*, January, 1963.
- 1964-1 "The Metropolitan Transportation Problem," given before the American Society of Civil Engineers Environmental Conference, Salt Lake City, May 12, 1964.

APPENDIX F

1940 THROUGH 1957 EMPLOYEES OF HARLAND BARTHOLOMEW & ASSOCIATES

Virgill Leonard Acuff	Buford Russell Blakley	Sara Elizabeth Cantrell
Barbara Adric	Karl M. Bloomhorst	Vernon J. Cardwell
Grade Agin	J. M. Bloss	Robert D. Carpenter
Arthur Henry Ahten		Mary Margaret Carroll
Rudolph A. Akiyoshi	Frederick W. Boettler, Jr.	Sherrel Don Carroll
John H. Alden	Patricia Wolcott Bohn	Donald S. Carrothers
Harry Whitford Alexander, Jr.	Corwin Booth	Donald Wm. Carter
John Keith Alston	Olga Botezat	Helen C. Cento
Charles Henry Altieri	Irene Uvon Bouman	Elliott A. Chamberlain
James S. Anderson	Walter Linwood Bowden, Jr.	Lincoln M. H. Chang
John H. Anderson	Robert M. Bowsby	F. Stuart Chapin
William Wold Anderson	Philip N. Boyle	Lee Ellen Chastain
Emilio Antuano	Thomas Brooks Brademas	L. G. Chaudhari
Henrietta Appel	Vivian D. Braendlin	Morrie Cherner
James Robert Appel	Warren H. Brandt	Edward C. Chester
Ralph Asahina	Dorothy Braun	Clarence S. C. Chinn
Juilus N. Ash	Eloise S. Bridgman	Stephen T. F. Chun
Robert S. P. Au	Cyrill Bristow	Leon Circle
James Curtis Ault	Douglas E. Brogden	Mansfield P. Claflin
Benigno S. Avila	Charles I. Brooks	Ira Fich Clark
Claire Avis	Donald R. Brown	Bernard Clarke
	William J. Bruhn	Charles Prentice Clayton
High Stafford Bacque	Bernard A. Brunette	Edward L. Clements
Scott Clarke Bagby	Vicki Bunting	James Arthur Cline
Russell Dale Bailey	M. Clayton Burgy	Arthur Damien Clinton
Harry J. Baldwin	John Felton Burkhalter	Oma Eileen Clutter
Kenneth Balk	John L. Burkhardt	William Hampton Coibion
Etem Altan Baltacioglu	Allen A. Burns, Jr.	John I. Cofer, III
Helen Barker	Robert W. Burr	Kelley C. Coleman
William J. Baugh	Kenneth B. Burroughs	Mercedes Coleman
M. Eugene Baughman	Philip Barnes Burt	Angel Aileen Collins
Ernest J. Beals	Robert I. Bush	Franklin G. Collins
Fred Bear	Phyllis Ann Butler	Ernest W. Combs
Harry George Beatty	H. Russell Butler, Jr.	Joanne C. Combs
Jack F. Beebe	Joan L. Buzzanga	Dorothy Sanjiyan Conard
Robert A. Beesley	Donald Merridith Bye	Terence L. Connaughton
James R. Bell	Eunice C. Byrd	Charles H. Conrad
John Benya	Willard Calvert Byrd	Frances Cook
Thomas Gene Berger		Jessica Wilma Cook
John L. Bergfeld, Jr.	Violet Cahill	Clark H. Cook, Jr.
Ewing Beynroth	Marie Helene Caldbeck	Norma Coulon
Moses Bigelow	Sally Cameron	Richardson M. Courtney
Gerals Raymond Bitney	Thomas A. Campbell	Harry Lewis Crandall
John Ashcraft Bivens, Jr.	Frank Cann	John M. Crane

Carl R. Dale
Ted M. Damron
Herman Leonard Danforth
Dean Allen Davis
Earl Edward Davis
Handley Franklin Davis
Philip F. Day
Phyllis C. DeCorte
Virginia Denmark
Elaine L. Derby
H. Alden Deyo
Gladys Mae Dillon
Frances Dressel
Jack Drew
Jackie Drier
Donald Holland Drummond
Malcolm C. Drummond
William G. DuBois
Albert A. B. Dung
Anita Dyess
Thompson A. Dyke

Mary J. Eames
C. Jeanne Ecker
A. F. Edmondson
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APPENDIX G

THE LOCATION OF INTERSTATE HIGHWAYS IN CITIES

by

Harland Bartholomew, City Planner

St. Louis, Missouri

Paper read at National Citizens Planning Conference

of American Planning and Civic Association

held at

Oklahoma City, Oklahoma

March 29, 1949

Approximately one billion dollars per year is now available for construction of highways. This sum represents the amount of federal appropriations (\$500,000,000 per year for the first three post-war years and \$450,000,000 per year for the two subsequent years) and state matching funds customarily provided by state gasoline tax and license fee funds. A portion of these funds can be used in cities for the construction of interstate highways as provided by the National Highway Act of 1944.

Considerable controversy in some cities has arisen over the location, design and cost of these interstate highways. This is unfortunate because the availability of these funds should be of immeasurable aid and assistance to cities. Such was the intent of the program, and nothing since has intervened to alter this objective. The difficulties that have arisen stem from the interpretation and administration of the program, originating perhaps at the state level in many instances and supplemented by misunderstanding at the local governmental level. In support of this assertion, attention is called to the following statements in the report of the National Interregional Highway Committee which set up this program:

The interregional routes must be so located as to conform to the future shape of the cities, insofar as this can be foreseen, as well as to the existing pattern of urban centers.

What the city will be like in the future depends on whether future development is planned or haphazard.

It is highly important that this (program) be so applied as to promote a desirable urban development. If designed to do this, the new facilities will . . . grow in usefulness with the passage

of time.

The State Highway Department should have the primary responsibility of determining the detailed location of routes leading to the city . . .

Selection of interregional routes within and in the vicinity of a city should be made cooperatively by the State highway department and appropriate local planning and highway authorities and officials.

From these statements it is apparent that there was no intention by the Committee, or subsequently by the Congress, nor is there any intention by its administrative agency, the Public Roads Administration, to force the cities to accept location of routes according to some arbitrary formula. The Public Roads Administration is desirous of seeing that these funds be used to the utmost benefit of cities. Here the real "hitch" develops. What particular type or character of improvement project will be most beneficial and whose judgment shall govern?

The answer to this question is that the local community should determine the character and location of a project within each city. Federal and state approval is required, of course, but this should not be an obstacle if the project is wisely selected. After all, the gasoline tax and license fee funds are paid by the city taxpayer (only a portion of which is being thus returned) and the project is for use by the urban resident.

Selection of routes in cities cooperatively by the state and "appropriate local planning and highway authorities and officials" means that the local community should make the decisions subject to approval by the State highway officials that the route complies with established standards of width, gradient, curvature and such and is a reasonable and logical project. The state is the agent for disbursement of federal

highway funds and hence should approve projects while they are in the initial planning stage. A local community can only express itself specifically in these matters through a public official or an official commission. That is why the Interregional Highway Committee deliberately used the language quoted above. In practice, this means that selection of interstate (interregional) routes in cities should be made by a local planning commission and the city engineer (or officer most nearly corresponding thereto). The matter is much simplified where the city engineer is a member of the planning commission, as he should be. This, of course, presupposes that the local authorities and officials know their city and its problems. Usually they do.

Of incalculable value in a matter of this nature is a comprehensive city plan that has envisioned the future growth and development of the city. Where such a plan exists, there should be relatively small loss of time and effort in determining the location and character of the initial interstate highway construction if, in fact, it is not already shown on the comprehensive plan. Where there is no well prepared official comprehensive city plan, there are potentially endless opportunities for controversy over the location of an interstate route. Unquestionably, this lack of adequate city plans is the root cause of most of the difficulties that have presently developed. These difficulties may never be resolved satisfactorily unless and until an adequate comprehensive city plan has been prepared and adopted.

Long-Range Program

The extension of the federal highway aid to cities is intended to be a continuing

program. Our fine state highway networks are the result of many years of planning and successive annual appropriations. The new urban highway program can be similarly developed. It is not conceived as a brief undertaking limited to one or two spectacular projects. Viewed in this way, we can visualize a truly great accomplishment in the course of ten to twenty years.

Need for More Facts - The Traffic Survey

We know that the predominant traffic movement in cities is on arterial routes leading to and from the central business district. We have had little information as to the character and extent of other types of traffic movements, such as the amount of through traffic passing daily through the business district, crosstown traffic flows, the manner of distribution of state highway traffic within city areas, and the like. There is need for detailed information of this character. This information can now be secured by an origin and destination traffic survey paid for from the federal and state highway funds. It is indispensable to an understanding of traffic flow and of highway needs in order to plan most effectively.

Traffic Flow Not Sole Determinant

There are many factors to be considered in determining the design and location of an urban traffic facility such as an interstate highway. The volume of traffic is exceedingly important but it may not be controlling in every instance. An illustration from our experience in St. Louis will help to demonstrate this point as well as certain additional pertinent considerations.

The City of St. Louis is elliptical in shape with the central business district on

the outer river boundary. It is apparent that practically all desired lines in any origin and destination traffic survey would be found west of the business district. To place an interstate highway along the west boundary of the business district would add congestion where too much already exists. It would have the effect also of causing a shift of property values westward. Our city plan has long shown express highways leading northwest and southwest from the east edge of the central business district. This will have several benefits. First, it will stabilize values in the business district. Next, it will relieve congestion now too much concentrated on the west. Last, and most important, it will open up an entirely new facility for both vehicular and bus traffic and greatly augment present mass transportation facilities free from conflict with present facilities. These are substantial advantages. They are benefits to be derived from good planning and are not based strictly upon existing traffic flow.

We can create new accommodations with profit in many instances. Such opportunities will be revealed only indirectly by analysis of existing traffic flows.

A further advantage of the route selected in St. Louis is that it will be possible to construct a large automobile parking facility at a location on the riverfront where access will be unhampered by conflict with other traffic flows.

Now it is not intended by these statements to imply that St. Louis will not need a separated grade thoroughfare somewhere to the west of its central business district. In fact, we are convinced there will be need for such a facility in years to come, especially if traffic continues to grow in volume. A study of the traffic count plus knowledge of local conditions and trends indicates the ultimate need for three north-

south expressways, all of which have been added to and are now shown as a part of our major street plan.

Central Expressway Loop

As part of a long-range plan for relief of traffic congestion in most large cities, it is apparent that an expressway loop will be necessary to accommodate through traffic and to reduce truck movements in the central business district streets. This loop should become an integral part of the interstate highway plan. The location of this loop and the timing of construction will be exceedingly important from the standpoint of stabilization of property values, adequate interchange of traffic with central business district streets, construction of parking facilities, and the like. It will become a dominant element of the city plan.

Interstate Highways in Cities of Different Size

The Interstate Highway System will serve directly all large cities and many of both medium and small size. Some cities, such as Dallas, will be served by several interstate routes, while others will be served by but one or two. Figure 31 in the report of the Interregional Highway Committee shows suggested locations in cities of different size. In small communities, the interstate route will be a bypass but connected to the business center by an adequate surface route.

In the city of medium size where there is but one interregional route, this is carried directly through the city close to the business district and is supplemented by a circumferential bypass route around the city.

In the large city there will be several interstate routes, a circumferential route bypassing the whole city, an expressway loop

loop around the business district, and one or two crosstown connections - all coordinated with the city's major street system.

Each of these diagrams represents a completed program. Its ultimate realization will require quite a number of years.

Growth of Traffic

The volume of traffic on city streets has grown constantly for many years. It will continue to grow at least for another ten or fifteen years until it reaches approximately double the pre-war (1941) volume. Cities have endeavored to keep abreast of demand by developing major street plans having greatly enlarged capacity. In some cities these plans have met present needs fairly well, but in others, Los Angeles for example, the volume of traffic has become so great that the time delays incident to surface operation necessitate the development of an independent new system of expressways. If mass transportation facilities are properly coordinated therewith, the new system can be of incalculable advantage to the city. A vast saving can be achieved also in avoiding the cost of an independent subway system for transit operation.

Cost and Timing

The five interstate highways entering St. Louis have been transposed into three arterial routes and three crosstown connections. These should meet the needs of this city for an indefinite time. The interstate highways constitute 21.78 miles out of a total of 303.54 miles in the city's major street plan. Not all of our problems will be solved but only one serious problem remains to be met, one local expressway that can possibly later be incorporated into the state system, plus five or six bottlenecks that

can be eliminated by independent grade separation structures.

Our first construction in St. Louis is a leg one-and-one-half miles long leading southwest from the central business district. The next will be a similar leg leading to the northwest. These will break our big traffic jam and will represent an approximate six-year program. The whole interstate program, arterials and crosstown, will take approximately 43 years to complete unless costs are substantially reduced or federal and state fund allocations are increased (which can be done without increased total appropriations), or both. These, of course, would speed up the program.

It is important here to note that the funds in this instance are being used really to relieve a local traffic problem, albeit the routes are interstate in character. This has been done with approval of federal and state authorities and illustrates what might be done elsewhere.

In Missouri, the state requires the city to pay one-third the cost of right-of-way of an interstate route. This works out to be somewhere between ten and fifteen percent of the total cost according to present estimates. We do not consider this unreasonable since it is less than what has been spent in many previous years to provide better streets for traffic flows.

Stage construction is helpful to all concerned because it permits long-range planning and budgeting.

While it is too early to make accurate forecasts of trends in the overall program, it is apparent that traffic volumes will not always be sufficient to justify separate grade construction. Thus, there should be sooner or later limited approval of use of funds for feeder and distributor routes and connections where such are shown to be critical needs. Likewise, the separated grade

expressway may not be required initially throughout the full length of the urban interstate routes.

Automobile Parking

Central business districts in cities of all sizes are now crowded and short of automobile parking space. To introduce large new volumes of traffic without attention to the parking problem is highly unwise. If our central business districts are to survive, they must have far more parking space. This is a problem requiring much careful study and bold planning. The location of the interstate highway is a most important consideration in any such plan. It should not be placed tight against one side of the business district, for example, or at least until it has been coordinated with proposed major parking areas and approaches thereto.

Conclusion

It will be observed that in the foregoing discussion, no fixed rules or formulae have been offered to govern the location of interstate highways in cities. That in itself would be unfortunate. The interstate highway is not, per se, a new panacea to remedy the urban traffic problem. It should not be thought of as a new type of separated grade highway to be projected from the rural fringe to the central business district, although unfortunately this impression may have become too widely held.

The interstate highway program in cities is intended to help relieve local traffic congestion problems. It can do this because these federal and state routes serve downtown areas. By separated grade construction where congestion exists, by new construction to open up new capacity

and relieve overcrowded routes, and by doing this as an integral part of the major street plan, immense advantage and local benefit is to be gained.

A well prepared city plan will disclose where interstate routes should be located, as well as something of their form and character. We should view the interstate highway program as long range, with limited annual mileage construction perhaps, but of cumulative potential value in the course of one or two decades similar in degree to the early state highway program. These have developed into well integrated useful channels of transportation for an ever growing volume of passenger and commercial vehicles. The interstate highway program can do much more for our cities than is presently appreciated. It is merely a new planning aid. We have not begun to realize its significance or value. True, we need to use it wisely, but that is our job as planners to demonstrate how.

It has frequently been suggested that the program should be extended to include parking areas. It probably should. Then, too, being a long-range program, there is need for ways and means of protecting projected rights-of-way. Without such protection, some vital projects may become prohibitive in cost. But these are details with which we can deal as the program is carried out.

ABOUT THE AUTHOR



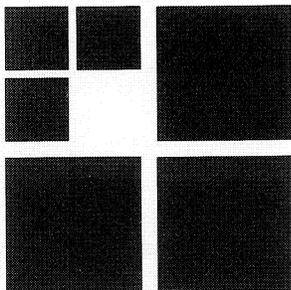
Eldridge Lovelace was born in Kansas City, Kansas in 1913. After returning from a two-year assignment in London in 1923, his parents moved to the Country Club District of Kansas City, Missouri. He graduated from the University of Illinois in 1935 and almost immediately thereafter was employed by Harland Bartholomew and Associates. He became a partner in 1943 and was Chairman of the Board from the firm's incorporation in 1977 until his retirement in 1981. With his wife, Marjorie, he lives in the St. Louis suburb of Ladue. He is President of the Board of Commissioners of Tower Grove Park and spends much of his time in the restoration of this notable landmark of Victorian gardenesque design.

ABOUT THE BOOK



G. Andrew Pouncey, ASLA, designer and composer of the book, is Assistant to the Director of Development for the City of Germantown, Tennessee. He is a graduate of Rhodes College (BA in 1973), Mississippi State University (BLA in 1979) and Memphis State University (MCRP in 1993). He designed the two major exhibitions of Bartholomew's work held in Memphis and St. Louis in 1990. Pouncey composed the book on an IBM Compatible Computer using a Word Perfect 5.1 program converted to an L-300 printer. The book font is Goudy Old Style. Printing was by Printing Services, University of Illinois.

ABOUT THE DEPARTMENT



The first professor of Civic Design at the University of Illinois, Charles Mulford Robinson, was appointed in 1913. Urban and Regional Planning became a separate department in 1965. Currently there are 13 faculty, 100 undergraduates, 50 master degree candidates, and 20 doctoral candidates. Lewis D. Hopkins has been head of the department since 1984. Proceeds from the sale of this book will help to fund a lecture program in Bartholomew's name to commemorate Bartholomew's service as non-resident professor of Civic Design from 1918 to 1956.

