

inequality for which no single cure or secure solution exists. This very absence of clear-cut solutions increases the obstacles to implementing plausible remedial programs. Nor can it be denied that popular opinion is more divisive, ambivalent and emotional on social issues. Consequently, elected officials are hesitant — and with good reason — to invest taxpayers' dollars in programs which could — but not definitely will — relieve poverty, unemployment and prejudice.

This does not imply that answers simply do not exist nor justify delay in the application of proven or highly plausible programs. We may be grateful that so many technical tools exist, that so many substantial solutions have evolved to guide our urban and human renewal efforts.

First among these is comprehensive planning. With planning we can in essence control the development and destiny of our cities; we can eradicate blight, reverse the trend of commercial decay and actually create the character of our communities.

A decade ago, the commercial core of Baltimore offered almost a textbook classic in its dreary facade. Private initiative enlisted public support to raze ten blocks and build a balanced high-rise center. The City purchased, cleared and sold the land to private investors. Construction was subject to an Architectural Review Board. Today, the Charles Center combines glass and steel office buildings with apartments, a new hotel, theater and Civic Center, malls, parks and a magnificent fountain. Night-life downtown, almost virtually non-existent a decade ago, is becoming versatile and vibrant. This project has been so successful that Baltimore's voters have authorized the development of a companion harbor area project five times greater than the Charles Center.

Beauty as well as balance should be a constant planning discipline. Baltimore is not unlike Denver in that better than one out of every two trips into the City is made by private automobile. While the City is planning a rapid transit system, Baltimore will always depend upon its urban expressways. To assure expressway development that is not only functional but tasteful, the City officials created a Design Concept Team composed primarily of architects. This unit is authorized to review and approve all metropolitan expressway construction so that it will neither disrupt existing neighborhoods nor detract from the grace of the new downtown.

Next to comprehensive, creative planning, taxation has the potential to be the most constructive, critical instrument. Early this year, Mary-