

between now and the year 2000. The overwhelming majority of them will be city dwellers. We cannot dump them into existing cities or hinge them to cities in more unplanned suburbs. We must plan new towns as the alternative to more urban blight and more suburban sprawl.

An inner city should operate primarily as a cultural-commercial-communications core. It should be a place where people work and play, the market place and entertainment center of a metropolitan area. Its industry should be highly selective — only that requiring central city location, such as port, railroad and airport oriented functions. It should include great educational, cultural and recreational facilities. It should not be primarily a residential center. Housing should be available for those who want the dynamic tempo of city life, rather than be an externally imposed necessity for those restricted by economics or prejudice from suburban living.

Ideally, many new cities would surround but not border the inner city. These communities would offer diversified housing, community services and employment. No satellite should contain a disproportionate mix of housing or industry but each should have a balance to provide a solid economic base. What I am describing is today taking shape in the Maryland countryside near Baltimore — the city of Columbia, founded and sponsored solely by private enterprise.

Columbia comprises 14,000 acres and is scheduled for completion in 1980 as a balanced city of 100,000 people. It will provide employment for 30,000 people and will house an equal number of families. It will have 50 schools, 70 churches, a college, hospital, and library system.

It will be a city consisting of seven contiguous towns — each with its own schools, churches, stores, and services centered at a village green. The towns will be separated — and united — by 3,200 acres of permanent open spaces. Five lakes, which are now being built, stream valleys, forests, 26 miles of riding trails, parks, and recreation areas will interlace the entire city.

Downtown will have a 30 acre lake as its front yard, and a 40 acre forest on one side. The villages will be connected to one another and the downtown, and to employment centers, by a bus system running on its own right-of-way, separated from pedestrians and automobiles. Doesn't this kind of planning for places of scale and beauty make more sense than perpetuating the social frustration caused by impaction of our old cities?