

Harland Bartholomew

HIS CONTRIBUTIONS TO AMERICAN URBAN PLANNING



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Front Cover

All planning agencies in the Washington, D.C. Region contributed data to depict the land use pattern of 1955. This was part of the Transportation Plan for the National Capital Region, the preparation of which was the culmination of Harland Bartholomew's life long endeavor - a scientific approach to urban planning. **(Plate 91)**

Back Cover

The regional development plan for the National Capital Region formed one basis for traffic estimates that demonstrated that rail rapid transit was essential to Washington's future. The Transportation Plan of 1959 prepared under Harland Bartholomew's direction and leadership became the foundation for the Washington Metro System. **(Plate 92)**

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HIS CONTRIBUTIONS TO AMERICAN URBAN PLANNING

By

ELDRIDGE LOVELACE

Fellow, American Society of Landscape Architects

Fellow, American Society of Civil Engineers

Member, American Institute of Certified Planners

To Marjorie (L)

and to

Lillian - Frances - Gladys

Magene - Gladys - Elinor - Eleanor - Rose
Juanita - Florence - Gloria - Carolyn - Carol - Marjorie (W)

Whose support, patience and humor made it
possible to operate Harland Bartholomew and Associates

and to

Donna and Gay who typed the text over and over and over
and who thought they would never see the end of this book.

ACKNOWLEDGEMENTS

Credits

Fred Robinson and Mick Drummond urged me to write the book. Reviews by Fred of early drafts improved its focus and organization.

Lewis D. Hopkins and the Urban and Regional Planning faculty (and students) at Illinois made helpful suggestions. Lew made a detailed review. Lew worked out the financing.

Our political scientist daughter Jean L. Stinchcombe, Ph.D. made a helpful review and her husband William, professor of American History at Syracuse University, located important background information for me.

The Harland Bartholomew & Associates, Inc. office in St. Louis helped with the book as though it had been one of their reports.

Grammar and punctuation were corrected by my wife Marjorie as she has done for 55 years.

G. Andrew Pouncey, ASLA, of Memphis assisted with illustrations and designed the book.

Eva Riley of Austin, Texas did the drawings.

Tony Carosello of St. Louis did the photography.

Without the help of Arthur Stellhorn and Darwin Fairweather, the chapter on the Washington Metro would not have been possible.

Many helped with illustrations - Special Collections Department, Olin Library, Washington University, the St. Louis Post Dispatch, Colonial Williamsburg, Inc., The Truman Library, to mention a few. And finally, all sponsors reviewed a draft and from this came improvements in the book and of the illustrations.

Sponsors

The following persons all closely associated with Harland Bartholomew (and me) made the contributions that made this book possible. This will enable funding of the annual lecture to be given each year at the Department of Urban and Regional Planning at the University of Illinois in Harland Bartholomew's honor. This has been the most heart-warming of the many experiences I have had in connection with this book.

Claire Avis

Springfield, Missouri

Thomas Scott Cantine

Phoenix, Arizona

Alan R. Siff

Richmond, Virginia

Edward D. Schippmann

Kansas City, Missouri

Joseph N. Guyton

Kansas City, Missouri

Donald Wolbrink

Honolulu, Hawaii

J. Robert Moore

Memphis, Tennessee

Malcolm C. Drummond

Sacramento, California

Frederic M. Robinson

Marietta, Georgia

As Harland Bartholomew's professional career drew to a close, it became clear that he would not spend his retirement in retrospection. He would continue to look forward and not back. If a complete account of his career was to be written, someone else would have to do it.

When I retired, this seemed a natural task for me as I was the only other survivor of the partners of the post-depression Harland Bartholomew and Associates. To my surprise, post-retirement assignments interrupted my work and postponed completion a decade.

Much of the account is personal. Even the professional opinions are personal. Many others would find some of them debatable as I know would Harland Bartholomew. Yet, an account of a life, and even one aspect of a life, cannot help but be personal. The book is subjective.

Harland Bartholomew died December 2, 1989. He did not read any of this although he knew it was being written.

Eldridge Lovelace
Saint Louis, Missouri
October 1, 1992

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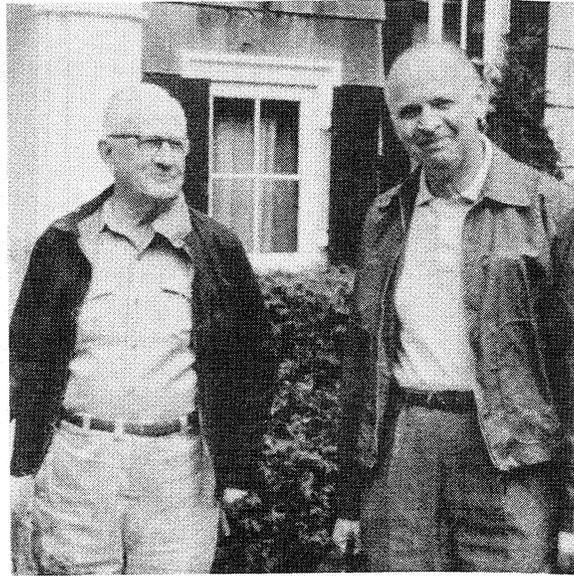
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Oklahoma City, Oklahoma, March 29, 1949



1 Harland Bartholomew and the author at "Cedarwood," the Bartholomew summer home at Leland, Michigan, July 27, 1967.

INTRODUCTION

Harland Bartholomew died December 2, 1989, a few months after his 100th birthday. By that time, the firm which he created, Harland Bartholomew and Associates, had completed 6,000 major professional assignments. Among these are hundreds of innovations, many unusual and important accomplishments, a record so rich and so complex as to defy summary or simplification. In it are ten major contributions that Harland Bartholomew made to the planning profession, any one of which would have been sufficient for a full career. That there are so many demonstrates the extraordinary caliber of this most unusual and productive man. The ten are:

1. He brought a recognition of our desperate need for the use of foresight in urban development and of the general dimensions of that need.
2. He refined and systematized the approach to urban planning.
3. He was the major influence that brought about the acceptance of planning as a responsibility of local government, and eventually of all levels of government and of private corporations and institutions as well.

Planning, a new thing when Bartholomew started his career, is now almost universal, and much of this acceptance may be credited to Harland Bartholomew.

4. By systematizing the approach, Bartholomew enabled planning to become a rational discipline that could be taught.
5. He organized Harland Bartholomew and Associates as an interdisciplinary design team, unheard of in 1919, but an almost universal practice now.
6. He discovered the relation between urban land use and zoning and published two books on the subject: *Urban Land Uses* (1932) and *Land Uses in American Cities* (1953). These were significant results of his urban research, all contributed without outside funding.
7. Harland Bartholomew was instrumental in the development of the urban renewal process for the rebuilding of obsolete portions of American cities, a process initiated with the publication of *An Urban Land Policy for St. Louis* in 1936.
8. In 1940 President Roosevelt appointed Harland Bartholomew as a member of the

"Interregional Highway Committee" to investigate and make proposals for a system of freeways interconnecting the centers of the larger cities in the nation. The report of this committee, made in 1944, was the start of our Interstate Highway System. Harland Bartholomew was the committee member most interested in the potential impact of such a system on the American city. The principles for the location of such highways in an urban area, outlined in the 1944 report, have become one of the most influential factors affecting our urban communities.

9. In 1953, President Eisenhower appointed Harland Bartholomew chairman of the National Capital Planning Commission. During the seven years that Bartholomew served as chairman of this commission, he was influential in forming the National Capital Regional Planning Council and in preparing the studies that led to the construction of the Washington "Metro." Bartholomew realized that building highway capacity necessary to accommodate an all-motorized transportation system would ruin the nation's capital, and that a rapid transit system was essential to its function. By doing this, Harland Bartholomew can truly be said to have saved the nation's great capital city.

10. Last but not least was Bartholomew's insistence that planning without mechanisms for achievement is worthless, which brought him to propose capital improvement programming, advanced zoning techniques, public participation, neighborhood plans and programs, urban redevelopment corporations, and similar means of implementation.

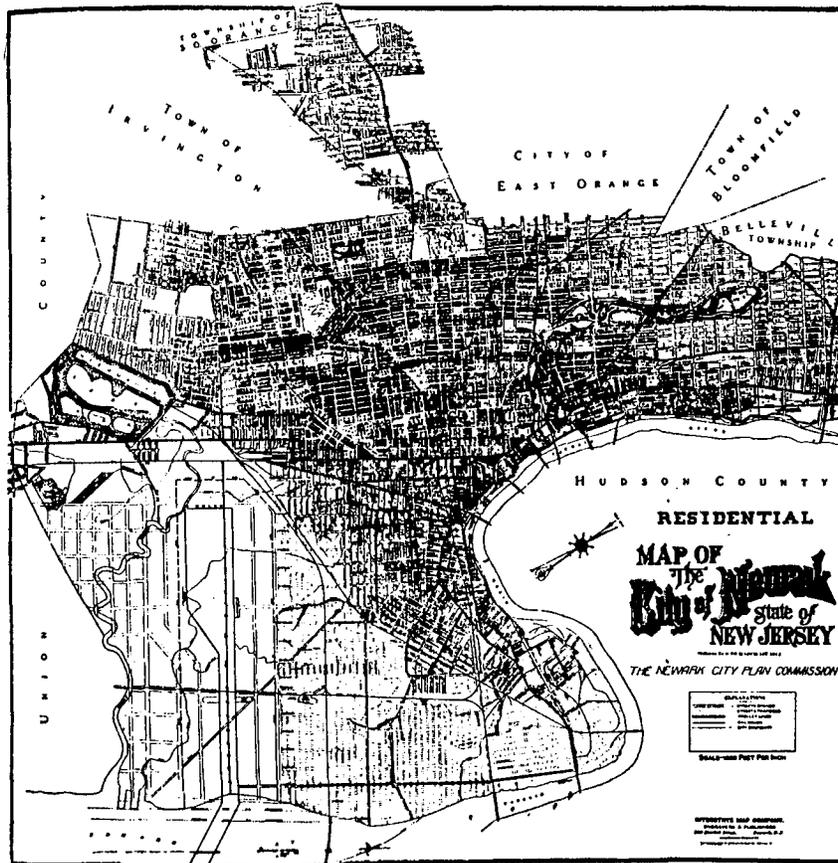
There is not one American city that does

not show the results of his work, directly or indirectly.

Harland Bartholomew's thinking affected both his profession of planning and the American city--those he worked in and others--because his contributions were so basic, so fundamental to the use of foresight as a means of solving urban problems. While the results are more apparent and more personalized in cities such as Washington, Memphis, or St. Louis, all cities show effects of his work. Most of his contributions are honored by having been incorporated and placed in daily use by planning agencies, commissions, and boards, both public and private.



2 Harland Bartholomew at the peak of his career. It is 1949 and he has just arrived in Honolulu after an 8 1/2 hour flight to be met by Donald Wolbrink, manager of the Harland Bartholomew and Associates' Hawaii office. In commenting on this picture Wolbrink said: "It is an arrival picture taken by the Pan American Airlines public relations man. Note how immaculate he appears after so long a flight." He told Wolbrink that he always took a briefcase of work with him, and that the flight passed comfortably and quickly. It is a few months before his 60th birthday.



PLAN No. 18.

Residential Map of Newark. The distribution of the residential population as given on the insurance maps is here shown graphically by dots. Each dot represents 25 people. The congested sections are shown very clearly by the density of the dots. Note the room for expansion to the north, south and west, where dots are less numerous.

3 Distribution of Population in Newark, New Jersey, an illustration from the 1915 Comprehensive Plan. To the young civil engineer the making of dot maps was a boring but necessary part of city planning. The caption shows that the significance of the map was not lost on Harland Bartholomew.

City Planning is neither extravagant nor grandiose; it is nothing more than practicality, avoidance of needless future expense by exercise of wise forethought.

- Newark, 1915