

Through our Nation's improvements and increasing sophistication in industrialization, we now have an abundance of new technology and materials. We are able through our designs to create, using this technology, a new type of architecture. Specifically, through a healthy relationship between the economics of building technology, materials, and esthetic use, we can achieve durability and lasting quality. A contemporary valid architectural expression would be impossible to achieve without a respect for technology and material efficiency.

Finally, in the comprehensive city demonstration programs provisions of the bill, we applaud section 4(c)(5) which requires the Secretary to give maximum consideration to whether "the city demonstration program is consistent with comprehensive planning for the entire urban or metropolitan area."

Comprehensive planning for the metropolitan areas of this country is an overriding consideration. Unfortunately, the problem of urban blight and chaos is not solely the result of bad taste or bad planning, but of very little planning coupled with a great deal of indifference.

Americans have a great central theme of mobility. We have moved and migrated by horse, covered wagon, train, automobile, and jet. The results of this constant movement are apparent—it has spawned the decay of central cities and brought about urban sprawl.

Of course we are not advocating immobility. We are advocating comprehensive metropolitan planning. Planning for an entire metropolitan area is a must. We must plan and coordinate the facilities that are, and will be, the integral threads in the fabric of our environment. It is only through planning that we will be able to erase the economic, social, administrative, and visual incoherence of our cities.

Our objective is an urban architecture of quiet serenity, of properly organized space within and around the buildings, of form appropriate to our own age, and of visual delight capable of enriching the minds and hearts of those who live within its boundaries. It must be an architecture of controlled and balanced automobile traffic and public transportation, of urban neighborhoods where close knit building groups and green open spaces add diversity and spice to living, of well-organized satellite cities within easy reach of unspoiled nature, and of a restored and vitalized countryside.

OFFICE OF THE FEDERAL COORDINATOR

The AIA believes the Federal coordinator for each comprehensive city demonstration program will be an extremely useful liaison officer. It is our understanding that the coordinator is to have no authority over local officials, and no power with respect to the programs and activities of the locality. Rather, the coordinator is to expedite and coordinate Federal contributions to the demonstration city program and serve as a middleman between local officials and the Department of Housing and Urban Development.

If our analysis of the coordinator's functions is correct, we believe he should be closely associated with the urban information center program which is part of the Urban Development Act. This relationship would give the coordinator the greatest possible knowledge and