

## REMEMBER "LOCKNER REPORT" OF 1946?

This "study" sponsored by State Highway Department and Federal Public Roads Administration served as basis for construction of Atlanta's Expressway System ..... without which Atlanta could not have moved forward.

This was a "framework for growth."

Where would we be without it?

## ATLANTA GROWTH RATE UNBELIEVABLE .....

The "Lockner Study", done by some of the most competent authorities available and based on the best information at hand, projected the following forecast:

*"It is estimated that the population of the City proper will increase from 300,000 in 1940 to 400,000 by 1970. In the same period, the population of the metropolitan area will increase 50 per cent, from 500,000 to 750,000. Traffic volumes will increase even more proportionately, it is predicted."*

## PREDICTIONS PROVED GROSSLY CONSERVATIVE

And by 1970, instead of 400,000, Atlanta will have over 500,000 people, and

By 1970, instead of the predicted 750,000, Metro Atlanta will almost double the estimates with a now-predicted 1,340,000 persons.

It's no wonder our streets and expressways are overcrowded.

And, this overcrowding cannot be blamed on the Highway Department --- quite to the contrary, the Highway Department has done a remarkably good job in view of these incredibly high growth figures and the severe financial limitations.

## NOW, COMES ANOTHER SHOCKER-----

Between 1961 and 1983, the employment in Central Atlanta will climb from 71,000 to 140,000.

Put another way, the person-trips in Central Atlanta will climb from 208,000 to 440,000.

Hence a new challenge to provide the combination of Rapid Transit, highways, and streets needed to keep on the move.

*In the profusion of efforts directed at the "urban crisis", it is sometimes difficult to understand how they fit together. The following puts these into perspective:*

## WHAT'S GOING ON ----- WHAT DOES IT MEAN?

### ATLANTA AREA TRANSPORTATION STUDY:

A broad regional study of Metro transportation needs -- using computer systems to project and evaluate on a continuing basis. A requirement for Federal Funds. Is now being updated through.....

THE "VOORHEES STUDY" which is the latest part of the above effort, is paid for jointly by MARTA and State Highway Department. WILL help evaluate Metro transportation plans to date, suggest alternatives, fulfill Federal requirements for further funding and provide info to assist MARTA and Highway Dept. in planning "balanced system." WILL NOT get into the kind of detail necessary for Central Area.

D.O.T. "CONSORTIUM" --- the recently announced program by the Department of Transportation, naming Atlanta along with Pittsburg, Seattle, Dallas, and Denver, as participants in a \$1.4-million study by team of Consultants --- Arthur D. Little, Wilbur Smith Assoc., Real Estate Research Corp., and Skidmore, Owings and Merrill --- purpose to try to determine common needs of CENTRAL CORES, and get hardware built to serve these distribution needs, + helping determine what Federal help is necessary.

CENTRAL ATLANTA TRANSPORTATION PLAN, a team effort of CA Business Community and City, with each putting in money and manpower, and with State and Federal participation; Mayor has submitted proposal to Washington, with request for help from Depts. of Transportation and Housing and Urban Development.

WILL complement programs listed above, without duplication. Will put Atlanta in favorable position to get Federal-State aid. WILL help expedite projects. WILL help decide where funds should be spent to do most good quickest. WILL serve as guide for long-range policy decisions. WILL serve as basis for more intelligent solutions to people-goods-movement problems in Central Atlanta.

## Something to think about ---

### CITY SAID TO DRIVE INDUSTRIES AWAY

Report Finds Housing Gets Priority on Renewal

(NEW YORK)  
By CHARLES G. BENNETT

The city was told yesterday that for years its development policies had discouraged industry from building and expanding here.

The Urban Land Institute of Washington told the City Planning Commission in a report that "the trend for manufacturing firms to abandon the city is hardly surprising—their sites have been appropriated for more politically popular uses."

The more politically popular uses, as identified, were principally housing. On the one hand, the institute said, the city has given top development priority for new housing, particularly for low-income, unskilled persons, while on the other hand it has failed to build "work units"—the industrial facilities needed to give these people jobs.

The penalty of the city's urban renewal practices, according to the institute, has been that many of the city's industries have been compelled "to relocate elsewhere or go out of business." It noted that between 1954 and 1963 the city lost 4,764 businesses, the bulk of them from Manhattan.

### Corrective Urged

Unless the city makes a wiser use of its land and unless it revises its renewal practices to aid industry, the report asserted, "it is estimated that by the mid-1970's New York City's supply of industrially zoned and readily developable land will be exhausted."

As a corrective, the report recommended a balanced land use from now on with industrial development getting its full share of attention. Specifically, it urged that seven large tracts in the city—some of them already earmarked for industrial expansion—be developed for industrial use.

The seven were:

- Staten Island—A 747-acre tract in the Mariner's Harbor section.

- College Point—In Queens, on the east shore of Flushing Bay, east of La Guardia Airport. It contains three tracts, the largest at the southern end of College Point containing 591 acres.

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Ferry Point Park—In the Bronx, 100 acres at the northeastern side of the Bronx-Whitestone Bridge.

Flatlands Industrial Park—A 96-acre industrial park in Brooklyn. Industrial development is already under way.

The former New York Naval Shipyard in Brooklyn.

Port Totten—A tract of 187 acres on Little Neck Bay in Queens. The report says the share of this surplus government property available to the city has shrunk to 66 acres.

Hunts Point and South Bronx—A section of the Bronx fronting on the East River.

Mayor Lindsay discussed and endorsed the Urban Land Institute's report at a morning meeting yesterday with members of his Economic Development Council.

In so doing, the Mayor conceded that the city was not getting the best possible use out of the marginal land available in the city for industrial development.

"We have to provide land for buildings with capacity to match the production and profit levels required for full employment at satisfactory earnings," the Mayor told the economic group. "We are not doing that today."

The Urban Land report, he went on, "confirms my administration's concern for one of the basic elements in economic land development and job opportunity. We cannot talk our way into providing jobs for every one capable of working; we must use enough of our land for private industry to build modern and efficient workshops."

As examples of what the city have been doing to put marginal land to profitable use, Mayor Lindsay referred to the 60-acre industrial area along Zerega Avenue, the Bronx; the 200-acre Hunts Point Food Center in the Bronx and the Flatlands Industrial Park in Brooklyn.

Mr. Lindsay referred to land use along the waterfront, and said benefits would follow completion of the projected new consolidated ship passenger terminal on the Hudson River. This terminal, he predicted, will "safeguard" the city's \$16-billion tourist industry "and mean a larger paycheck for many thousands of our residents."

This article lends support to the very important basic question of whether the problems of the poor can ever be solved inside the cities -- on the most valuable real estate in the world -- far from the fleeing job opportunities -- re-jammed into ghettos, even modern ones.

..... Bob Bivens