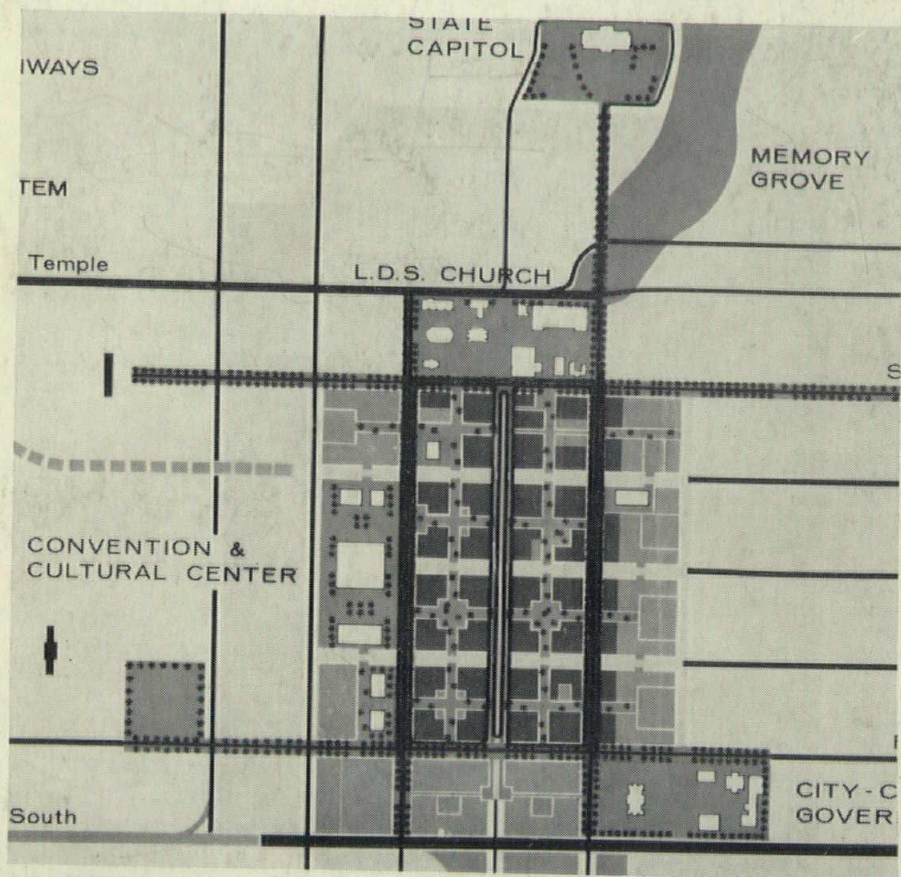
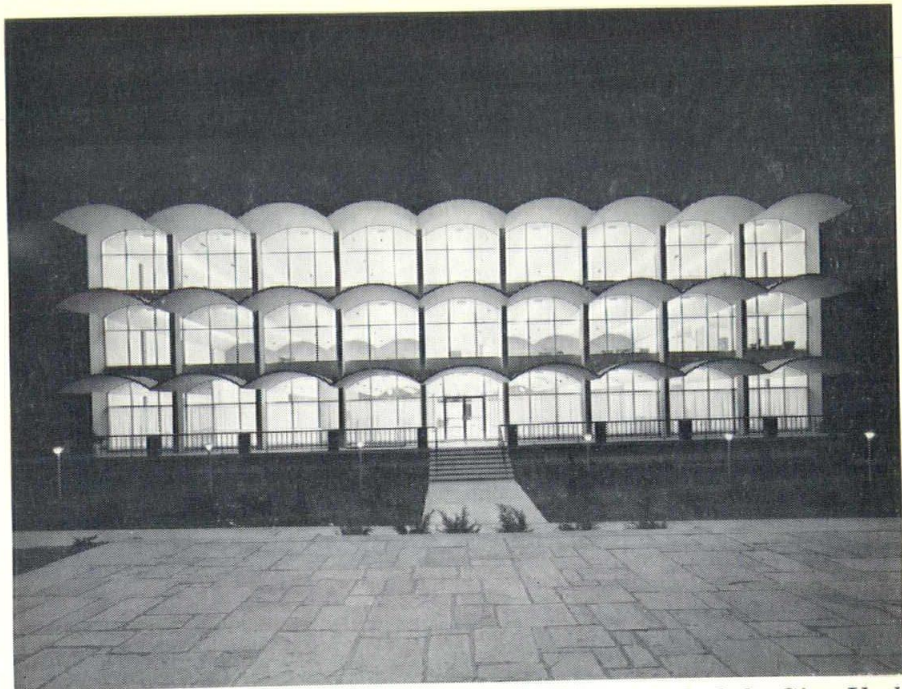


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PRESIDENT'S LETTER ..... 3

SALT LAKE CITY  
 SECOND CENTURY PLAN ..... 5

The presentation of Sall Lake City's Second Century Plan was made first to community leaders and then to various public assemblages. This is a condensed record for our members and readers.

*Published by Utah Chapter, American Institute of Architects, No. 30*

*President ..... Roger Bailey*

*Vice President ..... Bruce R. Dixon*

*Secretary ..... Robert L. Springmeyer*

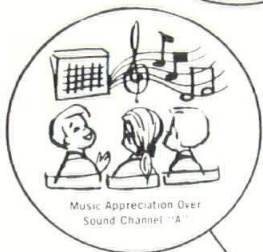
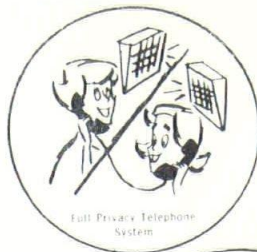
*Treasurer ..... John L. Giusti*

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*George N. Daniels, William W. Louie, William Browning,  
 James C. Ritchie, Nelson Aldrich, Dolores Hilton.*

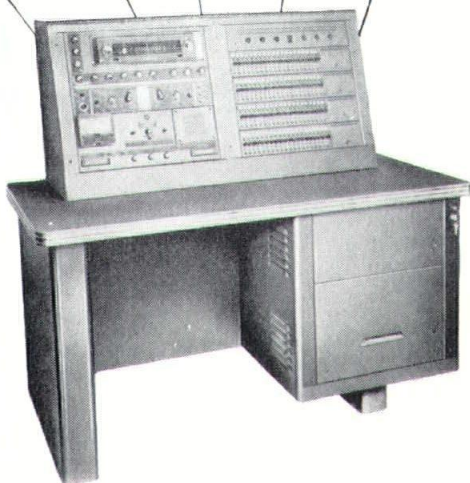
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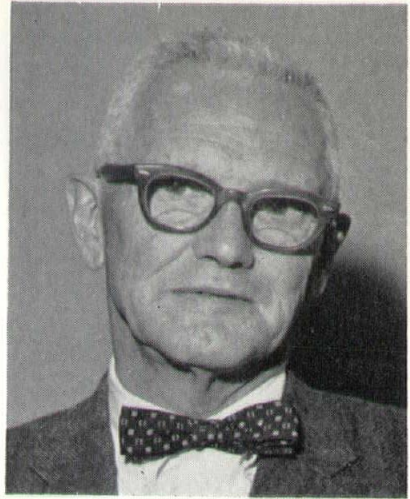
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## PRESIDENT'S LETTER



In looking ahead it seems to me the areas of major concern for the Chapter for the year include the following:

1. Pressing forward toward the prevention of illegal building in our state. The amount of such building has accelerated greatly recently, apparently in all the cities of the state. Our answer may lie in litigation, and the problem is now in the hands of our Unauthorized Practice Committee, under Director William Rowe Smith.
2. As you might expect, I am concerned, as an educator, with the lack of any strongly directed program for the required three in-training years after graduation which make up, in my estimation, the most important portion of our required eight-year training process for architecture. I hope we may be able to work out a program in which the offices will assume responsibility for their part of the in-training program.
3. Our continued support and promotion of the Downtown Planning Project is of prime importance.
4. The development of a post-graduate program which might include seminars or short conferences to keep our membership informed and updated on scientific and other advances of professional interest.
5. To promote and develop as an instrument of the Chapter the publication *Utah Architecture*. This quarterly represents a commendable effort on the part of the chapter members over the past several years and deserves support in building its national circulation and its usefulness to the Chapter.

I am impressed that so many of the younger men in the chapter are actively engaged in the affairs of the chapter. This is as it should be, and I hope we may find responsible assignments for all of the younger members who wish to participate in the work of the Chapter. Committee assignments are still not complete and this is an invitation to any member to notify me if he has a special interest or wish to serve.

ROGER BAILEY, *President*  
*Utah Chapter AIA*



# SALT LAKE CITY

## SECOND CENTURY PLAN

*Salt Lake City's Second Century Plan* has been developed by the contributed efforts in time and money of the Downtown Planning Association and the donation of professional time by the Salt Lake Architects of the Utah Chapter American Institute of Architects. We are pleased to present the Portrait of Salt Lake City and its 2nd Century Plan.

Salt Lake City is located in a desert valley at the foot of the towering snow capped Wasatch Mountain Range — a setting unequalled in the United States. It is one of the few planned cities in this country, having been laid out by Brigham Young a century ago in unusually large blocks of 10 acres with streets 132 feet wide. The broad streets cross the valley in long unbroken lines, oriented to the cardinal directions, imposing a dynamic grid upon the landscape.

Salt Lake City is one of those unique cities, being the largest town of the state and regional area and also the religious center of a world-wide church. Here is the seat of the state government, making it the political center of the area. Also, the seat of the local government is located in the downtown area. A major university is located here giving the city an intellectual and cultural center at its border. The industrial and manufacturing plants are increasing in number. At the crossroads of the intermountain area are located major transportation terminals to serve its citizens. Not the least of the city's functions are those of the financial-banking facilities and the large shopping centers.

Because Salt Lake City is a church center, it also is a meeting center for thousands. To our downtown, people gather from many parts of the world. This influx of people gives color to the city and cultural interchange for its people. Recreation is provided by the city parks and amusement facilities of the downtown area.

Downtown is the vital heart or center of the activity of a city. It is the wellspring of the energy and vitality of that city. Main Street, Salt Lake City is the center of that heart.

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State street is presently a main traffic access to the city, provides a traffic way between the State Capitol and the Downtown City, and is a shopping area. It is the grand boulevard of the city.

West Temple is similar in function to State Street and gives a border to the west side of the present downtown or hard core of the city.

Exchange Place is a typical narrow-type street that divides one of the large city blocks.

Downtown is for people. They give it its life, energy and excitement. Upon its streets and sidewalks we see the shopper, the worker and the visitor. At times of celebration the streets of the downtown give room for parades. These gay and festive times are of special joy to its citizens and particularly the children. A more recent influence upon the city is an emphasis for the increased movement of its citizens to apartment houses located close to the city's core. These supplement those existing apartment buildings located close-in to the city.

The downtown city should be oriented to the pedestrian, and permit him to move about freely, easily and in safety. We have placed encumbrances in his path, such as trash on the sidewalks, and offended his aesthetic senses. The design of curb heights acts as an obstacle, and gutters act as recesses, in many instances, in which to fall. If this were not enough, we block the pedestrian's movement with delivery vehicles and push him into the street with the traffic. The automobile in the city has been given the right-of-way and by sheer movement and size, has succeeded in making pedestrian movement not only dangerous, but frustrating. Cross walks are blocked and pedestrians forced to enter the streets in the maze of vehicles. At midblocks the pedestrian is regulated by a traffic signal that offers a right-of-way much longer to the automobile than to the pedestrian.

These impediments discourage people from coming downtown. Side-

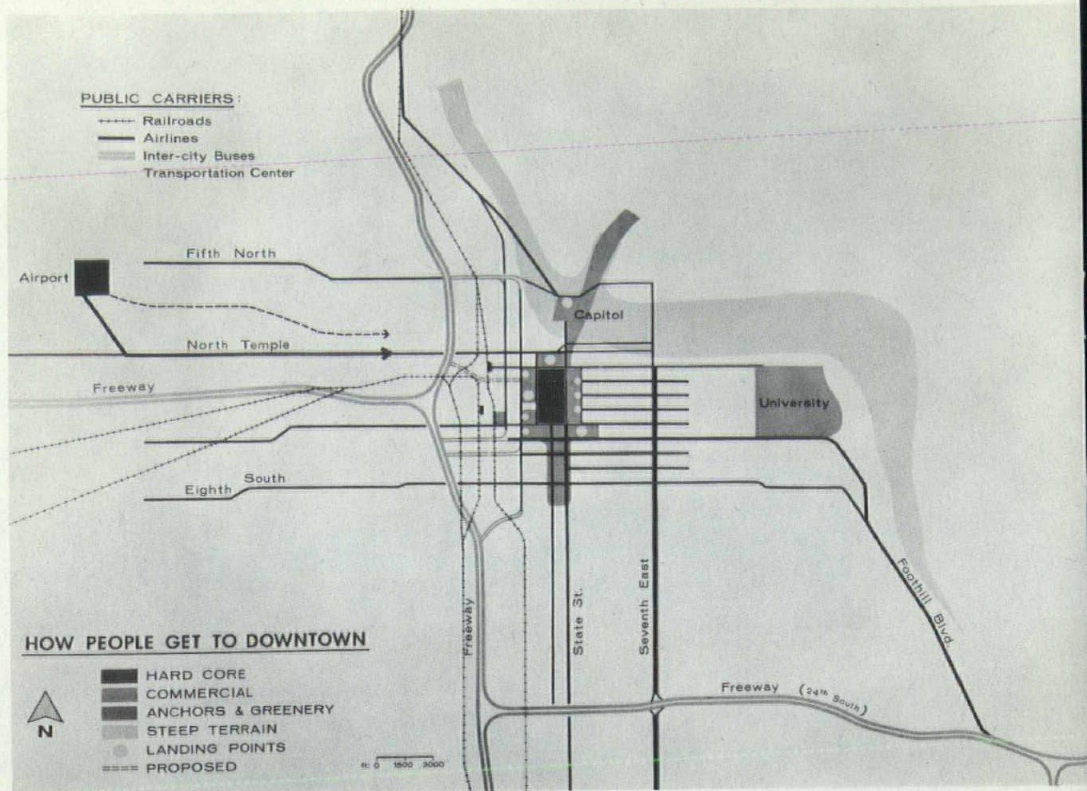
walks are becoming empty of people and eventually so are the stores. Where are the people? The cars have taken over — by parking and street uses that now account for the major land area of downtown. Saturation is becoming complete. All cars and no people. As this right-of-way for the car becomes more complete, the pedestrian is given a secondary importance, sometimes being placed in a highly dangerous position, or he is simply overwhelmed by the mass of vehicles.

The psychology of this anti-pedestrian view is carried further by erecting "Don't Walk" signs, or by traffic lights that greatly limit his access from one side of the street to another.

Although early planning provided the base for much that is good in our city's physical development, unique characteristics such as long blocks and very wide streets have created distinct problems. The large block interiors have not been used advantageously, often deteriorating to the worst kind of visual offense and acting as the breeding places for filth and crime. Worse yet, they represent areas of large economic loss. Access to our block interiors is often by narrow and dark alleys. Other parts or segments of the city have seen substantial decline in beauty and visual attractiveness and act as the harbinger of undesirable elements and the simple loss of usefulness.

As one studies the fabric of the city certain precedents for planning are discovered. People encroach at the mid-blocks, straining to cross in the least time. Trees have been planted and new surfacing materials used for the sidewalk. The rear entrances have in several cases been up-graded and developed as new entries to the shopping stores — and a bench added, upon which to rest during the hectic pace of a late afternoon, to sit and contemplate the 2nd Century of Downtown.

Our planning studies began in the development of a portrait of the city — an analysis of which we have just seen.



#### ACCESS TO THE CITY

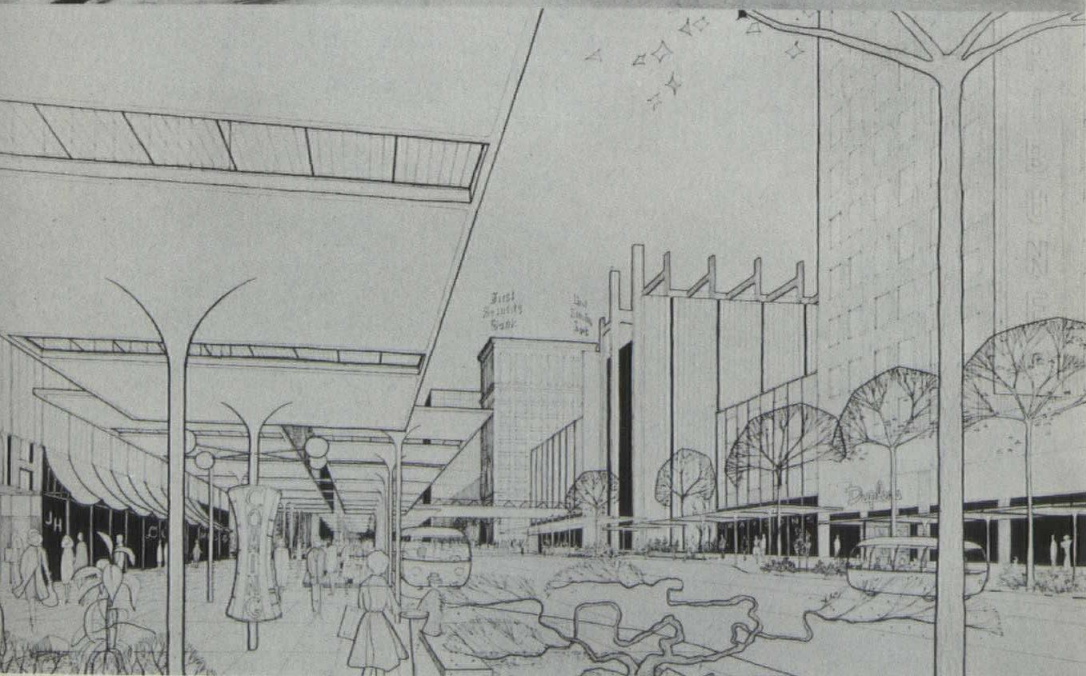
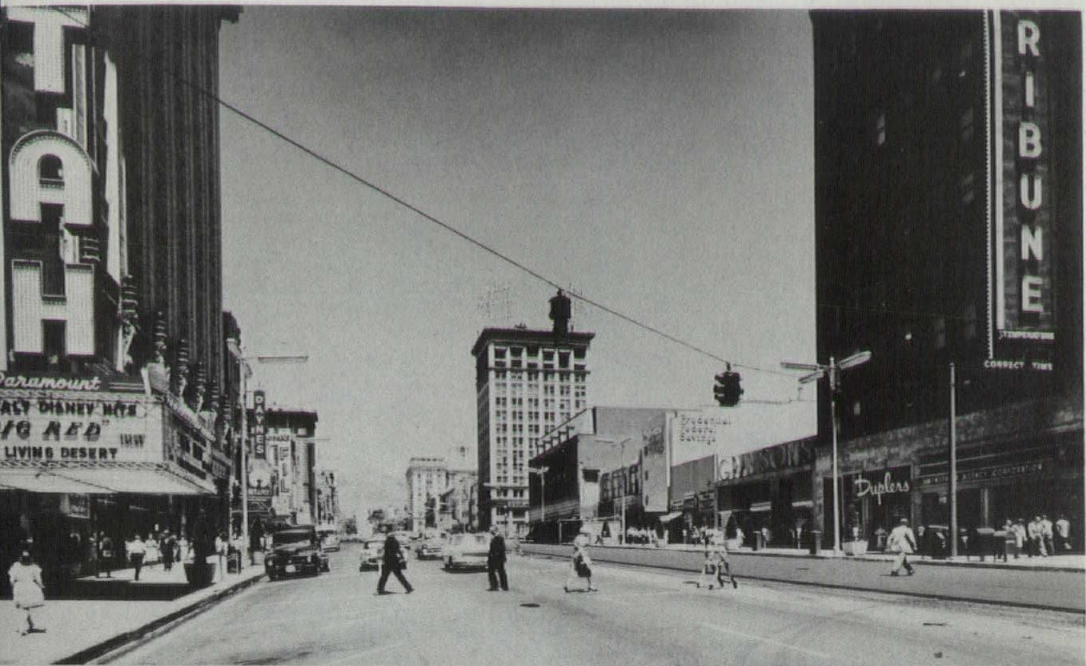
We began our studies by an examination of the problem of traffic access to the downtown city. Our studies of the automobile oriented transportation system demonstrated that the best means of access is the new interstate freeway system and a filtering in of traffic by means of wide streets leading from the east and west of the city. The new freeway system would deliver a major part of the automobile traffic from the north, west and south. First West Street is shown on the plan as a frontal road system connected

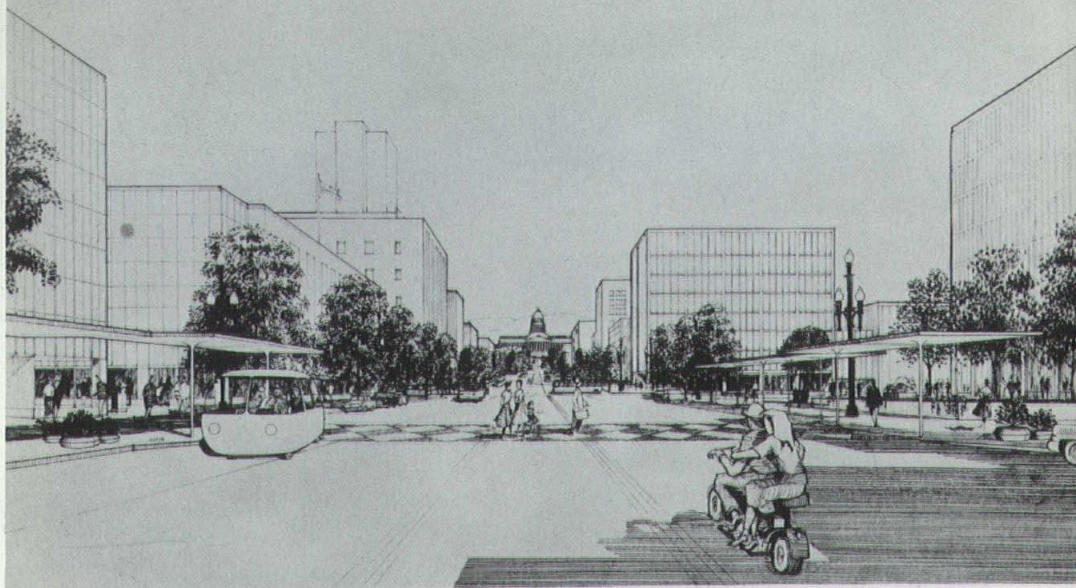
to the freeway ingress and egress.

For the east side of downtown, it is proposed that another type of already existing finger system be further developed. Seventh East could collect traffic and deliver it to the wide east-west streets leading to Downtown.

#### BYPASS THE CITY

To alleviate unnecessary cross-traffic within the downtown, bypass routes should be developed around the north and south ends. This would greatly reduce traffic within the central city.





## LANDING SPOTS OR GARAGES

Once autos and other public carriers have delivered people to the downtown area, it is important to park the vehicle easily and with a minimum of travel inside the hard core of the downtown area.

There are three types of parking garages or areas needed. One is long term parking for workers at the edge of the hard core where it could be less expensive. For shoppers and business people, shorter term parking is needed close by the shops and places of business. It is proposed that they be placed at block interiors — some as structures, others underground. A third would be parking for special functions, such as the L.D.S. Church Complex, government centers and the proposed Convention Center.

## AREA OF DOWNTOWN













Next in our study was the evaluation of economic information related to the city. This information was projected for future requirements of land areas as needed for the hard core facilities of the downtown. The area now used is approximately 10 square blocks. The projection shows that all activities, as proposed in this plan and accounting for over 100% expansion of all other facilities, would occupy not over 200 square blocks — more than enough for Salt Lake City's second century of growth.

It was recognized that the city must have a cohesive and well developed hard core as its downtown area. Cities need compactness to shorten lines of communication, to provide the retail store density required for easy shopping and to prevent building deterioration.

## INTERNAL CIRCULATION SYSTEM

A system of shuttle busses providing an internal circulation system is proposed. The "shuttle bus system" would accomplish several things. It would most importantly overcome the distance for shoppers between the two main shopping anchors at the two ends of the shopping core. It would strengthen and unify the area between, since greatly increased comparison shopping would then be possible. It would eliminate unnecessary traffic within the Downtown, since people could park their cars once and then ride the shuttle bus rather than drive around. It would tie-in and integrate the State Capitol area, Sears, City-County Complex, Convention Center, Farmer's Market, close-in residential areas and all areas of major employment, as well as make a system or peripheral parking garages or areas feasible.

Vehicles of its kind are now under design and models will soon be available for trial usage.

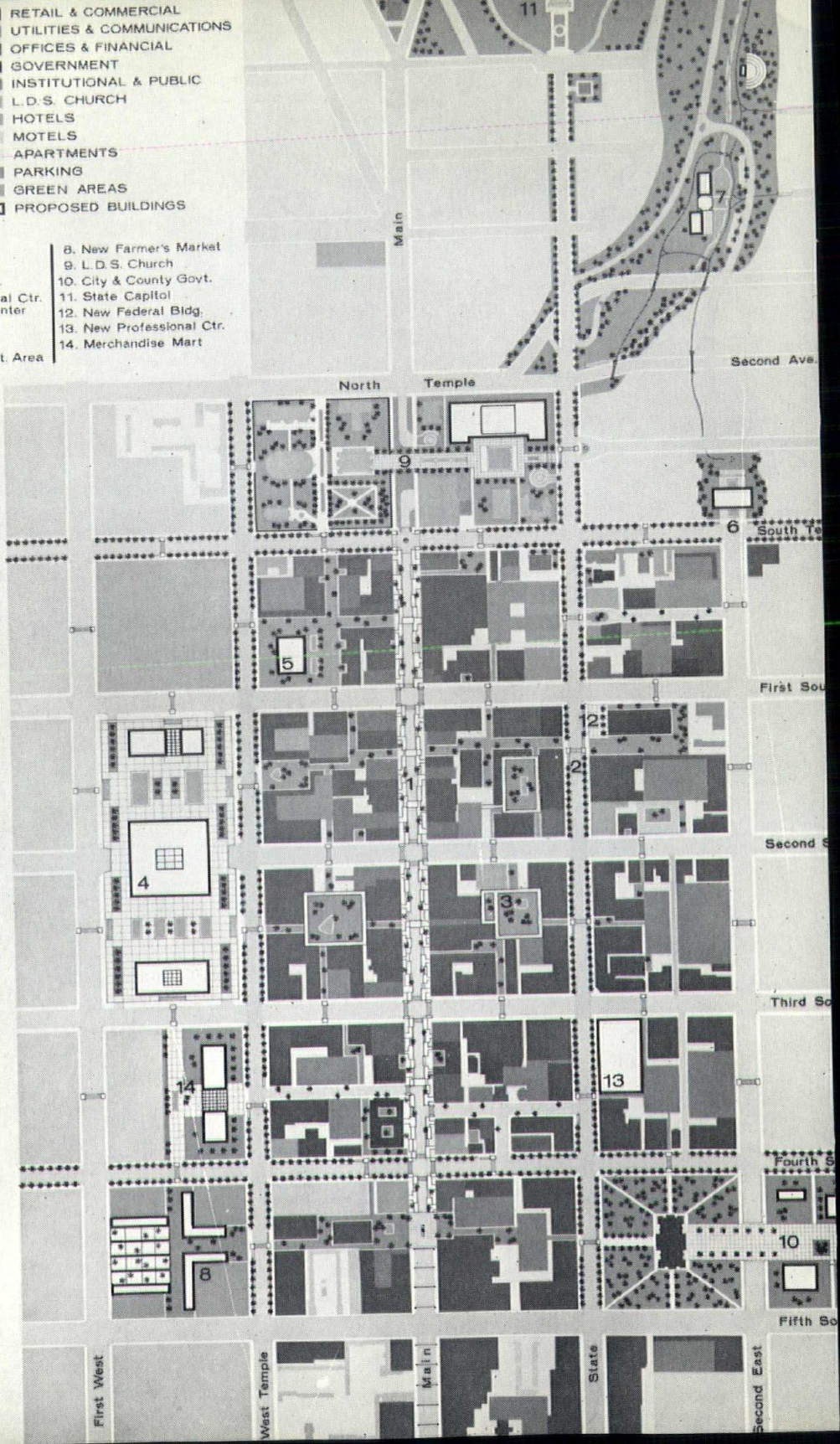
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-  HOTELS
-  MOTELS
-  APARTMENTS
-  PARKING
-  GREEN AREAS
-  PROPOSED BUILDINGS



200 400

- Main Street
- State Street
- Block Interior
- Convention - Cultural Ctr.
- Transportation Center
- Visitor Center
- Art Museum
- Memory Grove Cult. Area

- 8. New Farmer's Market
- 9. L.D.S. Church
- 10. City & County Govt.
- 11. State Capitol
- 12. New Federal Bldg.
- 13. New Professional Ctr.
- 14. Merchandise Mart



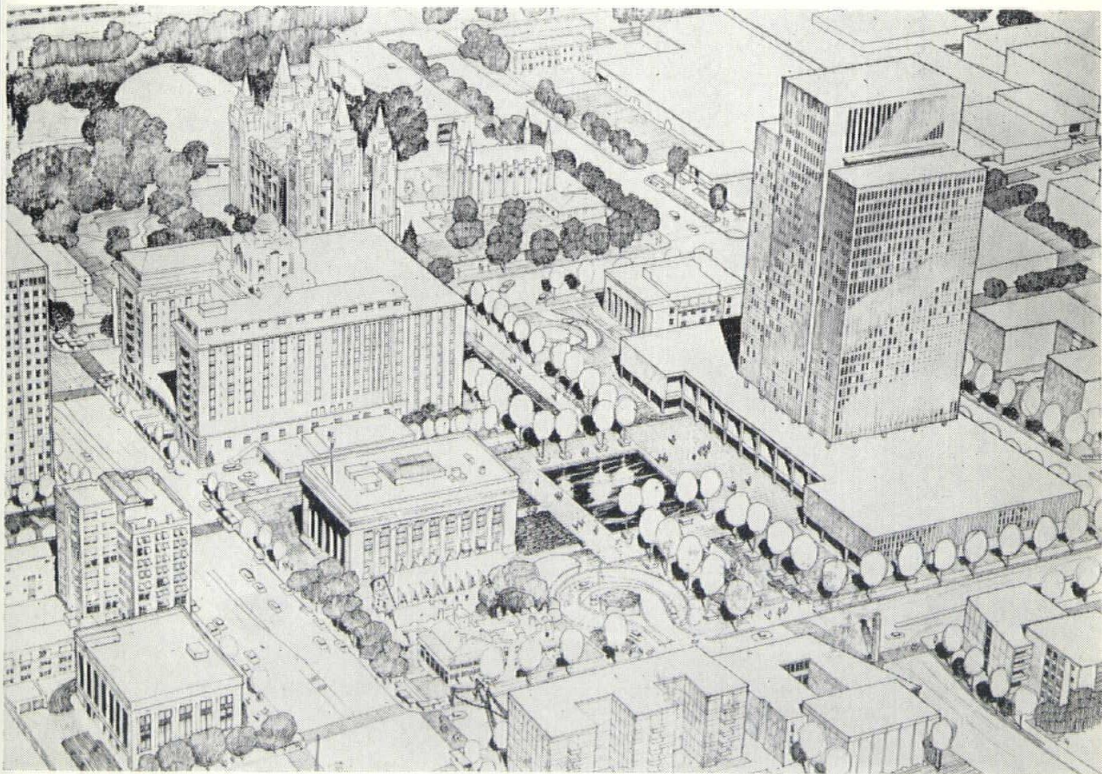
## PLAN

This is the plan of our city in its Second Century. Areas to the east and north of the hard core are envisioned as primarily expansion for in-town living apartment buildings and additional areas of greenery giving border and limit to the downtown city. Areas to the west and northwest as motel-hotel areas would be easily accessible from the freeways and close to downtown.

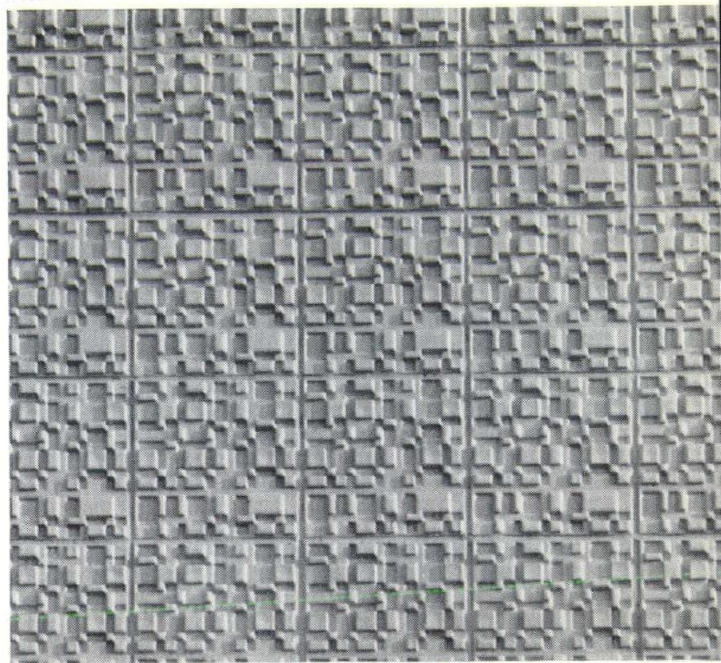
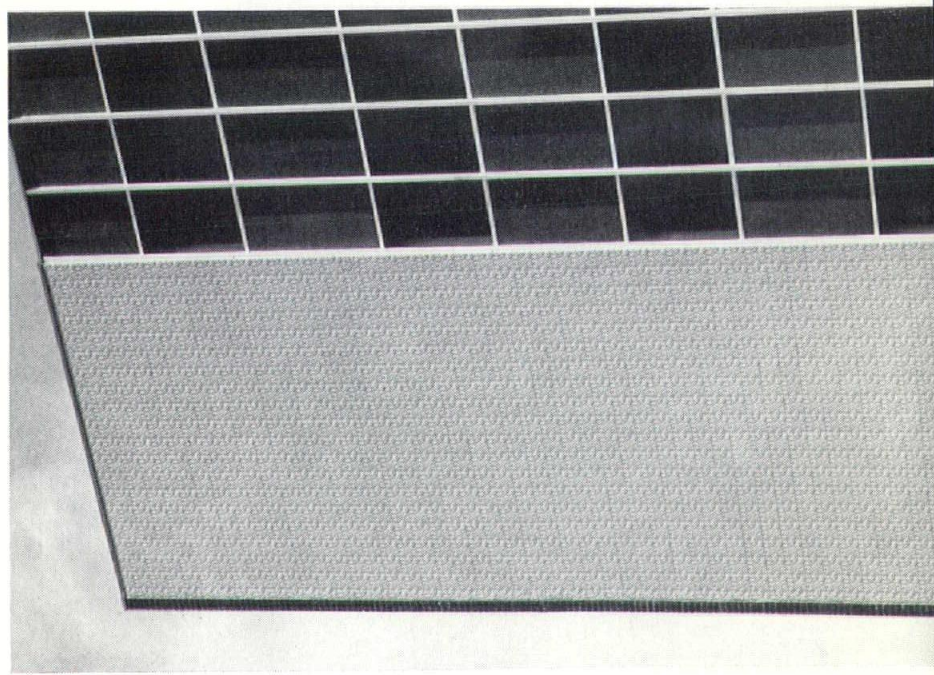
### L.D.S. CHURCH COMPLEX

To the north of the hard core is located the L.D.S. Church Temple


Square, and the block east of Temple Square is for expansion of their facilities. Proposed is a new Administration Building, underground parking for 1500 cars and a pedestrian mall connecting to Temple Square. In our studies we have concluded it would be a sound planning proposal to connect this mall to the Temple Block across Main Street. The closing or construction of an under-passage for Main Street between North and South Temple would result. This aerial view shows how the two-block space would look if these areas were joined.



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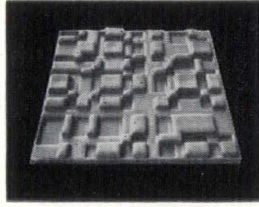
### "MAZE" Pattern Pictured

Pictured is a portion of the facade of a new office building at 4032 Wilshire Blvd., Los Angeles. For it, architect Albert Criz, AIA, chose "Maze" pattern in Contours CV. General contractor was Harold R. Anderson, Inc.; tile contractor, Johansen Tile Co.

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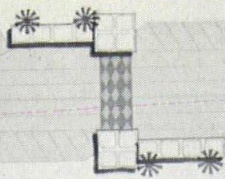


## CONTOURS CV

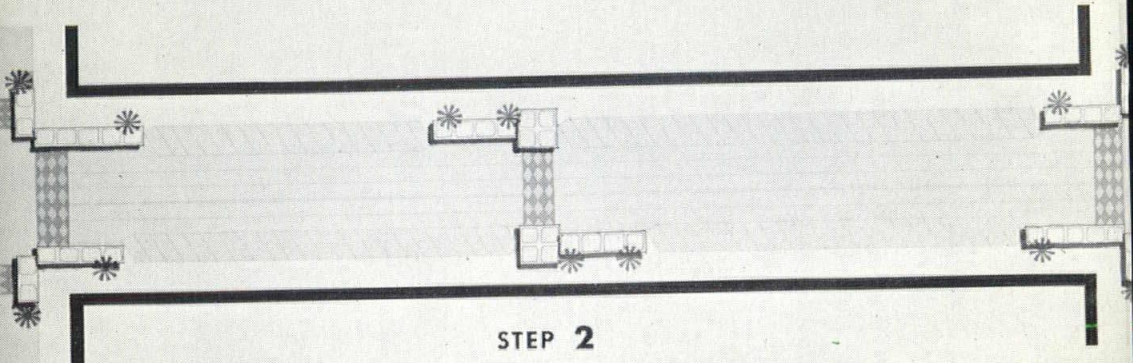
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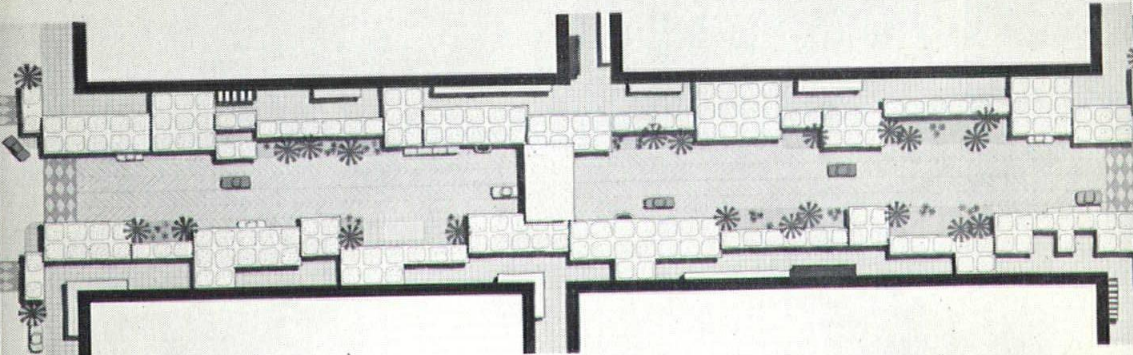
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STEP 1

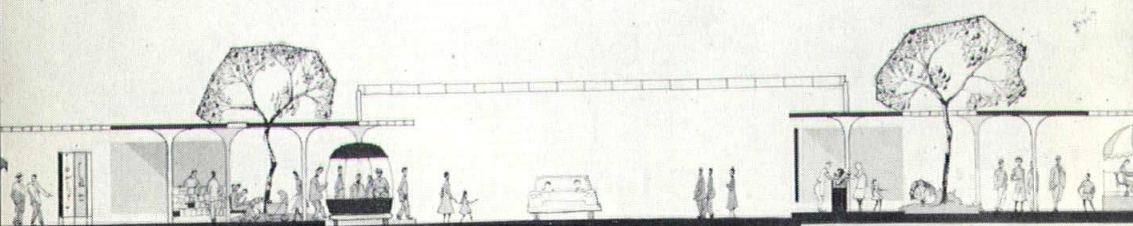


STEP 2



STEP 3

$1/32" = 1'-0"$



SECTION

$3/16" = 1'-0"$

MAIN STREET

## MAIN STREET

The heart of a city is its main street. This street should be oriented to favor pedestrian movement. He should have the right of way at all times. Traffic should be reduced and parking eliminated. It is interesting to note that all the parking presently available on Main Street can be housed in one average size parking garage facility. Parking on the street as it now exists only compounds the problem of traffic movement and congestion. The elimination of parking would provide additional sidewalk areas. The sidewalks should be oriented to the functions of the buildings facing them, such as sidewalk cafes, newspaper stands, flower shops, displays, ticket booths and kiosks. These new functions would bring increased activity and an atmosphere of people together enjoying their city. It should have greenery and trees to moderate the expanses of concrete and asphalt paving.

The drawing shows staging possibilities for Main Street. Step one could be the construction of pedestrian "launching pads". This is a term we have coined for the mid-block pedestrian crossing.

At each side of the street a projected platform would be extended into the roadway area the depth of the present parking and level with the sidewalk. From the area on both sides of the street a pedestrian would begin his crossing of the street. The crossing would be canopied by an overhead structure to protect the pedestrian from rain, snow and sun. Traffic lights would be eliminated and brilliant crosswalks painted. The pedestrian would be given the right-of-way.

Succeeding stages would extend the pedestrian launching pads to the street intersections, eliminate all parking, reduce automobile traffic and articulate sidewalk activities as mentioned earlier.

It is not necessary, nor contemplated, that these stages be accomplished in succeeding steps. In some areas the final stage might be the first and in other areas of the city, other stages might be desirable.

The proposal for State Street is a tree-lined boulevard leading to the Capitol. Pedestrian launching pads and canopies are proposed, together with the use of the "shuttle bus" as a pedestrian circulation vehicle.

State Street should be emphasized as a shopping area with pedestrian communication to Main Street made possible by pedestrian malls through block interiors.

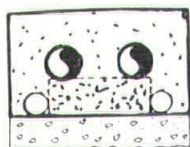
A part of our planning proposal includes several new building activities. The effect of these new activities beyond the activity they generate and the need they fill, is to act as anchor points for the downtown city. They thereby strengthen existing weak areas and replace much that is presently obsolete or deteriorating.

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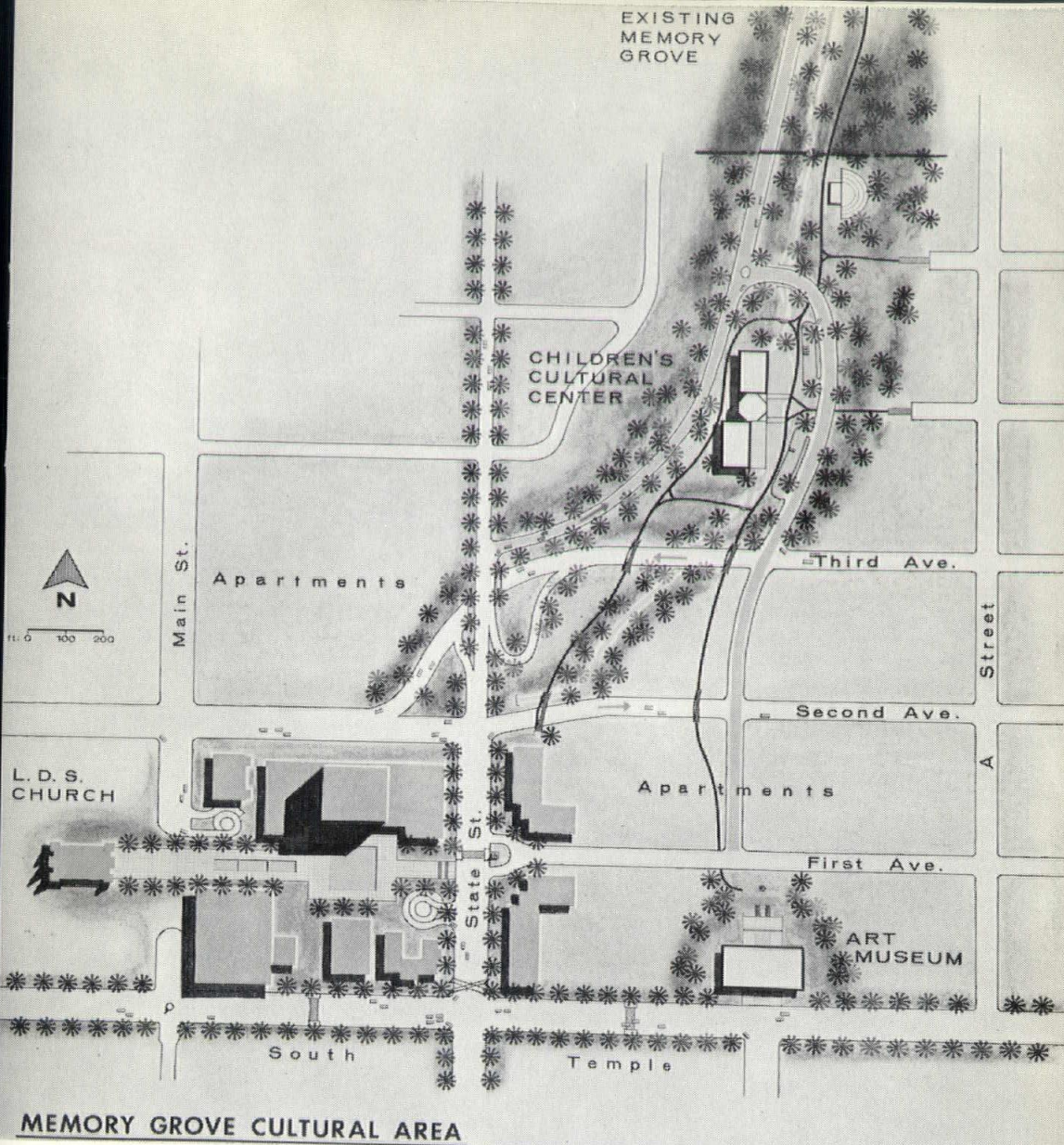
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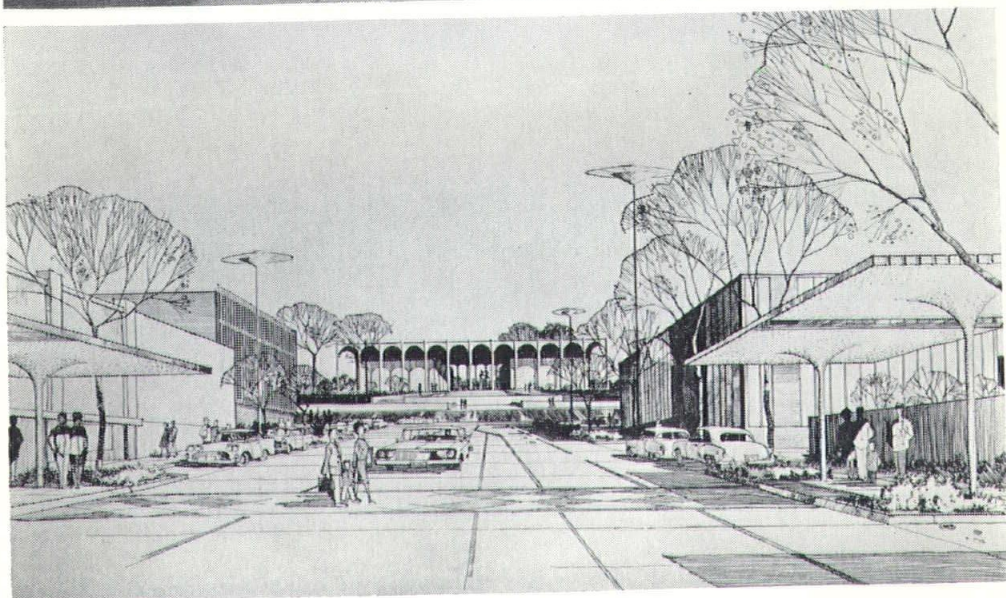
Salt Lake City, Utah



### MEMORY GROVE

One of these new and expanded activities is the proposal for a Memory Grove Cultural Area. An unusual opportunity exists for extending the greenery of Memory Grove to the northern edge of Downtown and for the creation of

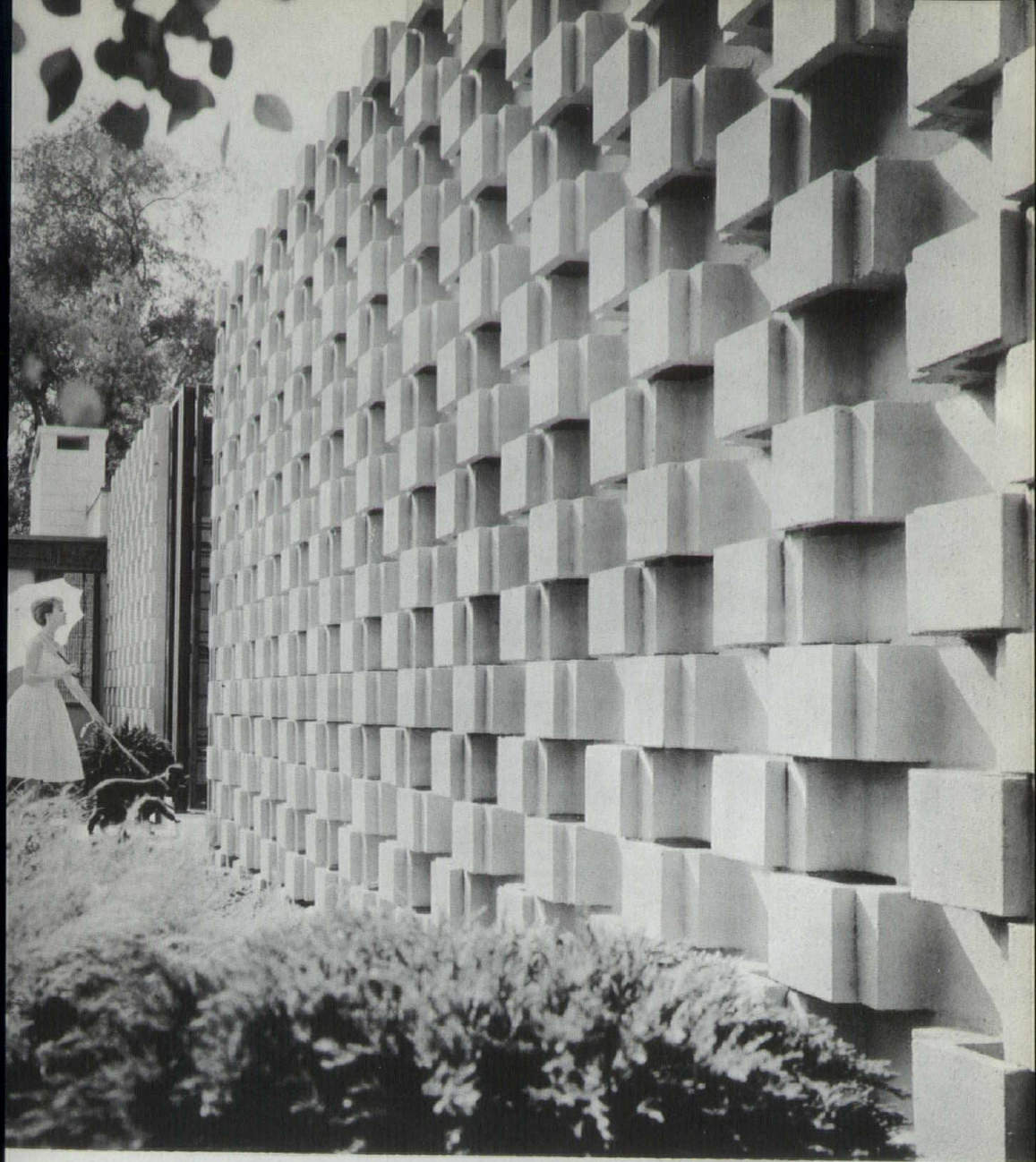
a children's cultural area. This area would be for strolling along shaded paths beside the meandering City Creek. Buildings proposed include a museum of natural history, an aquarium, a planetarium, a children's science museum and a hillside amphitheatre.



### ART MUSEUM

Another new activity is the proposed Art Museum and Gallery at the head of 2nd East. The need for an adequately-sized building to house both permanent and traveling art collections has long been recog-

nized as one of the great cultural needs of Salt Lake City. The proposed location at the head of Second East Street would form a magnificent focus and strengthen the existing character of South Temple.



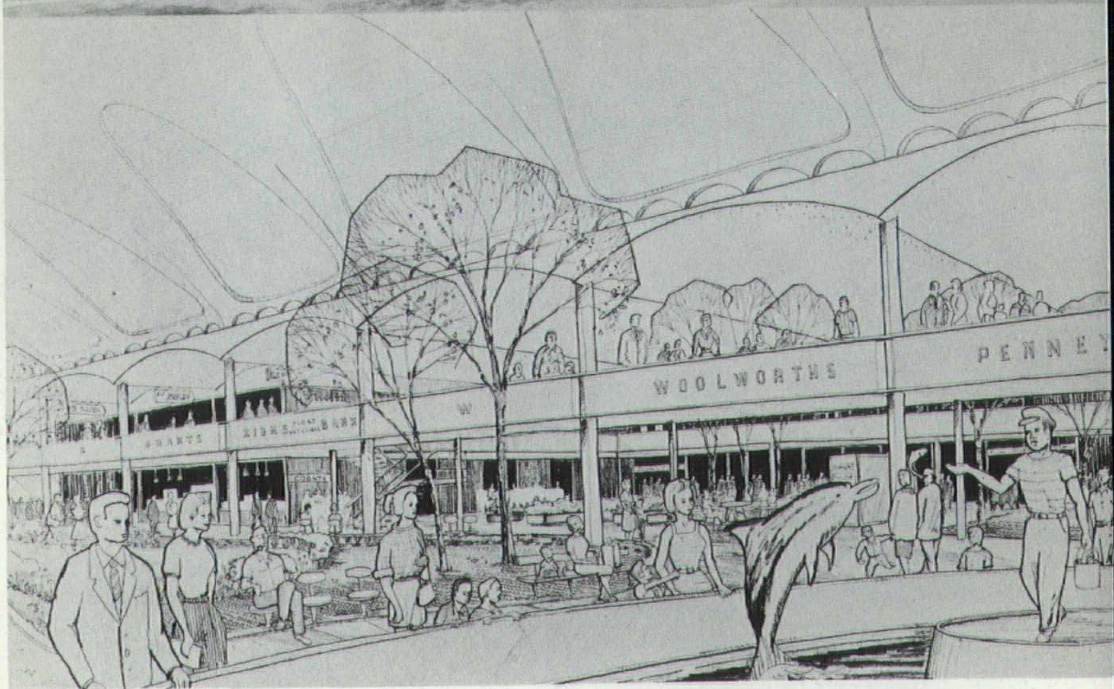
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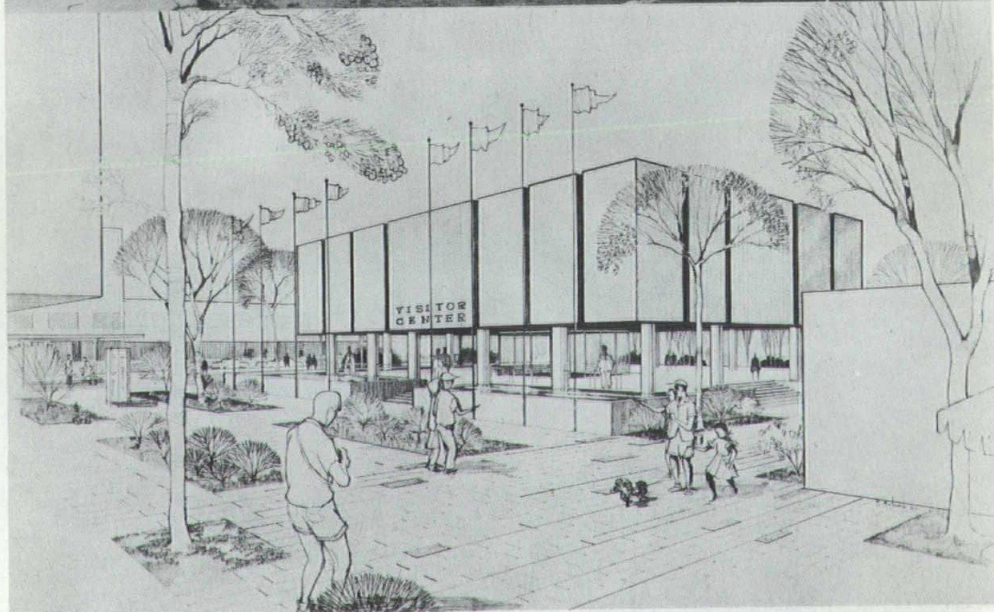






The potential for expansion of business enterprises to the center of the block interiors is exceptional. A particular block, the area bounded by Second South, Third South and between Main & State Streets was chosen for study. It is proposed that action begin immediately to create, by cooperative efforts, block plazas. These plazas would have pedestrian-ways between arcades and malls that are lined with shops. Each store or place of business would have attractive back entrances from the plaza. Parking and service would be located below the plaza. A water pool, greenery and places to sit and relax would be created in the midst of downtown amid the convenience and pleasantness of a shopping center.

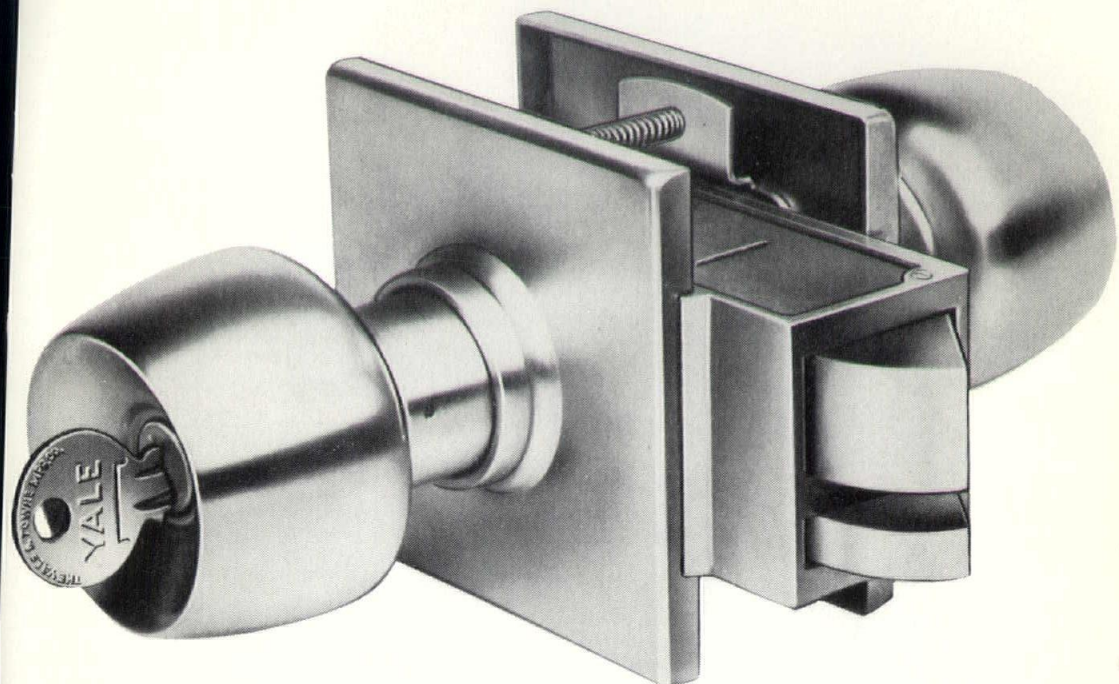
Other new activities proposed are the Farmer's Market and the Visitor's Center. These activities would strengthen the west part of our downtown area. The present grower's market could become the "Farmer's Market Place" of the city. Besides the present grower's market function, it would be developed into an exciting area similar to the Los Angeles Farmer's Market.



### VISITOR'S CENTER

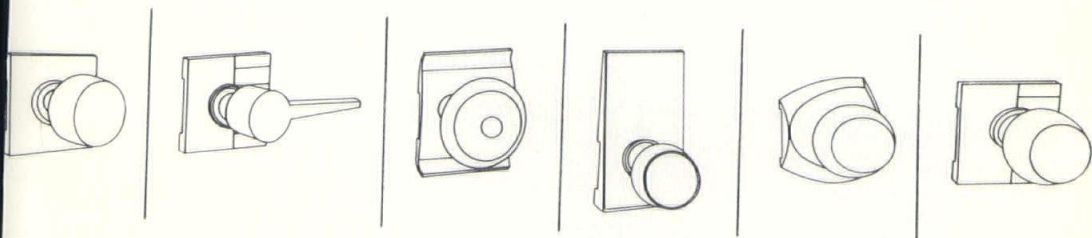
This is the proposal for a Visitor's Center. Such a facility would provide information regarding attractions and accommodations in Salt Lake City and the Intermountain West. It is located to give close relationship to the Convention — Cultural Center, Transportation Center, the enlarged complex of the Church of Jesus Christ of Latter-day Saints, Downtown hotels, motels and entertainment areas.

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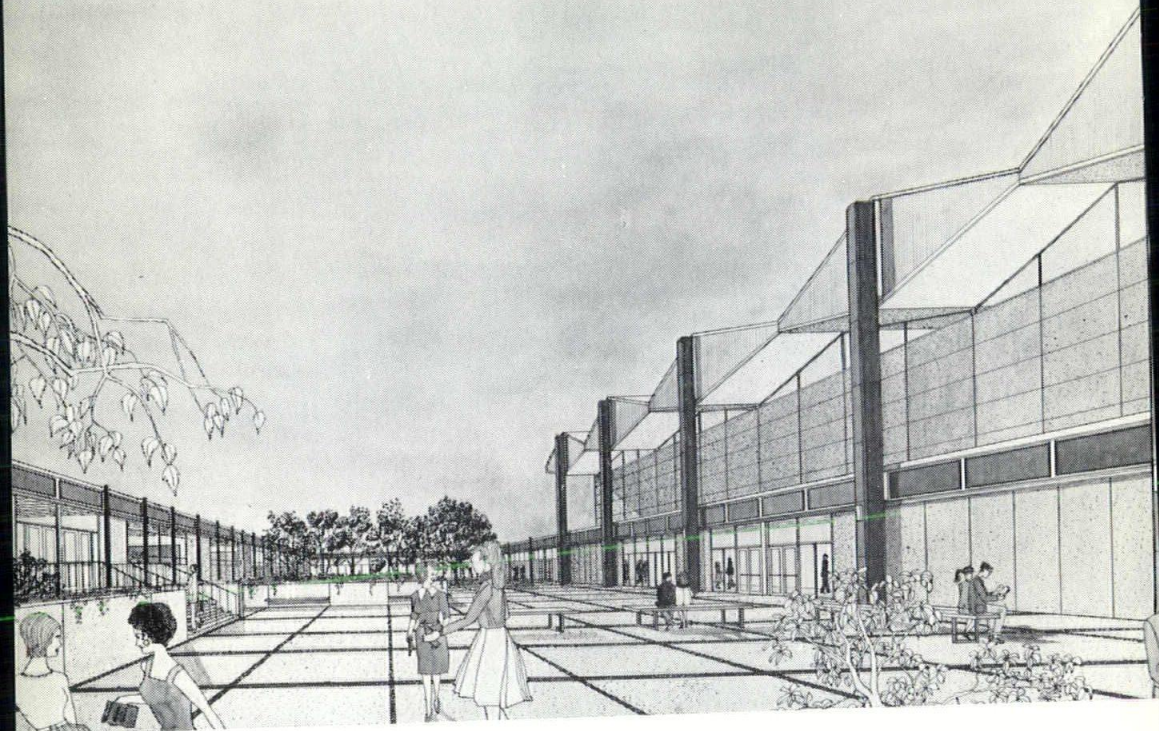


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laminated aluminum clad fascias, aluminum clad  
steel columns, and aluminum fenestrations

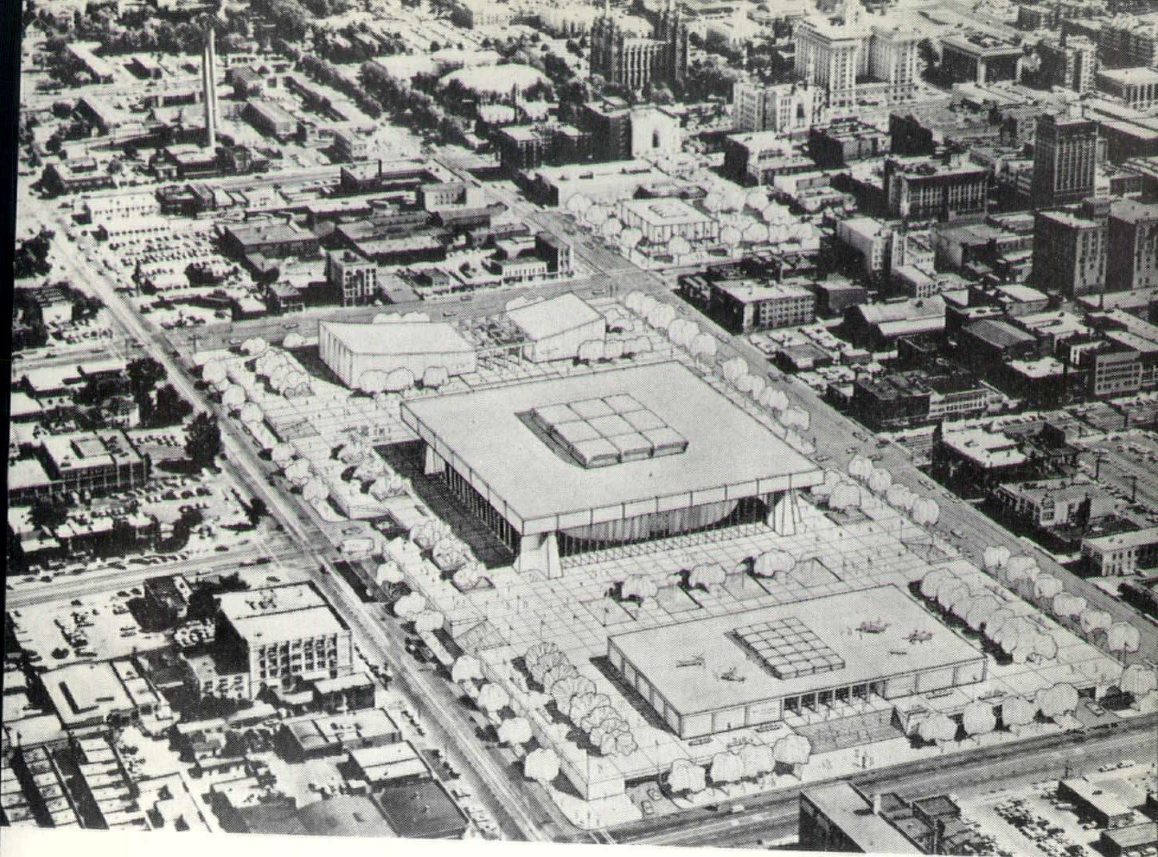
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## CONVENTION CENTER

One of the most important of the new activity proposals is that of the Convention Center and Cultural Complex. This aerial view shows how such a facility might appear. The need is great for a complex of public buildings for conventions, exhibitions, concerts, ballet, opera, drama, road shows and sporting events. On the two block site would be built a convention and exhibition hall, a music hall and performing arts theatre. To the south end of the site, it is proposed a Transportation Center be located to care for the collective needs of all forms of transportation and to act as a heliport. Experience in other cities has shown these facilities to be self-sustaining only if located in the downtown central city within walking distance of hotels, motels and the other attractions downtown offers. It is the logical extension of downtown activity and would be located near the principal tourist generators and the new Visitor's Center.

This then, is Salt Lake City in its Second Century. The proposed plan would preserve the historical characteristics of the city and blend with them a compatible future growth plan that would meet Salt Lake City's future needs.

The plan is built upon the basic structure of downtown — its street system, its facilities and its growth pattern. Thus, the plan is not an arbitrary scheme, but one that would preserve and enhance Downtown's many desirable characteristics.

In our planning we should remember the value of beauty, human scale and such things as water dancing in an outdoor fountain. A city is built for people and for their enjoyment. People like to gather together, to share common delights and experiences. A city should be loved and cared for. It should bring strong feelings of pride and concern.

The downtown of our city can supply that need through its new beauty and restored character.

And so it is our hope that your imagination will provide the further substance for this plan.

Dean L. Gustavson, Chairman  
Development Plan Committee  
Downtown Planning Association  
Utah Chapter, American Institute of Architects

An "Official Report, Downtown Salt Lake City, Second Century Plan" has been published and covers in greater detail with more complete statistical analysis the pertinent areas covered briefly in the foregoing exposition.

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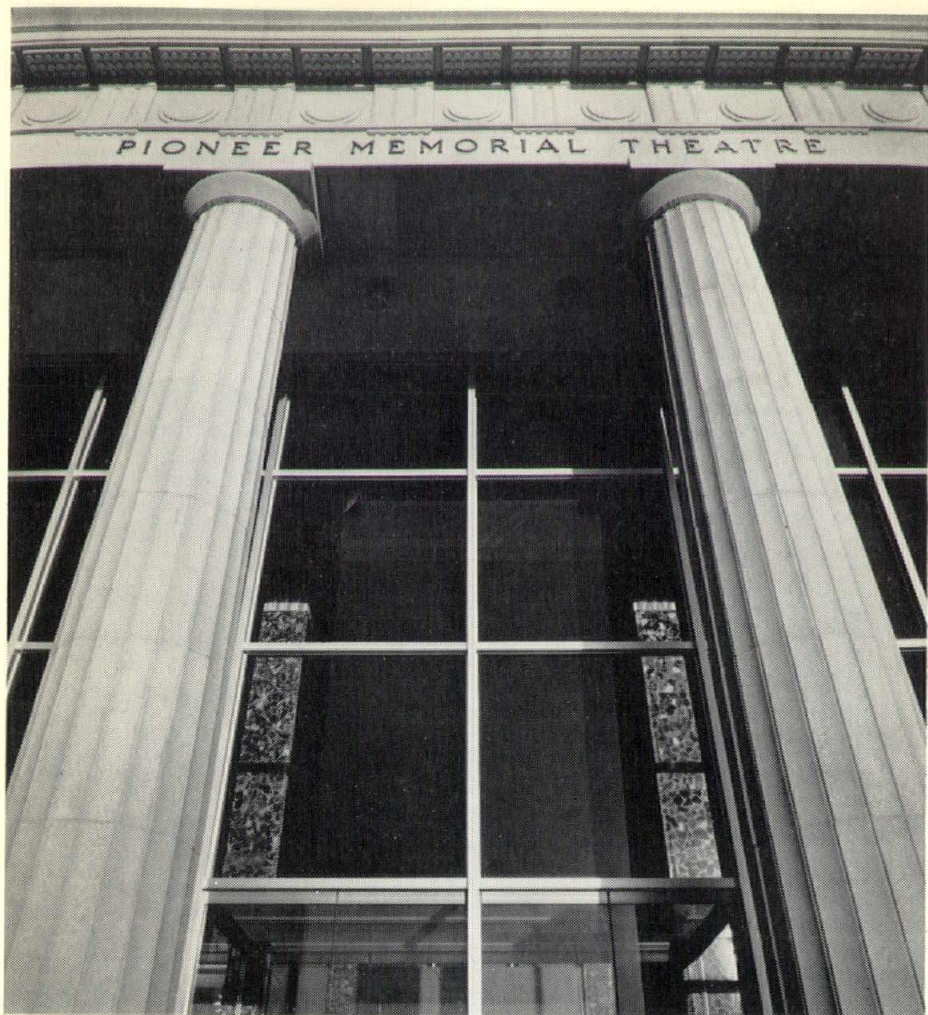
Many individuals and firms have made valuable contributions to the formulation of this plan. In addition, the City and County Planning Commissions and the State Road Commission have given continuing and vital assistance during all phases.

*Architects*

The following architects did volunteer work in the preparation of the analyses and plan:

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Harold W. Burton, Howard Barker, Associated Architects and Engineers

Sparkling Mo-Sai and polished cast stone help add to the striking beauty of the new Pioneer Memorial Theatre. From the dramatic magnificence of the tall, fluted Greek Doric columns to the handsome, sculptured Greek Doric pattern on the entablature above the theatre's name, the loveliness and sparkle of Mo-Sai enhances the majestic entrance. Polished columns in the foyer are faced with large, brown onyx chips which blend harmoniously with the rich walnut paneling.

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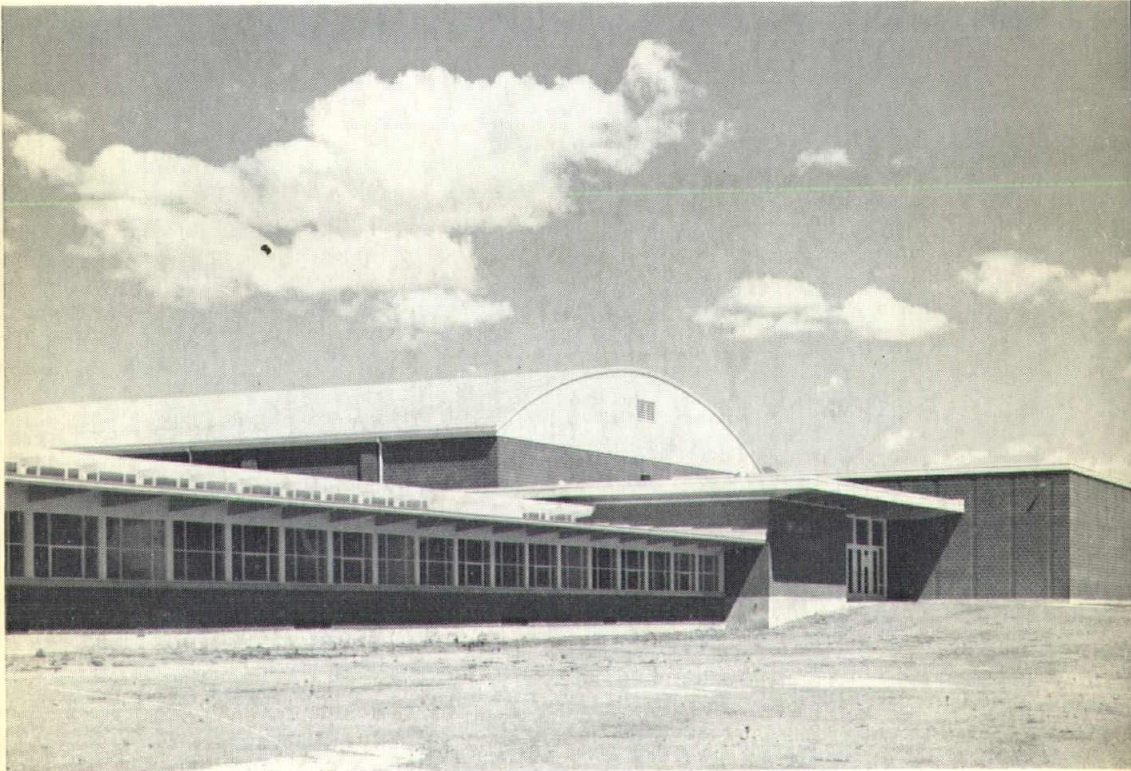
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