

locate our industries, and harden our traffic arteries. If anyone challenges this, I ask him how much ingenuity the architect has under the FHA manual. Can Frank Lloyd Wright build a public housing project on land costing \$5 a square foot at \$2,500 per room cost that will not look like a housing project? . . . Was Stuyvesant Town the architect's fault or the natural result of Metropolitan Life's calculation that, since New York City gave tax exemption on the building, the greater the building coverage, the more the tax exemption? Is the private developer expected to build monuments to civilization or to maximum milkability? Will the entrepreneur, tooled for profit retool for prestige?

GYORGY KEPES: We are all speaking today about being out of scale with the world around us—things are moving faster than we can grasp, things are becoming bigger and more complex, and we can't understand and organize them. Somehow the old structure principle, the old images, the old way of seeing are not adequate to handle these large dimensions.

LADISLAS SEGOE: The earlier compact and even congested cities “exploded” over the countryside. However, what little relief was brought to intensively developed centers through such decentralization was soon overshadowed by traffic and parking congestion induced by the same motor vehicles.



Gyorgy Kepes, 1951.
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