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Precast and Prestressed Concrete: A Youthful 29 in '79
New developments in prestressed concrete, discussed by the Prestressed Concrete Institute.

The Mississippi River and the Urban Fabric of Iowa River Towns
Robert T. Mooney, from the University of Illinois, talks of the quality of the built environment along the river.

Iowa Chapter AIA Summer Outing, "Celebration of the River"
Program and speakers are outlined for the three-day event in Muscatine.

Architecture?
What is the direction of architectural design today? Woolson Brooks discusses the balance between design and function and problems of successful design.
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1979 is the 29th anniversary of the start of the precast and prestressed concrete industry in the United States, and the 25th anniversary of the Prestressed Concrete Institute.

Iowa has been in the forefront of the industry since the early 1950’s. From the very beginning, the new material was accepted by Iowa architects and today, precast and prestressed concrete finds use in a wide range of buildings types. From sports facilities like the University of Northern Iowa’s UNI-Dome at Cedar Falls, to the elegant facade of the University of Iowa’s Music School/Auditorium at Iowa City; from the monumental Deere & Company Engine Works at Waterloo to the beauty and low maintenance of the Graphic Corporation building at Des Moines; from the home office of the Life Investors Insurance Company headquarters at Cedar Rapids to the 600 car Grand Avenue Parking Garage at Des Moines, and for literally thousands of other buildings and bridges, precast and prestressed concrete has become part and parcel of Iowa’s construction scene, thanks primarily to an innovative and receptive architectural community served by an up-to-date, competitive precast and prestressed concrete industry.

But now that the precast and prestressed concrete industry has reached the beginning of maturity at age 29, it would not be unexpected to anticipate a slowing of its penetration in the marketplace.

Surprisingly, the reverse is true. In 1979, sales in the industry are anticipated to pass the 1978 volume of $1.4 billion by some 15% — a growth rate usually associated with a relatively young growth industry.

The reasons for this continued strength are based on the same facts that first pushed the industry into national prominence, factory produced quality and craftsmanship, long column-free spans, shallow depths, speed of construction, and last, but certainly not least, the very best in life-safety and comfort for the occupants of precast and prestressed concrete structures.

Adding impetus today to the growth of the industry are pervasive influences from outside the industry, in-
Precast and Prestressed Concrete

fluences that now affect the lives of all Americans. The energy crisis is one that is beginning to assume monumental size.

The number of words written and spoken on the "energy crisis" have reached such a volume that we are in danger of becoming immunized to their effect. Despite all arguments about whether or not we have an energy shortage today — it is not prudent to ignore the facts of the world's shrinking energy supplies when considering the design of a structure with an economic life of at least 50 years.

For the client's sake, architects and the other members of the design/construction team must look at the life-cycle energy costs for the life of the building. Once the concept of life-cycle analysis is accepted, it becomes quite clear that because of the energy resources consumed in the construction of the structure, the practical life of the structure must be increased to a longer period of time. We no longer can waste our resources by building and then rebuilding as frequently as we have in the past.

When building life is increased, the need for full flexibility of interior layout becomes mandatory to meet changing needs over the years. Industrial buildings, apartments, commercial structures, and schools are especially vulnerable to obsolescence when interior layouts are constrained by short spans and a thicket of interior columns.

With the need for frequent changes in interior layout comes the requirement for long, column-free spans—a natural attribute of prestressed concrete.

Most prestressed concrete floor and roof components are manufactured in a long-line casting and prestressing bed. The prestressing steel is strung between abutments at each end of the bed. Typically, casting beds are 400 to 600 ft. in length. To increase the span of individual components, all that is done, generally speaking, is to add more prestressing steel, and perhaps deepen the cross section. Very little additional concrete is required since it usually is the webs of stemmed members or hollow core slabs that are deepened. The labor to place concrete and to remove, stock, ship and erect the members is substantially the same regardless of span. As a result of this manufacturing process, unique to precast concrete, longer spans are produced at very competitive costs.

Also, prestressing of the concrete applies a moment-couple to the member that opposes the dead and live loads and results in shallow depths — far less depth than can be found with other structural material. With such optimum floor-to-roof, or floor-to-floor dimensions (in structures of more than one floor) the gross interior volume of buildings is minimized. And so, the volume to be heated or cooled is less. In multistory buildings, all vertical runs for mechanical and electrical systems are shortened and exterior wall height is reduced providing further savings.

In addition to the savings listed above — the very mass of a concrete structure becomes an asset in controlling energy costs for heating and cooling. The mass acts as a thermal flywheel that dampens the effect of fluctuations in outside temperatures and reduces the need for the equipment size required for quick response in buildings framed with lighter materials. With full awareness of the heat absorbing and radiation aspects of concrete, astute designers are orienting their structures to the sun's movement and choosing their building configuration to provide substantial energy savings over the life of the structure without sacrificing occupants' comfort.

It is this same mass of concrete that provides the fire resistance and sound attenuation that only concrete can provide. Unlike almost all other structural systems, the fire resistance and sound attenuation capabilities are built-in, not added on.

The fire resistance integrity of concrete is always there, because it is built-in. This is most important to the life-safety of building occupants and to the firemen who must depend upon the ability of a structure to confine a fire long enough to permit evacuation of occupants and to allow fire fighting to occur without unexpected structural collapse.

Sound attenuation is important also to the comfort of occupants. Acoustic design seeks a comfortable environment in which desired sounds are clearly heard and noise is isolated or absorbed. Weight is concrete's greatest asset when used as a sound insulator. Precast concrete walls, floors and roofs usually do not need additional treatment in order to provide adequate airborne sound insulation. Structural concrete floors in combination with resilient materials effectively control impact sounds such as footsteps, dropped objects, or dragged chairs.

Precast concrete wall panels are extremely effective in reducing street and other outside noise. Conversely when light industrial buildings are placed near or in residential areas, precast concrete wall panels effectively reduce annoying manufacturing noise.

In Iowa, as elsewhere in the United States, there is a trend towards the use of the structural precast double tee as a wall panel for all types of structures. This is epitomized in the Deere and Company Engine Works at Waterloo, Iowa. One inch polystyrene cast into the flanges of the double tees will provide energy savings throughout the life of this million square foot facility while providing a virtually maintenance-free exterior surface. Exterior surfaces can be smooth concrete, but frequently, decorative aggregates are exposed to provide both color and texture.

The use of load bearing architectural precast panels are effective in accelerating speed of erection. This is as valid for the one to three story structure as it is for high rise buildings. Three-story load bearing panel structures of 57,000 sq. ft. have been erected within a week's time. Finishing trades can move quickly into the enclosed structure further shortening the overall construction time.
Precast concrete panels also are finding a new use when the design decision calls for a cast-in-place concrete structure — as forms for concrete. This is one way to shorten the usual construction time for CIP concrete structures. The panels provide a high quality, factory produced exterior surface that is uniform in texture and color which reduces or eliminates site finishing work.

And there are still other new developments in concrete panels. The glass fiber reinforced concrete panel for example is one of the expanding uses of fibrous concrete for applications where very thin wall thickness or light weight are needed. Here the sound attenuation, fire resistance, and energy conservation requires liberal uses of insulating materials, but light weight coupled to the exterior surface durability provides an attractive alternative for certain applications.

And of course, outside the building market we find new and exciting uses of prestressed concrete that reflect the unique characteristics of the material. The use of prestressed concrete railroad crossties for the Northeast Corridor Improvement project will maintain rail gage under very high speed train traffic from Boston to Washington, D.C. Prestressed concrete crossties demonstrate the strength, resiliency, long life, and durability of the material.

In Tacoma, Washington, the 450 ft. long Arco ship was constructed to house a LNG floating processing plant. The ship (or barge), towed to Java and anchored off the coast to liquify waste gas for shipment to industrialized nations, typifies the crack resistance and water tightness of properly designed prestressed concrete.

In the bridge field; precast segmental bridges are being used for spans of 300 ft. while spans for stayed bridges with precast segmental decks approach 1000 ft. This, of course, means the availability of architecturally slim prestressed concrete for the major bridge projects of North America.

These are perhaps extreme examples of the use of precast prestressed concrete — but their development provides new knowledge that can only result in better performance of precast and prestressed concrete for you, and buildings in the future.

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The Mississippi River, winding its way through the heartland of mid-America from nearly the Canadian border to the Gulf of Mexico, is contiguous to ten states in its swift meandering journey to the sea. Among those contiguous states, the entire eastern border of the State of Iowa is defined by the River.

Iowa provides a significant part of the total shoreline and, as well, occupies a significant place in the magnificent history of the River. It is perhaps fitting in this year of the Celebration of Architecture that we should look to the Mississippi River as a unique element on the face of the earth and examine in a closer sense the importance of the river as a dominant feature in the landscape. As a natural element which is both dynamic and majestic, it contrasts dramatically with what we have built along the River's edge.

There are many themes which one might draw upon in examining what man has built along the river such as the great bridges, the vernacular architecture of the river rat, the influence and revival of historic European styles, or the influence of the many cultures which have been carefully expressed in the architecture of their time and place. But rather than any of these, I would like to touch briefly on the quality of urban areas along the River. That quality is not always eloquent. Modern civilization has shifted with changing values within our social structure and the shift has greatly affected the quality of design in the urban environment.

Close examination of a map will reveal along the river, seven major metropolitan areas with Minneapolis-St. Paul at the northern end and at the southern end, the third largest seaport in the world, New Orleans. In between lie Dubuque, the Quad Cities, St. Louis, Memphis...
and Baton Rouge. It is interesting that two of these urban areas are in Iowa along with the smaller urban areas of Clinton, Muscatine, Burlington and Keokuk.

There are more major urban areas immediately adjacent to the river in Iowa than any other of the ten contiguous states. In the late twentieth century, these have become towns existing along the river rather than river towns in the romantic sense of Mark Twain. They are urban areas in which time and change of life style have all but eliminated the pleasant sense of interface with the river. They are victims of deteriorating community values which have allowed central business districts to lose a visible definition of architecture at a personal scale replaced by aluminium storefronts, potted trees and sidewalk music. Those not aligned with preservationism might well argue that as we approach the year 2000 that these communities are better off without nineteenth century Americana. Perhaps, but in the process of elimination, are we really replacing what we remove with something of equal value? In architecture, urban design and landscape architecture, I do not think so at all.

As an interested observer of Iowa river communities along the Mississippi, I have noted an obvious struggle to survive within the central business districts. They all are being victimized by the edge of the city syndrome; the lure of the almighty dollar in the wide open acres of asphalt for automobiles, chrome mannequins and the neon lights of instant suburbia, "right here in river city". Fortunately, bright lights and disco while you shop exists for the most part on the other side of town from the river, but what merchant or city father would instead, in the name of sanity or political tenure, dare to suggest a handsomely landscaped river parkway within strolling distance of a Victorian edifice restored to elegance with merchandising to inspire a wondering shopper. Not one,
and there is precious little evidence of design committed to that idea, either.

Burlington introduced a fine shopping street timidly terminating at the river. Apparently the idea was to thwart the exodus of business to shopping centers; exit the developer. The individual shop owners failed to respond in kind by redesigning their stores with appropriate interior architecture; exit the casual shopper from Burlington’s shopping street. By Contrast, Clinton is making a serious effort at redeveloping the riverfront public area and though the view of the river is blocked by the levee, the Central Business District does interface with the shoreline redevelopment. The key to success in Clinton is simplicity in the Central Business District through redesign of store interiors, attractive landscaping, sensitive zoning and civic pride.

Dubuque went to great lengths to develop a successful downtown shopping mall and adjacent criminal justice complex. However, from the mall, it is several blocks to the river through one of the most impenetrable industrial jungles which I encountered along the entire length of the working river with perhaps the exception of the Quad Cities. It is astounding that design professionals have allowed such a deep encroachment by industry into the community and along the river. This insidious sprawl is a great industrial wall, producing pollution of every kind, making the worst of the Ruhr Valley appear as Paradise Lost.

Refreshingly, one can find the hand of an architect in

The Fish Market at Guttenberg, Iowa still functions as a market for the sale of fresh water fish caught locally in the Mississippi. The simplicity of this example of river rat vernacular provides a striking contrast against the lock and dam in the background.
the shoreline environment adjacent to the Central Business District of Muscatine. It is actually possible in Muscatine to sit and watch the river activities from a carefully articulated shoreline and the Central Business District has maintained its vitality through painted emphasis on the forms of existing structures a la downtown Columbus, Indiana. The pedestrian is visibly important to Muscatine through a careful perpetuation of a personal architectural scale. However, the industrial complex on the great sweeping bend south of the city brings once again to mind the question of zoning and the need for major industry to build immediately adjacent to the river. All too frequently, the lure of tax dollar income brought about by the development of industry appears to control selection of site, regardless of its appropriateness in the landscape or community. It is very difficult to determine the role of the design professions in these decision making process but it appears that, at least visually their vigorous comprehensive involvement along the length of the river is absent.

In 1976, the Walker Art Museum in Minneapolis commissioned an artist, Terry Schoonhoven, to do a series of drawings for their bicentennial show, graphically portraying the Mississippi River without water. The drawings were titled "No River". Schoonhoven's interpretation left the urban skyline of selected locations along the river intact but the bed of the river became a barren wasteland. What I find significant in these drawings is that removing the river emphasizes the visual chaos of the urban fabric but when left to flow freely between its shores, the river serves as the dominant and singularly beautiful element in helping to unify the built environment in an urban setting. Thus by ignoring the many positive features of the water, we have allowed the loss of urban-river interface to deteriorate to a kind of environmental tragedy of national proportion.

The few problems addressed here are contemporary, continued on page 18

Houmas House Plantation near Burnside, Louisiana is a superior example of mid-nineteenth century classic revival in the South. The inspiration for the bevedera, usually associated with Italianate architecture, came from the builder's earlier experiences with grand homes in the Carolinas.
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Riverfront development at Baton Rouge converting the abandoned Yazoo and Missouri Railroad Station into a handsome art gallery, an excellent example of adaptive use by John Desmond and Associates.

The Mississippi River

but the precedent for them was set long ago. In 1832, the American Indian Chief, Black Hawk, said, "I touched the goose quill to the treaty, not knowing, however, that, by that act I consented to give away my village." Times have changed, but we are still giving our villages away. O, the river shoreline sparkles here and there with architectural gems of times past, an isolated church, a riverfront warehouse, and of course, the ever present river houses, the "ghosts along the Mississippi". Too, Iowa enjoys fine examples of partially restored communities like Guttenberg or Bellevue. In the overall, the urban problems in the Mississippi River towns of Iowa are no more unique to Iowa than to Wisconsin or Louisiana.

The unhappy fact is that the problems are universally applicable the length of the working river.

When I consider the Mississippi River in this year of the Celebration of Architecture, I would propose a different kind of celebration. I propose that rather than architecture, that we celebrate the endurance of the river in spite of an all too overwhelming lack of design awareness by its shoreline inhabitants. And in this celebration, I further propose that we still have the river as a living ecological system and that the future holds unlimited possibilities to interface the architecture of the river communities with the river once again. The silent majority of talents within the design disciplines hold the answer to this celebration, one of people and architecture and the greatest river in America.

Near Victory, Wisconsin, an enterprising river rat managed to place an old house trailer on the hull of a sunken barge.
The Merchants National Bank at Winnona, Minnesota, an early twentieth century example of the Prairie School.
Robert T. Mooney, AIA

Robert T. Mooney, Associate Head, Department of Architecture, University of Illinois, Urbana-Champaign Campus has recently completed a six-month sabbatical leave during which he investigated and researched the quality of the built environment of the length of the Mississippi River. As a product of his study, he has produced an exhibit of black and white photographs which illustrate an overview of the quality of that built environment. Professor Mooney’s research was partially funded by the University of Illinois Research Board. The exhibit of his work opened nationally in Hannibal, Missouri, in November of 1978. Professor Mooney’s investigation has enabled students in the architecture curriculum at the University of Illinois to address river-related environmental problems in the design studio.

Wendy Nichols

Wendy Nichols received her bachelor of science in biology at the University of Wisconsin. Her first involvement in planning with the Great River Environmental Action Team was with the Great River Study in Wisconsin which involves the Mississippi River from Minneapolis-St. Paul to Guttenberg, Iowa. As Public Participation Coordinator of the Great River Environmental Action Team, Wendy organizes and coordinates meetings on the river and works with a public participation work group involved with disseminating information about the study and increasing public awareness of the problems and opportunities with the Mississippi River. Goals for the three-year study include preparation of a channel maintenance plan in a river resource management plan which will include elements devoted to recreation, water quality, and erosion prevention.

Richard H. Stanley

Richard H. Stanley is President of Stanley Consultants, international consultants in engineering, architecture, planning, and management. He has been a member of the firm since 1955. Mr. Stanley has a B.S. in Mechanical Engineering from Iowa State University, with an M.S. in Sanitary Engineering from the University of Iowa. Mr. Stanley is Chairman of the committee on Federal Procurement of Architectural and Engineering Services, Past President of the American Consulting Engineers Council, and Past Chairman of the Construction Action Council Executive Committee and International Economic Development Subcommittee of the Chamber of Commerce of the United States. He is a Director of HON Industries, Inc., and Vice President and Director of the Stanley Foundation.
Program

AIA SUMMER OUTING
"Celebration of the River"

Friday, July 20, 1979
10:30 a.m. - noon
Standing Committee Meetings
Executive Committee Meeting
Holiday Inn Board Room
11:00 a.m. - 1:30 p.m.
REGISTRATION—
Holiday Inn Lobby
1:30 p.m. - 3:15 p.m.
Continuing Education—
Holiday Inn
Robert Mooney,
Associate Head
Department of Architecture
University of Illinois
3:15 p.m.
COFFEE BREAK
3:30 p.m. - 5:00 p.m.
Wendy Nichols, LeClair, Iowa
Great River Environmental
Action Team
Public Park Headquarters
2:30 p.m. - 4:00 p.m.
Tea—Muscatine Art Center
Pat Restrepo, Hostess
Fashion Show—The Chiffonier
Pig Roast w/beer—
Saulsbury Recreation Park
6:30 p.m.
Sunday, July 21, 1979
8:30 a.m. - 9:00 a.m.
Coffee and Rolls—
Stanley Auditorium
9:00 a.m. - 10:15 a.m.
Seminar—Richard H. Stanley
Chairman of COFPAES
"Committee on Federal
Procurement of
Architect/Engineer Services"
10:15 a.m.
COFFEE BREAK
10:30 a.m.
Chapter Business Meeting—
Committee Reports
12:00 noon
Lunch—Geneva Golf
and Country Club
1:30 p.m.
Optional—golf—Geneva
Golf and Country Club
FREE
AFTERNOON
Golf, tennis, swimming, tour of
Kranz Florist & Gift Shop, tour of zoo, library tour, Mark
Twain Overlook located near the
Mississippi River Bridge
2:45 p.m.
Buses arrive—Holiday Inn
Board buses
3:00 p.m.
Buses depart for
Moline/John Deere tour
4:00 p.m. - 5:30 p.m.
John Deere tour
5:45 p.m.
Buses depart Muscatine for
Quad City Downs
dinner/racing
7:00 p.m.
Quad City Downs
dinner/racing
Transportation and entry fee to Quad City Downs, plus program Holiday Inn to Quad City Downs to Muscatine
Saturday, July 21, 1979
5:45 p.m. - 7:00 p.m.
Brunch—Holiday Inn
Court (Buffet Line)

1. Canterbury Inn
2. Geneva Golf and
Country Club
3. Holiday Inn
4. Kranz Florist &
Gift Shop
5. Mark Twain Overlook
6. Muscatine Art Center
7. Muscatine Public
Library
8. Stanley Building
9. Weed Park and Zoo

IOWA CHAPTER
AMERICAN INSTITUTE OF ARCHITECTS
Categorists are trying to find a handle for the kind of Architecture being produced today. For want of a better term, they call it "Post-Modern". It is of only passing concern for us since there has been little "Modern" architecture in Iowa — mostly feeble imitations of it.

Creativity has never been regarded highly in Iowa. The culture which flourished here in the XIXth Century emphasized literary and moral values and was inclined to consider Art in any of its forms as unworthy of consideration by responsible individuals. This may be because a side effect of art is pleasure, and the Puritan ethic, which held a strong grip on XIXth Century Iowans, held that any form of physical pleasure (to which Art was accused of pandering) was immoral. Male musicians were scorned, male dancers were beneath acceptance. Artists in the graphic arts were tolerated, especially when they showed commercial potential. Architects were not included in this rejection because they were excused (as some actually were) of being only deviant carpenters.

The climate of Iowa, as forbidding culturally as it continues to be meterologically, was not congenial to the production of Architecture. It is surprising that buildings constructed in the state have served their users well, have been resistant to the destructiveness of nature, and contribute more spiritual value to their communities than would be expected. As a matter of fact, cityscapes in Iowa, including the typical main street of a county seat or even a small town, are less depressive from an architectural standpoint than the comparable areas in great cities.

Iowa architects have been subject to the same influences that affected practitioners throughout the nation. With no attempt at historical accuracy, I shall try to outline the various movements over the years:

Until roughly 1924, the Beaux Arts school of design furnished a guaranteed formula for producing Architecture. It originated in Paris, but was accepted by all the schools of Architecture in this country. Its basic thesis was Order, and it conceived of Architecture as a gradually developing art which progressed in logical sequence from the fountainhead, Greece, by slight modifications and adaptations thru Rome, then thru the long period of the Renaissance, including the Georgian Period and the classic revival, into the "Modern" era of 1910.

Its primary vocabulary was the classic order which had meticulously standardized the proportions of various types of columns and entablatures, always stone or marble. Novelty was considered sacrilege. The fine architects of the period were bold enough to use imagination, but the student, who was to become the practitioner, was encouraged to find an example from the past, which seemed to fit his problem, and to crib uninhibited from the beautifully illustrated and often highly detailed books which abounded. Anyone who strayed from the accepted pattern by using excessive imagination was scorned to the same extent that we God-fearing Americans excoriate communists.

In the 1920's, a radical change set in. It may have been due to a general revulsion toward the past which was evident in painting, sculpture, music and poetry, but economic and technical factors were also involved. The cost of buildings was being inflated, which called for elimination of non-essentials. Craftsmen were being replaced by machines and new materials and different methods of construction were being introduced. Whatever the cause, international style was born. It might be called "random". Nothing symmetrical or orderly was tolerated; no recognizable feature from the past was allowed. It was not brutal — that follows later — but its only appeal was shock and novelty, aside from its undeniable economic advantage.

By the 1950's, the International style had become boresome, so the term "Modern" was resuscitated. Sophistication was being restored to Architecture. A sense of order was again acceptable, and detail becomes most important. "Function" was assigned extravagant importance. Ugliness was given the acclaim formerly accorded beauty, if it satisfied some utilitarian purpose. The World must be forced to be ridiculously truthful: if a visual eyesore, such as a misplaced window, was functional, it must be desirable; if a column (steel or concrete, now) interfered with the orderly composition of a facade, it could not be moved; the guts of a building (usually ducts) were not entrails but were noble evidence of logical elements of architecture and must be emphatically exposed. Sentiment was not yet tolerated and human emotion was not allowed to intrude. The symbol of this movement was probably the glass box. This shiny toy has littered our major cities to the extent that its monotony is again swinging the pendulum back to somewhere near where we started.

They call it "Post-Modern". Fortunately, it has not yet evolved into a "style". So far, it is characterized by an effort to shape buildings not just to elaborate the box but to create volumes which intrigue the eye and appeal to continued on page 24
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the imagination. There is even a noticeable effort to soften the harshness with moldings, and even with features which might be called ornament.

Architecture is not a verbal art, and it is futile to try to explain what constitutes Architecture. There are no formulas — there really weren't any formulas during the Beaux Arts Period —. The Architect's problem is to create structure which will enrich men's lives. This means that a structure must give a person who uses it — even one who merely views it — more than a mental stimulus really an emotional lift. There is a surprise element such as finding an unusually effective way of combining ordinary constituents. Mere novelty doesn't explain what constitutes Architecture. There are no formulas — there really weren't any formulas during the Beaux Arts Period —. The Architect's problem is to create structure which will enrich men's lives. This means that a structure must give a person who uses it — even one who merely views it — more than a mental stimulus really an emotional lift. There is a surprise element such as finding an unusually effective way of combining ordinary constituents. Mere novelty doesn't describe it; rather it is a transformation of a commonplace into a creative delight, a feeling that is a mixture of awe, surprise, contentment, delight, warmth, stimulation.

While it is not possible to define the quality that makes a work of Architecture, Painting or Sculpture, some specifications might indicate what pleases the viewer. In some fashion, the individual must find in it something which recalls a previous pleasant experience. He may not be aware of the connection; which is probably buried in his memory, maybe from his youth. Effective Architecture finds those memories and designs forms that pull them out of the viewer's subconscious.

That is what makes indigenous Architecture. The Aga Kahn is attempting to revive the Architecture of Islam, not by replicating ancient buildings, but by encouraging use of the vocabulary and the basic character of what gave those buildings their distinctive flavor. Some such move is overdue in the West as we happily seem to be outgrowing our binge into abstraction.

I have been leading you to conclude that Design is the only aspect of Architecture. That is definitely not my intention any more than I would contend that winning is the only worthy aim of athletic competition. Design is very damn important, but an architectural victory can be lost in many other ways than Design.

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The Client's interest is ideally given full expression in the Program. That is where the first strike against us usually happens, but there are at least five strikes that can bench us.

First, is the failure to find all the significant information about what is intended to happen in the building. A Client often gives the Architect credit for knowing more about his own problems than is actually the case, thinking that the Architect can read his mind to elicit details that seem unimportant to him until he finds them missing in the completed structure. The Architect, in preparing a program, must know the physical requirements for each space, how it will be used, and by whom. If possible, he should submit these "whom's" to intensive questioning to get their ideas and requirements.

The second pitfall is the Architect's failure to transmit the full inventory of program requirements to the staff which must implement them. He must make clear, and must make sure that his designer and engineer and draftsman understand not only the size of rooms and their relationships to other spaces, with a complete tabulation of equipment and facilities, but any prejudices or preferences of whomever will use the space.

Third among the list of horrors is the Architect's failure to make certain that all bases, drawings, specifications and the various engineering aspects, are coordinated. This is no such simple matter as checking door swings to be sure that a light switch is not placed behind an open door. Beams, ducts, and piping or conduit seem to have a way of gravitating to the same spot, and untangling conflicts during construction on the job is costly to the Architect; sometimes to the Client, and can cause irreparable damage to the Architectural fetus.

Next is failure to translate the designer's intent into contract documents. No Matter how thorough a specification writer may be, he also is no mind reader and has only a 50-50 chance of specifying the right texture, color or shape if allowed to proceed without complete guidance.

The last failure comes during construction if, as often happens, the Architect gets conned into accepting an inferior item. Contractors naturally try to complete a project with as great a profit as they can squeeze out of its execution. Their chance of lessening the cost of labor is practically nil so they attempt to buy material as cheap as they can get away with. In these days of strenuous competition and relaxed morals, it is easy to find substandard products to substitute for what has been specified. The Architect wishes to appear fair, perhaps hoping that any concessions which he may make might prompt compensating help from the Contractor later, should some deficiency in plans show up. Also, he realizes that he doesn't know everything and there is a possibility that the substitute may be equal to the specified product. He finally accepts the cleverly rationalized, but unsubstantiated claims of the contractor, which more often than not he will regret later. One occasionally has the uncomfortable feeling that deterioration in quality, so prevalent in building labor and material suppliers, may be affecting the profession and himself.

Architects don't necessarily get better and better, year by year, but they do change. The Architect of the 1920's, in approaching a problem, would go to his library to find in a book a suitable crib for his project. The 1930 Architect would consult the "Architectural Forum," a magazine then current. In 1940, he would turn to a
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manual of codes and regulations. The Architect of the 1950's would consult the writings of LeCorbusier and Frank Lloyd Wright, after which he would compose an elaborate thesis outlining his intentions. 1960 was easy, he would merely smoke a joint and imbibe adequately from the bottle. 1970; that's us, and we, of course, are more sincere than our predecessors. We are not enticed by slogans which offer function, or space, or interpenetration. We are somewhat handicapped by living in a highly confused age. This is brought to our attention by the newspapers on the morning after election when the public has been reported as ignoring the civic duty of voting. It is heard on the broadcast media when a musical selection consists almost totally of a drum solo. It is seen in painting and sculpture which present compositions so abstract that it is impossible for the average viewer to detect any meaning. In spite of that, and in spite of the fact that we live in an increasingly impersonal society, Architecture seems to be turning toward a response to human values. That should utilize all our creative energy, but there is a saying which is supported by impressive evidence that "People are no damn good". Architects are people. Are we going to be any damn good?

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