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a
look
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Cover: Abstraction of block and structure pattern of Kansas City from "Design Character of Kansas City," Part I, Urban Design Studies Community Renewal Plan, City Plan Commission, Kansas City, Missouri, by Runnells & Winholtz. 1966.



A LOOK AT CITY PLANNING

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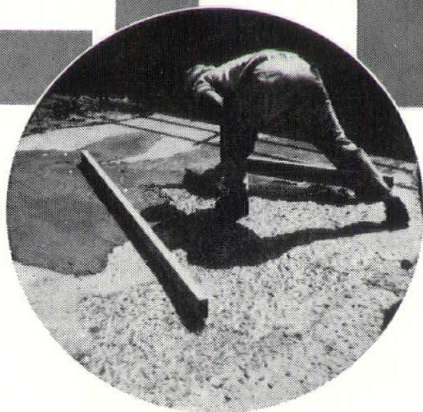
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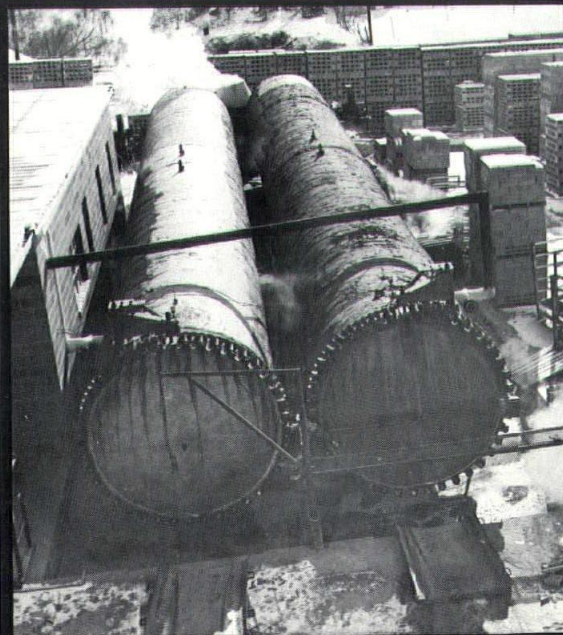
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NOTES FROM THE PRESIDENT

*J. David Miller AIA
President
Kansas City Chapter
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ONCE UPON A CITY THERE WAS A TIME

In the Midwest there was a City. Though it grew as a river town and an agricultural center, the word "cowtown" was soon discarded. Its beautiful homes spread widely to escape blight. Its great rail center was replaced with a new need and an Air Terminal of The Future. Its downtown was circled with efficient freeways. Its heroic Park System was re-vitalized. Its people built a large Sports Complex in the face of many odds.

And then this City reached a time of decision.

This narrative leads to the crossroads of Kansas City 1967. The direction taken from that crossroads depends on local business and governmental leadership. The shape of that direction depends on how thoroughly the urban scene is designed. And this is the vital concern of Architects in our Community. For too many years there has been a building-by-building isolationism in architecture. The total environment of our City is much broader than that. It is time to plan not only laterally for basic zoning, transportation and utility needs, but to plan 3-dimensionally—for the overall texture, relatedness, contrast, and livability of buildings and their surroundings.

Ten years ago, members of our Chapter donated 3000 man-hours to a vision of the Central Business District, working closely with the City Plan Staff. The Study received national recognition, and it is ironic that some of the same features are reshaping Minneapolis and many other cities today. The plan failed to stir community imagination, and soon became "shelf material." It is doubtful that its fare was because it was a gift, because many other fine studies have received the same reaction. It is doubtful, too, that the same type of study would be perceptive enough today, because the problem is much more complex, and the needs go far beyond the core of our City.

This issue of SKYLINES presents three interesting viewpoints on Urban Design:

Victor Gruen (author of the Crown Center feasibility study) shows a portion of his work for the city of Boston. This project will no doubt be shown in more detail when he addresses our first Chapter meeting on September 29th.

David B. Runnells (another Architect-Planner, and a native) discusses City Planning in Kansas City, underscoring the interest of the local profession.

John G. L. Dowgray, Jr. presents a refreshing appraisal seen through the eyes of an educator, a historian and an avid inhabitant.

It is now apparent to more and more people that a truly Comprehensive Master Plan is needed. When will the time be more ripe for such a decisive step toward an efficient and beautiful city?

The Time Is Now!

Dave Miller



THE BOSTON CENTRAL BUSINESS DISTRICT



Victor Gruen FAIA
Senior Partner,
Victor Gruen Associates
Architects,
Planners and Engineers

Mr. Gruen regards himself as an environmental architect. He is a Fellow of the AIA, an affiliate of the American Institute of Planners and a member of the Authors Guild Inc. He has written numerous professional articles and two books: "Shopping Towns U.S.A." and "The Heart of Our Cities."

Though the core areas of all American cities have suffered through economic and physical deterioration, none of the large metropolises have, up to now, attempted to take comprehensive steps for the revitalization of the business and retail center within the core area, on which the well-being of the city and the metropolitan region largely depends.

Boston is the first city to do so. The Plan which was developed by our organization within the last five years with the active assistance of the Boston Redevelopment Authority and The Committee for the Central Business District, Inc. proposes measures which will eliminate many of the deteriorating conditions.

The principles underlying the Plan which were described in our first report are:

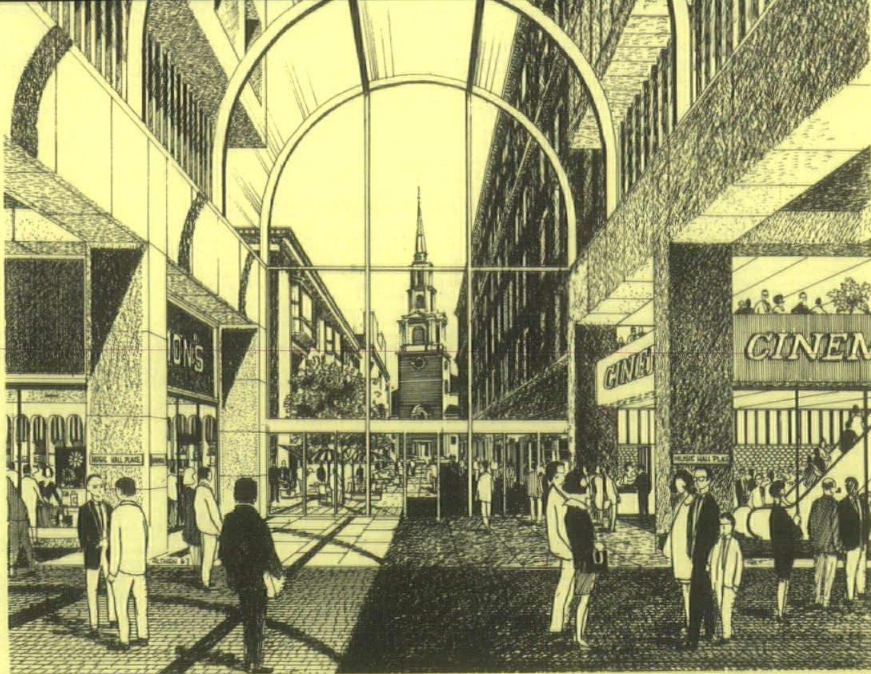
1. Improved accessibility to the city core area, by private and, particularly, public transportation;
2. Separation of utilitarian functions, including all transportation, from human functions by means of vertical or horizontal separation;
3. Improvement of the environmental qualities of the business core area;
4. Addition of new economic strength and development sites;
5. The mixture of business activities with other urban functions, such as apartments, entertainment, Government, cultural and social institutions, etc.

Boston is an old city and therefore its historical buildings and streets offer special opportunities, but also present unusual problems. An important goal of the Plan is to preserve historic structures and the traditional city scale, and to free the narrow business streets and lanes from automotive vehicles for which they were never designed.

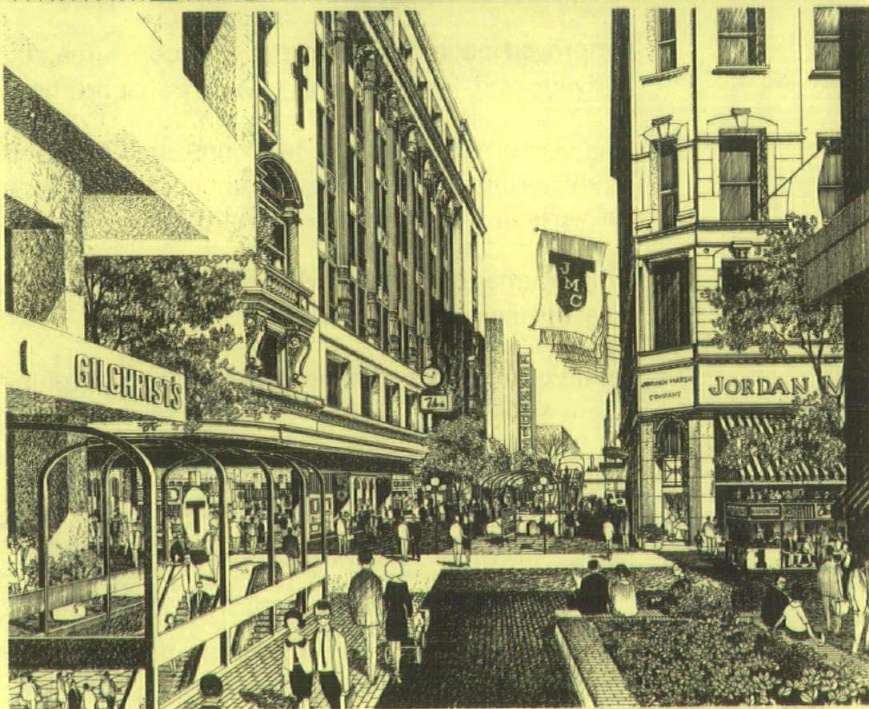
In order to liberate the streets and lanes from traffic jams, noises and exhaust gases; and in order to return them to the use of people on foot; and in order to make shopping and all other urban activities pleasurable again, it was necessary to develop systems of traffic circulation with adjoining garage facilities, systems of underground delivery streets and docks, and a major terminal for cars, buses and trains in the South Station area. This was the greatest task and proved to be one of the major achievements of the Plan.

(continued on page 10)

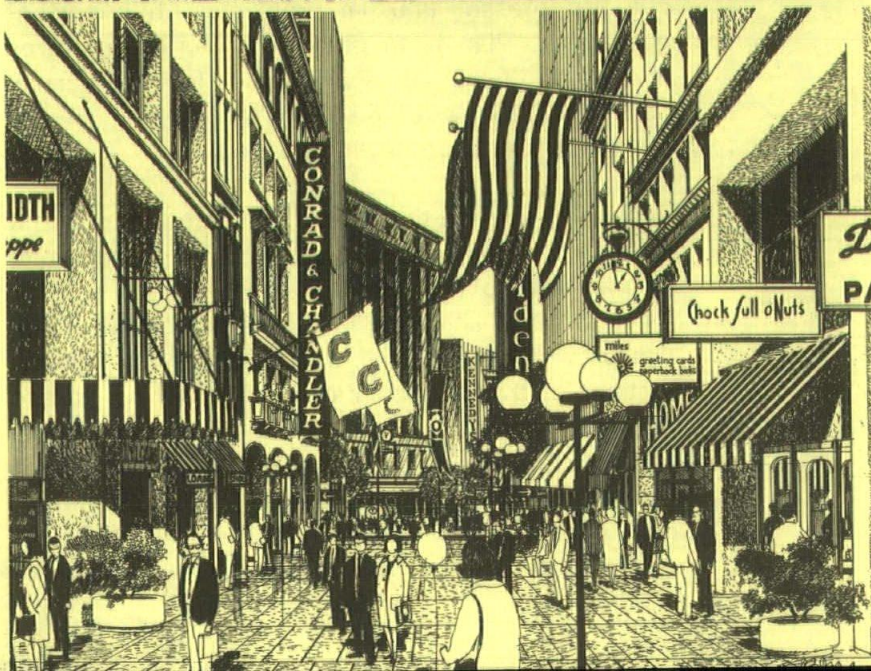
highlight of the plan for Downtown Boston is the shopping mall on Washington Street, running through the retail district. This view looking north into Washington Street, beyond the major department stores—Jordan Marsh and Saks—leads to the Old South Meeting House at the end of the shopping mall.



The Small-Shops' area adjacent to the department stores will undergo major face lifting through Boston's Plan for the Central Business District. This view looking at the Park Street Church shows Hamilton Place as a mall for strolling and shopping.



This artist's rendering illustrates Boston's department store area at Summer and Winter Streets as envisioned by the Central Business District Urban Renewal Planners. Washington Street, the main shopping street, and a number of other streets in the retail district, are to be converted into pleasantly landscaped malls. Delivery trucks and other service vehicles will be accommodated by tunnel systems.



Winter Street, in the heart of Boston's retail area, will be transformed into a shopping mall as part of the Downtown Urban Renewal Program.

CITY PLANNING IN KANSAS CITY



David R. Runnells AIA
Runnells & Winholtz
Architects, Town Planners,
Urban Design Consultants

Mr. Runnell's latest activity has been as consultant to the Kansas City Plan Commission on Urban Design Studies for the Community Renewal Areas. These studies of design standards will soon be published by the Plan Commission.

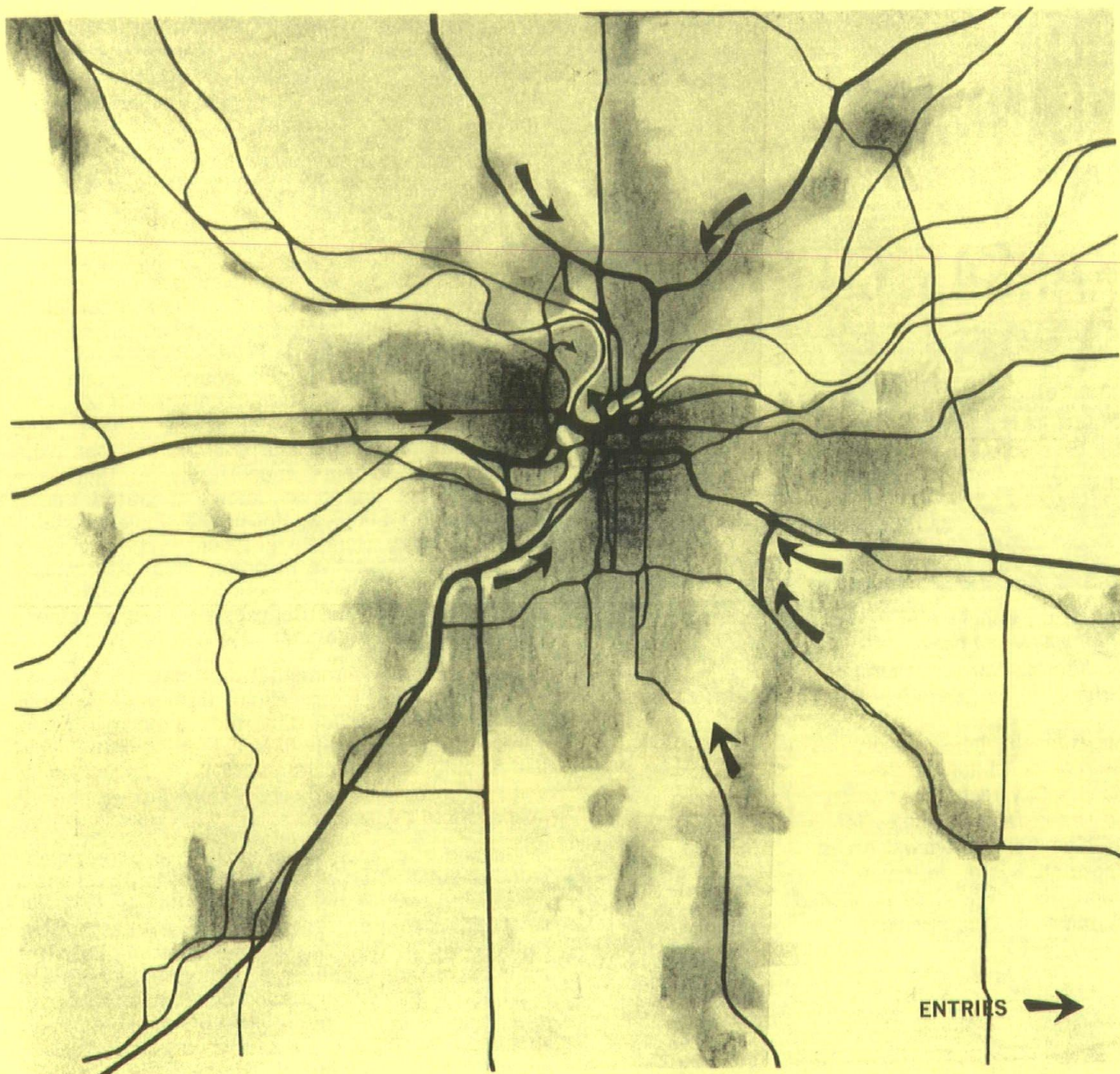
The emergence of effective City Planning in the Kansas City area is just beginning to take clearcut form, hopefully and primarily through Metroplan, the recently organized Metropolitan Planning Commission, Kansas City Region.

Both Kansas City, Missouri, and Kansas City, Kansas, have had a long tradition in city planning and zoning activities. However, planning generally has been limited and piecemeal, rather than comprehensive in nature. Planning budgets have been too small in the public as well as the private sector. Planning has been limited in the sense that only a few cities in the Kansas City Region have completed comprehensive plans, and these have automatically been legally limited to corporate boundaries, and also piecemeal to the extent that only a few selected elements such as highways, parks, sewers were singled out for planning purposes, rather than planning for all elements concurrently so that each element could be appropriately integrated into a total scheme. This viewpoint of the whole (Gestalt), such as viewed from an airplane, is so necessary for logical and creative planning. Natural drainage, water, sewer, highways, schools, parks, housing, commercial, and industrial uses are most effectively provided for when the total viewpoint is taken.

However, each governmental unit can still function within the total metropolitan framework without giving up its individuality and autonomy. Inter-governmental cooperation is the order of the day, if desirable urban environment is to be achieved, and public facilities and services provided at reasonable costs to the taxpayers.

Within the brief span of 20 to 30 years, the anticipated population growth in the Kansas City Metropolitan Area will increase over one million. This will essentially require a doubling of all residential, commercial, industrial, public, and semi-public facilities, plus public utilities and community facilities required for such an expanded population. This may take place in the traditional un-planned urban sprawl, or it can take place in the form of desired growth patterns, adequately planned and zoned in advance, including the possibility of "new towns," limited in size and situated strategically within permanent greenbelts to insure their continuing character and stability, and linked with the metropolitan center by rapid transportation facilities.

This growing awareness of what cities could and should look like is taking on new meaning daily. There is a growing concern for "beautification." See "Entries" regional drawing, from Research Study #3 for Kansas City, Missouri, Art Commission. Comprehensive planning is becoming more design conscious. More data is being collected and analyzed for design purposes. Zoning controls are being collected and analyzed for design purposes. Zoning controls are being design oriented. Urban Design, which is the "bridge" between architecture and planning, is being emphasized as not only desirable but essential if the full potential of an optimum environment is to be achieved. Refer to my



firm's design standards developed for the CRP areas for the Kansas City Plan Commission, to be published.

A basic maxim in planning is that it is impossible to fit a part into the whole until the concept and shape of the whole is first determined. The absence of such a concept is why so many costly mistakes of the past have been made and continue to be made today in unrelated and piecemeal planning actions. See the illustration of a Planning Standard of a Directional City as one type of concept applied to a small town in mid-America.

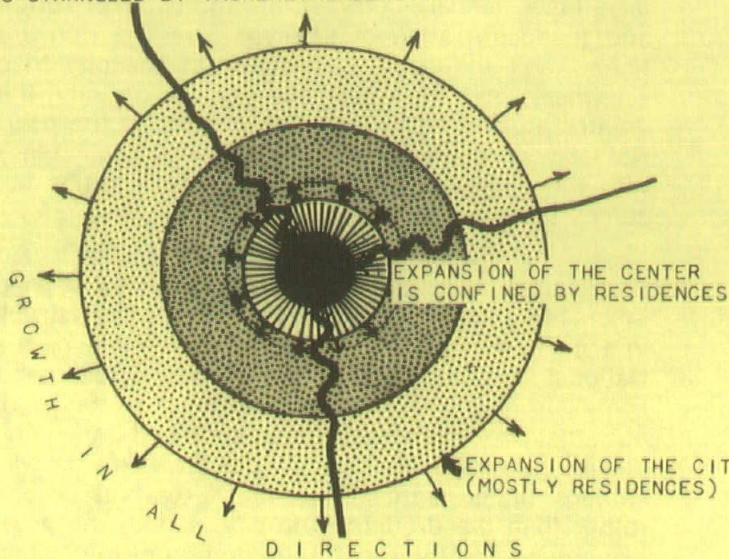
The basic legal concepts for planning, zoning, and urban renewal have been expanded and matured to the following excerpt from a 1954 U. S. Supreme Court ruling:

"The concept of the public welfare is broad and inclusive. The values it represents are

spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well-balanced as well as carefully patrolled . . ."

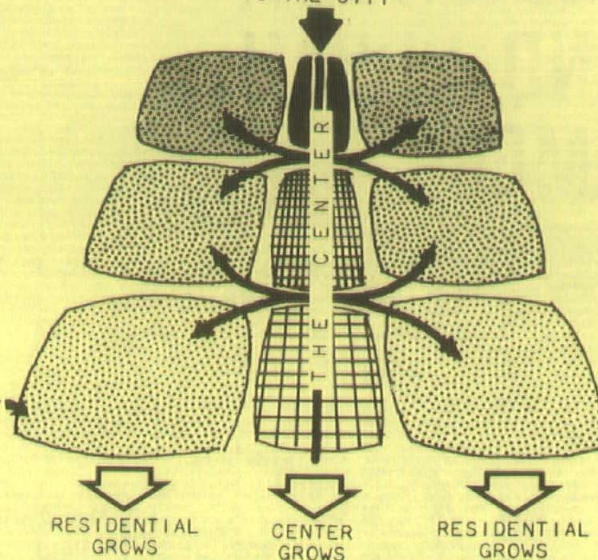
Today, many innovative schemes are being proposed throughout the U. S., including the Model Cities program for extensive city renovation, and New Town development. The only proven way urban redevelopment can be accomplished at the same time renewal is done in the inter-city is to coordinate and develop "new towns" to take care of the expansion and displacement of people and activities from the renewal areas. In a very real sense, the only limitations which beset us today in mid-America are the limitations which are self-imposed. The arts, science, and technology of our time can provide the answers and solutions to prob-

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CONTINUING
ACCESS
TO THE CITY



GROWTH WITH DIRECTION

CONCEPT: CITY WITH DIRECTION

blems we desire. Technology has, in a sense, created what we now have and, in a sense, technology, with more planning guidance, can solve the problems. The people in the final sense should determine purposefully through forethought and planning what they want, rather than to allow the aimless sprawl of megalopolis to further engulf them, without form, pattern, texture or vista.

As far as a profession of "City Planners", it is no different locally than elsewhere in the country. Not enough architects, engineers, or landscape architects have had additional training or graduate education in city planning. In my case, after undergraduate study in Architecture it was Town Planning and Civic Design (the equivalent of the new term Urban Design) at the Cranbrook Academy of Art, under the late Eliel Saarinen.

Architects and engineers have traditionally done project design in structures, utility planning, highway planning, etc. Some large architectural firms employ their own engineers, and some large engineering firms employ architects. Some firms also employ their own landscape architects and city planners, in order to provide a more complete and comprehensive service.

As a profession, city planning has not progressed to the point of legal registration, although it has begun in a few states. Heretofore, architects, engineers, and landscape architects per se have not qualified in performing comprehensive or master

planning within the broad concept of city and regional planning. The American Institute of Planners, which is this year celebrating their 50th Anniversary, have established membership criteria which both State and Federal agencies have recognized. This does not mean that architects and engineers cannot perform the planning of specific projects, e.g., housing projects, educational and institutional campuses, airports, industrial areas, shopping centers, utility systems, etc.

The art and science of city planning and urban design deals with the total urban environment. If total comprehensive services are to be rendered by any particular firm, it would appear that there is a strong need to recognize the contribution of each traditional and pertinent profession in relation to the total undertaking. Whether or not this can be done effectively in a large firm is yet to be seen. It may be that the traditional approach of combining different professionals joining on an associated basis is the better alternative in order to refrain from imbalance or dominance of one profession over another. The architects particularly, as well as the public in general, have a vested interest and concern to see that their contribution is effectively made.

Architects have always contributed to City Planning in the past, especially in Europe and up to World War I in this country. But not until the last ten years has the entire profession taken it seriously about getting into the act again.

ARCHITECTS, EDUCATORS, AND URBAN AMERICA



John G. L. Dowgray, Jr., Ph.D.
Dean of Faculties
University of Missouri at
Kansas City

Excerpted from Dean Dowgray's address to the Missouri Association of Registered Architects, April 29, 1967, at Springfield, Mo.

I think I must warn you that I am a person of prejudice:—I BELIEVE IN THE CITY. As a historian, I recognize that that is un-American . . . that it is a denial of the American dream . . . that it is an attack on the myth of the natural garden . . . that I am a walking threat to the lawn-mower industry. I will even admit that I am temporarily overwhelmed by the Rockies . . . cast into a state of reverence by a redwood forest . . . and soothed by the rolling pasture land of Missouri's Blackwater valley.

But I am thrilled by a city's skyline as it thrusts above the horizon. My pulse beats to the rumble of urban traffic and my sinuses run to greet the urban smog. My feet are attuned to the city's pavement and I sense a slight esthetic loss if well-designed street-light poles are not interspersed among the trees.

The challenges for modern man lie in the city, in the urban, the metropolitan, and the megalopolitan areas. In a just-published book, *THE MYTH OF THE MACHINE*, Lewis Mumford finds the theme of mankind's development to be the continuous effort to escape organic fixations, both physical and environmental. "Man's proneness to mix his fantasies and projections, his desires and designs, his abstractions and his ideologies, with the commonplaces of daily experience were," Mumford argues, "an important source of his immense creativity."

I think we must admit that the city has had a poor press in America. . . its image has suffered from poor public relations. In 1885, Josiah Strong wrote: "It is the city where wealth is massed; and here are the tangible evidences of it piled many stories high. Here the sway of Mammon is widest, and his worship the most constant and eager. Here are luxuries gathered — everything that dazzles the eye, or

tempts the appetite; here is the most extravagant expenditure. Here, also, is the *congestion* of wealth severest. Dives and Lazarus are brought face to face; here, in sharp contrast, are the *ennui* of surfeit and the desperation of starvation. The rich are richer, and the poor are poorer, in the city than elsewhere; and, as a rule, the greater the city, the greater are the riches and the poverty of the poor. Not only does the proportion of the poor increase with the growth of the city, but their condition becomes more wretched."

Nearly sixty years later, at the end of the Great Depression, most comments on the city carried much the same tone, but a newer note was struck in the "Report of the Urbanism Committee of the National Resources Committee," whose 1939 report contained the following statements: "The faults of our cities are not those of decadence and impending decline, but of exuberant vitality crowding its way forward under tremendous pressure — the flood rather than the drought. The city is both the great playground and the great battleground of the Nation — at once the vibrant center of a world of hectic amusement lovers and also the dusty and sometimes smoldering and reddened area of industrial conflict. It is the cities that must meander the ambiguous and shifting boundaries between recreation and vice, not only for their own citizens but for some of their visitors as well."

While this is hardly resounding optimism and labors under the pains of the union strife of the Thirties, it more closely approaches the theme of our own day. Although the weekend whine of the suburban lawnmower is still a strong tie to the past and its pastoral theme, there is a growing army of converts to the green asphalt patio and the free-form swimming pool. "Habitat 67" may well become this year's temporary temple to progress.

I don't think I need to belabor the element of challenge for any of us here. Men have many challenges and, as often as not, men make rational selections of the challenges they meet.

But there lies the hope of the city. Its demands are insistent; it is reaching the point where it will brook no shallow answers. It is not the alter bell sounding now, but the fire alarm and the air-raid siren. Little men will become bigger and big men will become giants, or we will all wash out to sea on a current of water pollution and a torrent of smog, pushed by a lava wave of traffic congestion, and serenaded by an army of well-fed sewer rats.

Senator Joseph Clark of Pennsylvania, in the Senate hearings of August, 1966 on the federal role in urban affairs, made a statement that hits our target: "America's cities are in a state of crisis today, beset by a host of financial, political, and environmental problems. But the chief problem, in my view, is none of these. It is psychological."

The point is that we know a good part of what needs to be done. There is a heavy literature of proposals, programs, and panaceas. The professional and pop-

ular journals are filled with instructive articles; the proceedings of Congress and the various state legislatures are packed with the testimony of witnesses and the speeches of legislators. The sheer tonnage of pertinent information is staggering. What are we doing with it? . . . For the most part, we seem to be storing it.

Who will provide the psychological kick in the posterior?

Historians are notoriously poor at planning, but let me have a feeble try at my home base. Kansas City, like most cities, has a "downtown" problem. There is nothing unique about it. The fact is that a great number of its downtown buildings are getting ancient and expensive to operate or remodel. Developers are continuing to build shopping centers of a variety of sizes at a number of points in the metropolitan area. Most of the major merchandising concerns either have or are about to build new stores of a size and complexity to rival the traditional downtown department store in many of the larger scattered shopping centers. City, state, and federal governments are just about to complete a ring of high-speed trafficways around the old "downtown."

There is a continuing and powerful concern about the "future" of downtown and an active downtown committee. The major financial institutions are constructing towering bank and office buildings. A governmental center, including all three levels of government, is rapidly developing at the eastern edge of the enclave. Major hotels are refurbishing and adding to their establishments and something of an entertainment center is developing at the western edge. Urban redevelopment projects are clearing space at both edges.

To both the north and south of the belt-line moats, —which will be filled with traffic rather than water—are wholesale merchandisers, light manufacturing industries, and the like, housed in ancient and largely deteriorating structures.

That is a sketch of the physical attributes. Now, what seems to be the plan for the 21st century? Unless I am much mistaken, it appears to be one of modernizing and recreating a new "old downtown" with essentially the same economic and daytime orientated base.

What would happen if we threw out the old downtown concept? What if we compromised and encouraged the development of the governmental center and the hotel-entertainment center? What if we limited the number of new office structures? What if we encouraged the speedy relocation of the large department stores and razed their outmoded structures? What if we replaced them with a variety of small specialty shops and service establishments? What if we drastically curtailed or prohibited vehicular traffic and turned the whole area into a pedestrian-oriented urban garden of malls, sidewalk cafes and clubs? What if, across the southern moat, we replaced the decaying business structures with a

mixture of high-rise and "garden apartment" living structures?

There would be a wild outcry . . . that's what!

The tax base of the district would certainly change, and relative land values would be radically shifted. Parts of the proposed plan could be phased in, but there would need to be quick changeover for much of it in order to make it work economically. The individual and personal dislocations and relocations would be greater than any urban renewal project. The impact ripples — economics, sociological, and psychological—would cover the entire metropolitan area.

Yet, if this society intends to meet the challenge of urbanization, decisions and programs of similar scope and complexity could well be called for. Historically, this sort of change in function of land areas has taken place slowly and relatively unperceived. A business district would seem to be expanding geographical area, or a small satellite business district would appear and, over the course of years, rather gently replace the original district. In most cities this has happened.

The identical economic changes have taken place in this historical development. The tax values and market values of the land have shifted appreciably; investors who were not on their toes found their own income base altered. The habit patterns of hundreds and thousands of individuals shifted. Even the pigeons have altered their community patterns. As you can see, the principal differences between the two occurrences are the time factor and the role of total planning.

In this last example, the psychological kick may have been delivered to a single individual. He or his associates sold the vision in small segments . . . indeed, the total plan may not have been recognized until it was well on its way to reality.

But, increasingly in the modern period, events and statistics seem to be indicating that the psychological kick has to come in the large economy size and be delivered to the political and economic leadership of whole communities.

Our age is clearly calling for new men, new appraisals, and new programs. The problems are bigger and more insistent. We have passed, I hope, through the adolescent stage of conceptualizing a whole planet before designing a shopping center. We are also, I trust, moving out of the stage of attempting to accomplish much through a committee of hyper-specialists and recognizing that, in social organization, a division of responsibility is more effective than simply a division of labor . . . and calls for a different sort of person.

Educators and architects, in company with the behavioral scientists, do have an alternative. They can back into the twenty-first century or they can meet it on equal terms. The urban challenges are here . . . and the twenty-first century *is* coming . . . IN SOME FORM OR ANOTHER!



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Open web joists help build economy into unique shopping center

Unusual design often requires costly structural solutions. But not in the new Villa Italia Shopping Center, Denver, Colorado, where production-line structural components support the huge roof area.

Unique in design, the center captures the flavor and atmosphere of Southern Italy through Italian art and architecture. Villa Italia has 800,000 square feet of retail space for 80 tenants, plus a 150,000 square foot enclosed air conditioned mall called a Galleria. Although the center is old world in design, modern construction materials were used. For example: Sheffield Open Web Steel Joists were used, to support the built-up flat roofs. There were over 1,200 tons—34 different sizes of Sheffield H-Series and J-Series Joists used. All of the Sheffield Joists were standard sizes, selected right from the catalog. In this way all the economies of long

run factory production and the use of a repetitive building component were realized. Thus a shopping center with seemingly custom structural needs was designed and built with a standard material.

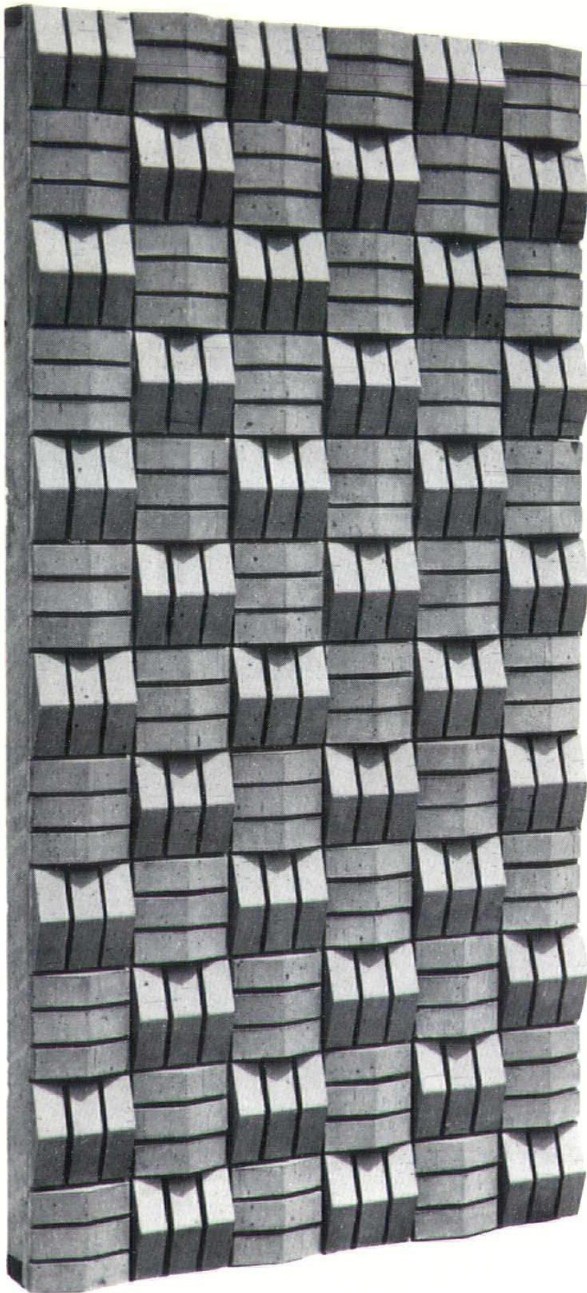
There are many reasons for the increasing acceptance for steel joists: High load carrying capacity per-pound of steel, flexibility during construction, easy passage of pipes and conduit through the open webs. Sheffield Open Web Steel Joists are completely standardized as to types, depths and load carrying capacities. They meet all the specifications of the Steel Joist Institute.

For additional information contact the Armco office in your city or write: Armco Steel Corporation, Dept. W-537A, 7000 Roberts Street, Kansas City, Missouri 64125

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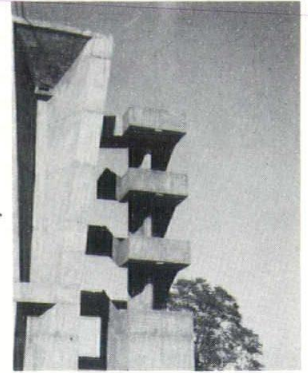
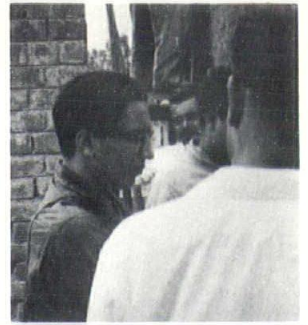
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a.i.a. notes

BALKRISHNA V. DOSHI
SPEAKER FOR AIA
OCTOBER MEETING.

Founder of Vastu-Shilpa, architectural, planning and industrial design firm of Ahmedabad, India, Doshi received his RIBA in London and then trained with Le Corbusier in Paris for six years. After this, he was Le Corbusier's on site representative for early work at Chandigarh and at the Ahmedabad Projects. He is founder and director of the Ahmedabad School of Architecture, his educational work includes visiting professorships at Pennsylvania and Washington University.



KANSAS CITY AIA CHAPTER MEMBERS JUDGE KANSAS AIA CHAPTER AWARDS COMPETITION.

On August 19 in Topeka, Jim Balderson (Chairman), Bruce Patty, and Jim Mantel selected the following medal award winners from state-wide submissions:

- Butler County Junior College. (Medal Award)
- Wichita Public Library. (Medal Award)
- Eastminster Presbyterian Church. (Merit Award)
- Architects' Office, Topeka. (Merit Award)

ARCHITECTS AND ENGINEERS INVITED TO ATTEND INTERNATIONAL CONFERENCE ON MASONRY STRUCTURAL SYSTEMS.

The Brick People, members of the Structural Clay Products Institute, will furnish 'round trip air transportation for Kansas City Architects and Structural Engineers who attend the 1967 Conference November 30 through December 2 in Austin, Texas.

The program will consist of ten sessions with presentations by internationally recognized authorities. The \$30.00 registration fee includes the full conference, buffet luncheons, reception and banquet.

Reservations and air transportation arrangements can be made at the Structural Clay Products Institute, Suite 367, 745 State Avenue, Kansas City, Kansas. Telephone DR 1-7474.

LIGHTING FUNDAMENTALS COURSE.

Sponsored by the Kansas City Power & Light Company, this training course will consist of two hour sessions beginning 6:30 P.M. Wednesday, September 20 and continuing each Wednesday thereafter for a total of eight classes. All sessions will be held in the Electric Living Center, First Floor, Power & Light Building, 1330 Baltimore. The tuition fee of \$18.00 includes a complete course booklet as well as considerable reference material. The class size will be limited to approximately 30 persons, so reservations should be made immediately. For more information, call Jerry Custead, GR 1-0060, Ext. 448.

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The additional floor in the same height. Avoiding columns and beams, all space is usable space.

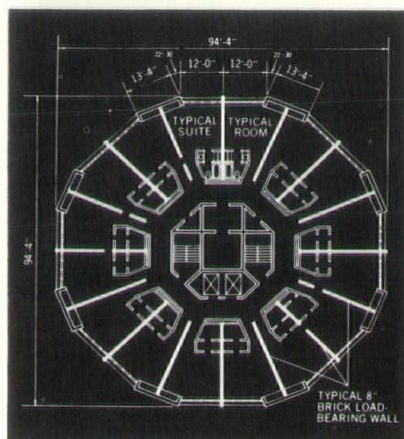
And, of course, the beauty.

Nothing new? Hmmm.



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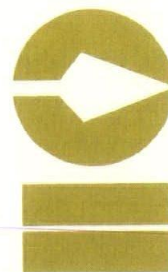
IDEA SESSION OF THE YEAR!

The International Conference on Masonry Structural Systems.

WE'LL PAY YOUR AIR FARE THERE!

Austin, Texas. November 30 - December 2, 1967

(The Brick People will host a charter flight. Reservations are on a first come basis and dependent upon number of requests received.)



ATTEND 9 STIMULATING SESSIONS!

Learn the latest aspects of masonry design, function and construction. No papers will be presented orally! A concise panel discussion will precede floor questioning. You'll hear architects from Australia! Belgium! Denmark! 14 countries presenting the latest ideas in masonry construction and design!

\$30 REGISTRATION FEE INCLUDES:

- Attendance at all 9 sessions ■ A \$20 copy of the printed proceedings
- Buffet luncheons on Thursday and Friday ■ Reception and banquet on Thursday
- Morning and afternoon coffee breaks ■ Free air transportation to Austin. You Pay only for motel accommodations and other meals. The Brick People will make all arrangements!

THE BRICK PEOPLE (Telephone DR 1-7474)
Suite 365, 745 State Avenue, Kansas City, Kansas 66101.
YES! I'm interested in attending the International Conference on Masonry Structural Systems!

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firm name _____ telephone _____
address _____
city _____ state/zip _____

- ☐ Please send complete information. ☐ Check for \$_____ enclosed. Please make _____ Conference reservations.
☐ Please reserve _____ seats on The Brick People's charter flight! I (we) will board the flight from ☐ Kansas City ☐ Wichita.

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