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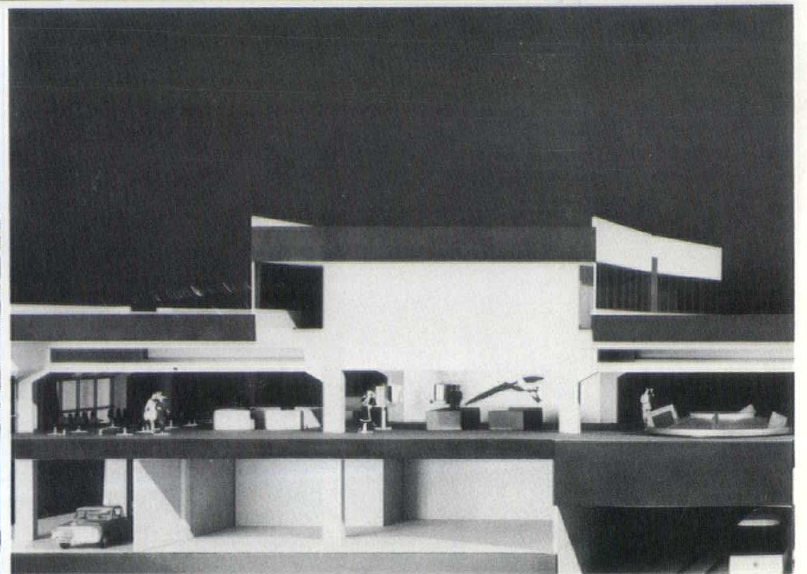
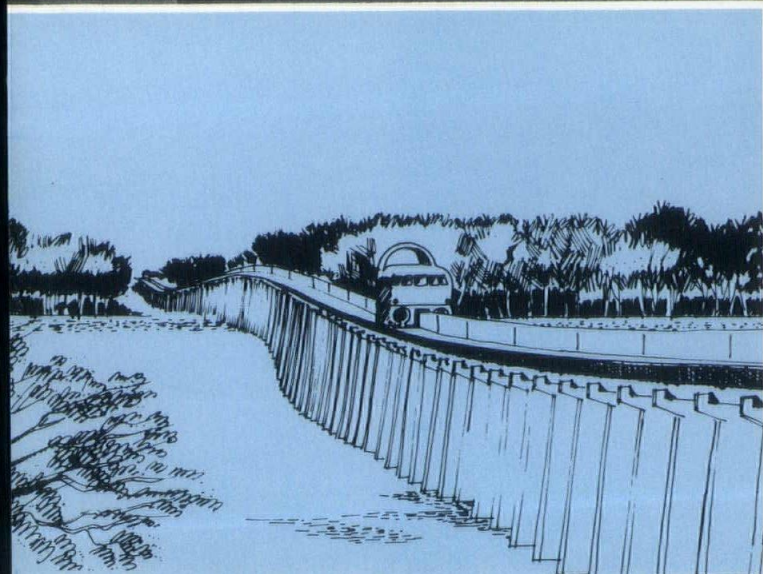
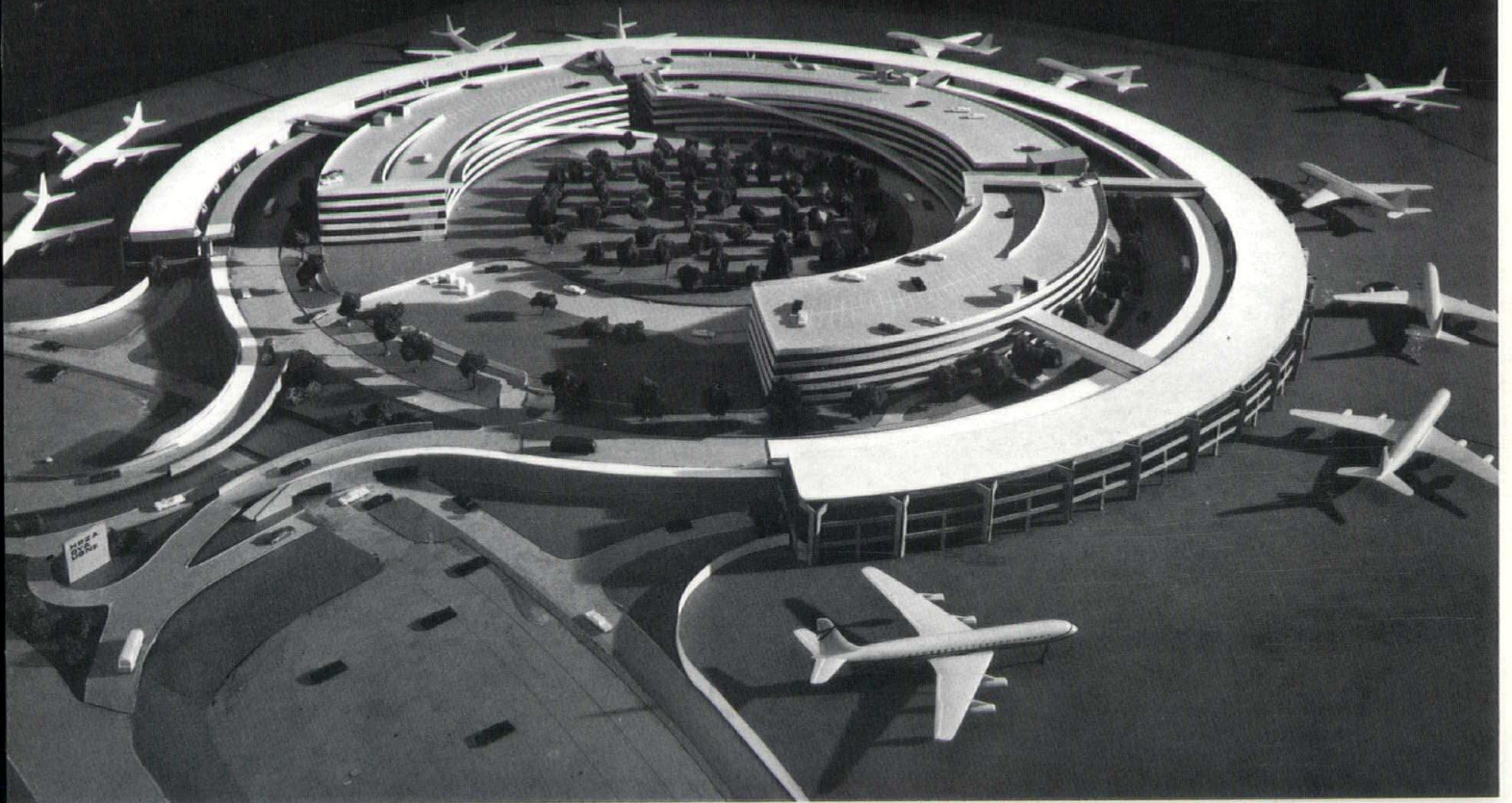
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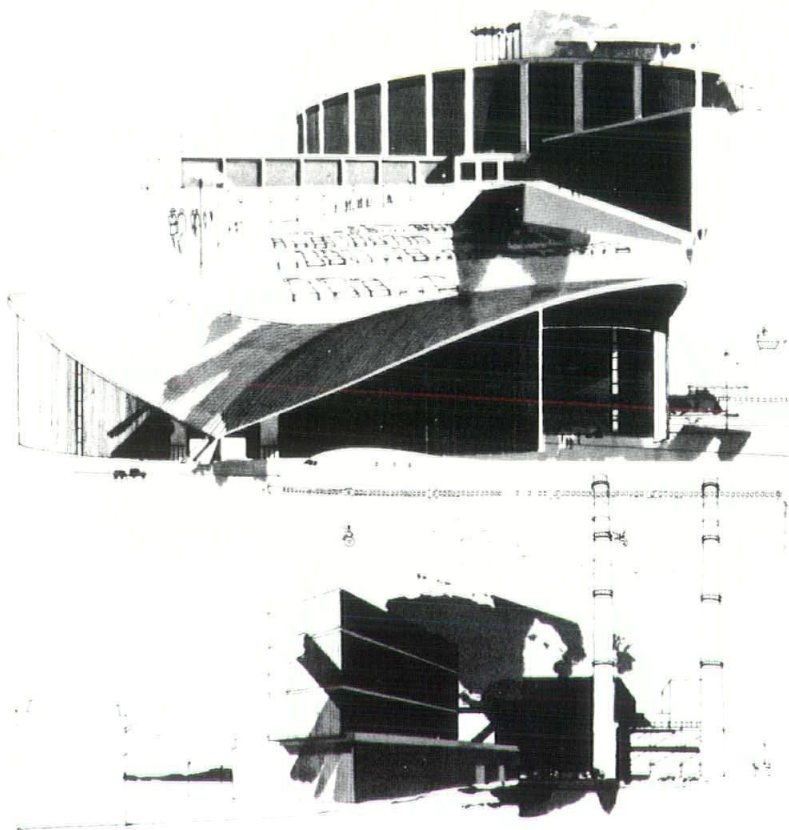
a look at transportation of the future

paul s. kivet, photo



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THE ARCHITECTURE OF TRANSPORTATION: the challenge of change

Transportation covers several general systems of moving people or material. Transportation technology develops an architectural need. Up to now, transportation architecture was an envelope enclosing various functional transportation needs, depending upon the modes of transportation and building function. Examples are stables, railway stations and "round-houses", airports and hangers, wharfs and docks, bus depots, and automobile parking garages. The method of enclosure generally is an expression of the functional and structural needs of the building. Recently more attention is also being given to the concern for good design quality in the buildings. But, what of the design of the transportation vehicles, roadways, and bridging structures?

Looking ahead, we need to be aware of two important factors: need for cooperative design by architects and urban planners with transportation engineers and industrial designers to create good town and urban environments, and obsolescence factors.

Transportation systems design and city planning are deeply interwoven. Transportation corridors and centers can generate new growth. By combining good planning and transportation design, it is possible to create proper population and commercial densities to support various transportation modes. Transportation systems and corridors should not be imposed arbitrarily without interdisciplinary design methods.

Transportation buildings become obsolete by the rapid changes in technology and the demands of the industry. Government transportation regulations which effect the design of facilities are continually changing to comply with changes in technology and need. Most of the funds for transportation research and facilities, especially for airports and roadways, comes from the public taxes. Because the cost of urban transit is possibly beyond the means of its users, governments also are being asked frequently to assist by distributing the cost to all people, not only the users. Governments are sometimes reluctant to cooperate among themselves, especially at the state or local level. Lack of funding and cooperation results in insufficient research to define problems and find solutions to both the needs of systems in facilities in the systems. Private industry usually lacks sufficient demand now by the public, to develop innovative and efficient transportation on a large scale for the future domestic market. Future changes in transportation changes future domestic market. Future changes in transportation also may be caused partly by changes in the availability or suitability for the environment of energy fuels. The importance of the private vehicle as a transportation vehicle may depend partly on fuels.

The influence of transportation of the total environmental design is too interdependent with basic design principals and aesthetics for architects not to be involved in the design process of both the modes and the buildings, or facilities, for service and interchange. As part of the transportation design team, architects bring the interdisciplinary approach in environmental design to the challenges of transportation.

In this issue of MIDWEST ARCHITECT we deal with a few of the current solutions to planning problems in the Midwest. The issue further points toward directions for solutions to the evolutionary nature of transportation architecture; the challenge of change. **edward j. wimmer a.i.a., editor, kansas city**

midwest architect

volume 1, no.3

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you'll "drive to your gate" at k.c.i.

The passenger terminal buildings at Kansas City International Airport will be the first completely integrated facilities utilizing the decentralized "Drive-To-Your-Gate" processing system for accommodating air travelers in this country or abroad.

The processing facilities which are to become operational on November 11th this year will reduce a passenger's walking distance to as little as 75 ft. from curbside dropoff and check-in to the aircraft loading bridge. The average walking distance for a majority of the existing airports in the world is more than 1,000 feet. The airport will have three of its circular terminal buildings operational. Each module encloses about 80% of a full circle and accommodates 15 to 19 aircraft gates.

Capacity at opening will be 10 to 12 million passengers per year. The master plan provides for a fourth terminal building to be added within the present complex as required. Cost of the first three modules is a total of approximately \$24 million, or about \$24 per sq. foot. This does not include site development, paving, roadways, bridges, fees, furnishings and tenant improvements.

Kivett and Myers are project architects for the passenger terminal facilities. Their responsibilities also include tenant improvements for the eight airlines serving KCI, the terminal building interiors and the complete graphics/information systems, landscaping, control tower/power plant/administration complex, and a joint use air freight facility.

Master planning and concept development, in association with Burns & McDonnell Engineering Co., Kansas City, started in April 1965. Many

specialized consultants were also utilized during refinement of the project.

Decentralized Processing System

To fully understand passenger and baggage handling at KCI, it is necessary to briefly discuss the basic processing system.

Kivett and Myers analytical definition for "Drive-To-Your-Gate" is as follows: A decentralized passenger handling system where the primary processing activities - including vehicular curbside load/unload of passengers, vehicular parking, ticketing, bag check-in, assembly/gate hold rooms, bag claim facilities and boarding of the aircraft - are developed on an individual gate position basis on one or more levels.

In order to implement the "Drive-To-Your-Gate" system, the eight airlines serving KCI had to modify most of their traditional methods of centralized ticketing and baggage check-in. This system requires that each airline decentralize its ticketing, baggage check-in facilities, and gate hold rooms. Generally they will provide separate ticketing facilities for two 707 aircraft gate positions and baggage claim facilities for three to four gate positions.

Each air carrier leases a specific increment of the terminal building for its exclusive use and develops the processing and operational facilities according to its own standards and conforming to generalized design criteria established by Kivett and Myers for the Kansas City Department of Aviation.

The eight commercial carriers serving KCI at its opening include: Braniff, Continental, Delta, Frontier, North Central, Ozark, TWA and United.

by hannon kivett

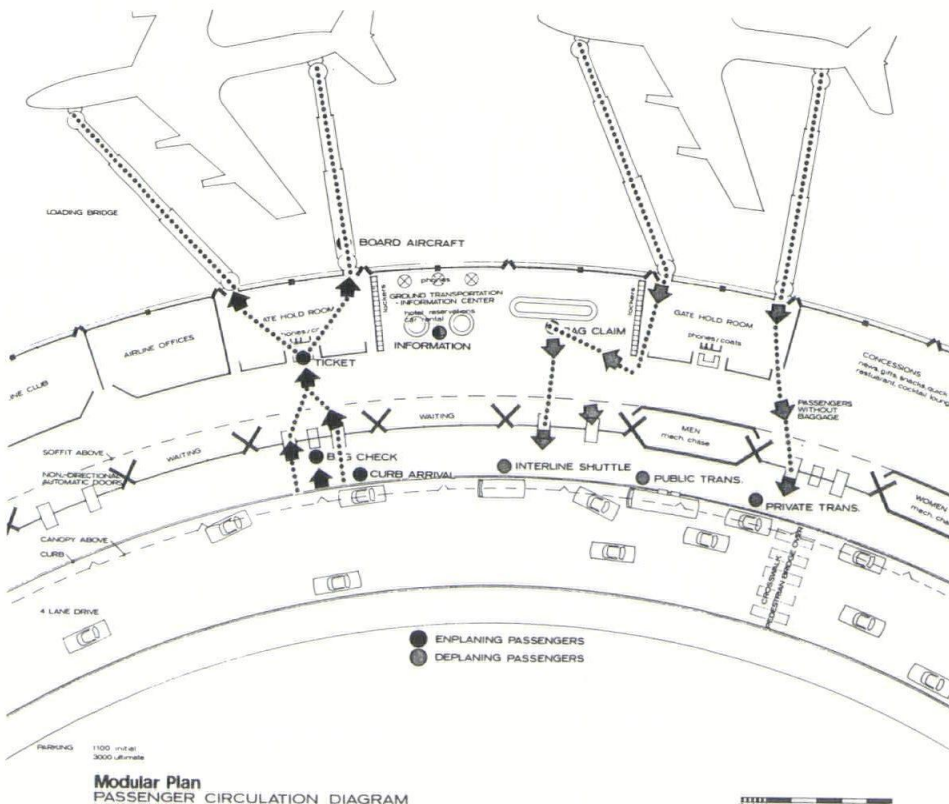
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paul s. kivett, photo

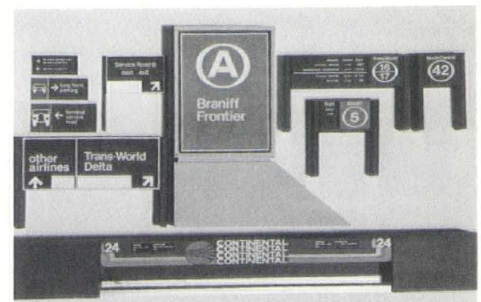
This aerial view of the three still uncompleted "Drive-To-Your-Gate" terminals at Kansas City International Airport shows how incoming traffic to the airport will enter at the lower right and divert off the circular drive around the con-

trol tower to the desired terminal where ground level parking is available for 900 cars within the loop road of each building. Multi-level parking structures planned within each module will bring total capacity to 11,350 cars.



This drawing illustrates the basic principles of the decentralized passenger processing system at KCI. Solid dots and arrow indicate enplaning passengers, screened arrows and dots the deplaning passengers.

paul s. kivett, photo



Here are samples of concise and logical sign informational system designed to direct passengers arriving by automobile and moving as pedestrians within the terminal building. The primary sign in the center shows how the designation of the three terminal buildings, being identified by letters A, B, and C, and the airlines occupying these buildings.

"drive to your gate"

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The Terminal Buildings

Each of the terminal building modules encloses about 80 percent of a full circle. Each building is approximately 65 ft. wide, 2,300 ft. long, 1,000 ft. in diameter, and has three levels. The lowest level accommodates the aircraft gate parking positions, utility and service facilities. The landside portion of the apron level contains the mechanical and electrical equipment rooms and a utility distribution corridor. The airside portion provides space for airline functions including baggage make-up, sorting and distribution systems, airline personnel lounges and locker rooms, and storage space for concessionaires. The passenger has no contact with these functions. Vertical circulation for airline personnel and materials is provided by stairs, elevators and conveyors as required.

The second level accommodates all passenger processing, vehicular circulation and parking facilities. Enplaning and deplaning activities all occur on this level with appropriate horizontal distribution. The landside contains the curbside vehicular load/unload positions, public concourses and major service amenities. The airside contains the gate ticketing and bag check-in facilities, gate hold rooms and baggage claim devices. This level coincides with the loading bridges providing totally enclosed access to the aircraft. The airside also contains certain concessions, ground transportation, and airline information centers.

The decentralized processing system allows for segregation of a particular gate or group of gates for international processing functions.

Third level mezzanines have been developed as required to accommodate two restaurants and cocktail lounges in each building as well as VIP clubs for the individual airlines. This level can also be developed for airline office space or for second-level boarding of aircraft, when this becomes reality.

Each module will also contain a barber shop, nursery, rest rooms, two snack bars and quickie bars, three ground transportation and information centers, and car rental facilities. There will be ground-level parking for 900 cars within the loop road of each building. Additional parking between the modules will increase the total initial parking capacity to 4,750 cars. Multi-level parking structures planned within each module will bring total capacity to 11,350 cars.

Passenger and Baggage Handling

The basic principles of a decentralized processing system are being implemented by the carriers serving KCI with variations to accommodate flight schedules and aircraft mix. The departing passenger, if driven to the airport by his escort or by taxi, arrives at the curbside adjacent to his flight's gate and check-in position. Parking is provided for departing passengers and escorts directly across the roadway from this gate. Passengers arriving by bus will be dropped off at one of three stops within each of the modules closest to their airline and departure gate number.

He then proceeds into the building crossing the landside curbs to his specific airline, flight number, gate ticketing/bag check-in counter. This ticketing check-in counter is similar to those found at most major airports today where all ticketing, bag check-in, seat selection and boarding information is provided. For most carriers at KCI, this facility will be for one-two specific gates and flights with hold room facilities as a part of this decentralized system. At certain airlines, the passenger can check in his baggage directly at the curb for the specific flight prior to parking his car.

Advance ticketing and reservations will be provided in a separate area to avoid conflicts during peak hours with passengers checking in for immediate departures. Airline administration and operations offices with stairs to the apron level facilities will also be a part of this processing station. Hold rooms will be furnished with ample seating for approximately 1/2 the normal passenger load of a 707 aircraft. 747, DC10 and L1011 gates will utilize larger ticketing/check-in and hold room facilities. All airlines will have aircraft loading bridges providing direct enclosed access to the aircraft.

The baggage moves through a conventional conveyor system to a sorting and make-up area on this apron level. Here the bags are either put into standard containers or carts and transported by conventional bag carts for loading into the aircraft baggage compartments. There are no sophisticated automated systems for sorting or loading baggage being implemented at this time.

Arrival/Deplaning

The arriving passenger leaves the aircraft via the loading bridge and proceeds to the landside concourse for direct movement to the designated bag claim area, curbside pickup, or vehicular parking if he has no luggage. The ground transportation centers adjacent or in close proximity to the bag

claim areas will contain rent-a-car counters, airline information and hotel accommodation facilities. Taxis and buses will be available at the landside curb across from the G.T.C.

Transfer passengers, which represent less than 10% of the total, will be transported between terminal buildings by scheduled shuttle mini buses available at the G.T.C. This same system will accommodate the passenger who departs on an airline in one module where he parked his car and returns on an airline serviced in another module. Most transfers will occur between airlines located in the same module thus providing minimal walking distances and hassle. As demand increases, an automated intra-airport transit system can be developed at the outside perimeter of each terminal loop road.

Baggage will be unloaded from the aircraft and transported by carts to the appropriate bag claim device. The airlines are providing different types of claim devices including carousels, continuous loops, and non-mechanized shelves. Transfer of luggage between carriers will also be accommodated by conventional apron cart vehicles.

All passengers, escorts, greeters and visitors have access to a wide array of public services and concessions from the landside concourse including: telephones, lockers, toilets, barber and beauty shops, nursery, coffee shops, snack bars, cocktail lounges and restaurants.

The Graphics/Information System

The success of the "Drive-To-Your-Gate" decentralized processing system at KCI will necessitate a clear, consistent and simple information system to direct passengers arriving by automobile and moving as pedestrians within a terminal building to their proper destinations.

The system has been designed to direct the passenger to his departure check-in gate or arrival-bag claim area in a logical sequence of information devices. The primary signs contain static or fixed information regarding the designations of each of the three terminal buildings by letters A, B and C and indicates those airlines occupying each terminal module. These signs are located at appropriate intervals along the entrance loop road to the terminal complex.

Within the terminal loop road of each module, the driver is then informed of the gate number, airline and flight numbers for specific gates. Additional flight information including destinations and departure times will also be provided by some of the major carriers (utilizing mechanical dig-

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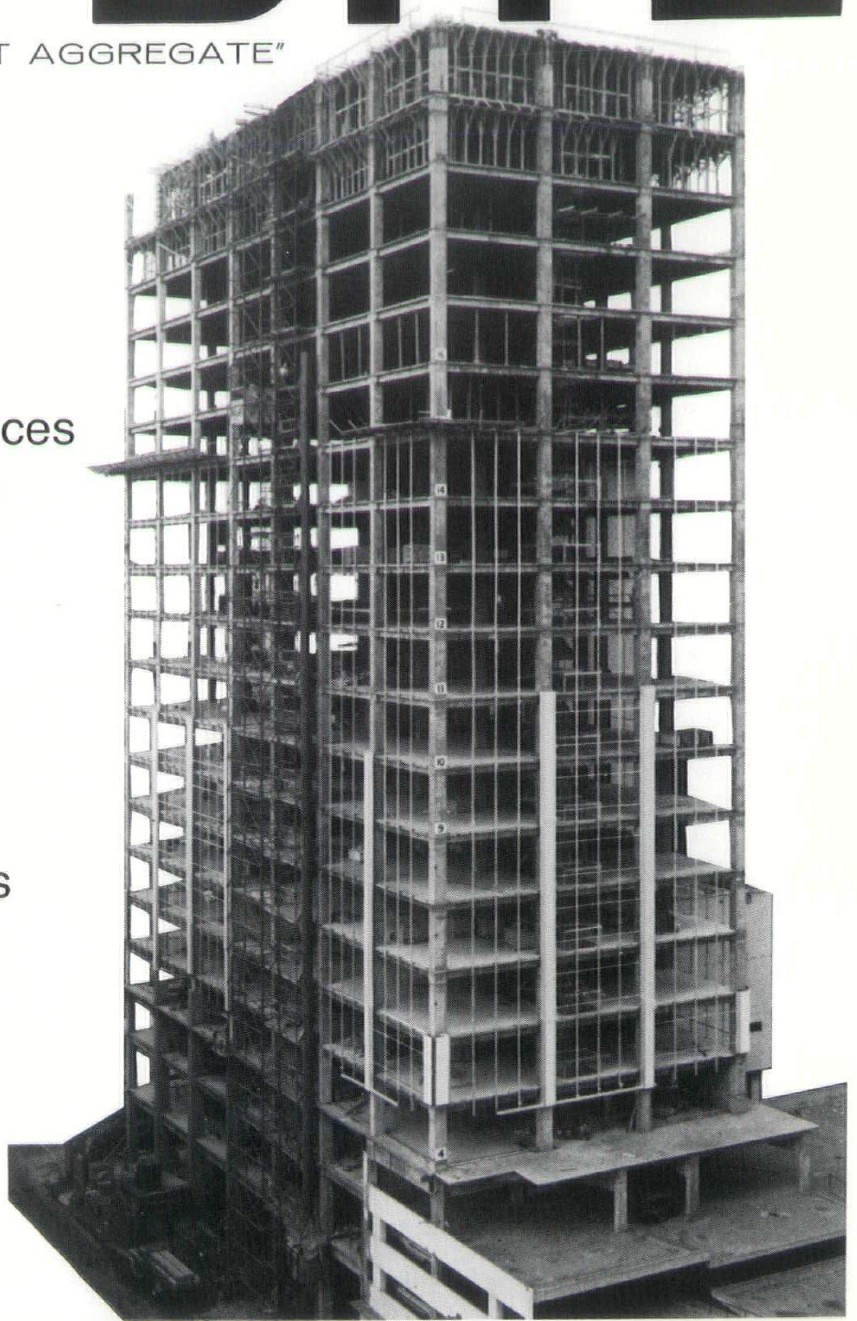
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"drive to your gate"

continued from page 6

ital-flap devices). Arrival/bag claim areas are designated by airlines, gate numbers and flight numbers. In some cases the flight origins will also be given. All of the signs within the airport complex utilize a coordinated graphic and color coding system which was developed after extensive research of other signage systems, testing combinations of colors, sizes and shapes of the faces as well as readability at different rates of speed and distance.

The pedestrian information and graphic systems within the terminal modules have been coordinated with the vehicular system and are developed primarily for the arriving passenger. The objectives have been to provide only the required information at each gate arrival point within the complex and secondary information as the passenger moves along the landside course. Primary information includes directional arrows for bag claim areas and adjacent gate numbers. Secondary information includes ground transportation, airline information, toilets and major amenities.

This pedestrian information system is located in a continuous band above the landside entrance and exit bays. This graphics band contains words, directional arrows as well as standardized pictographs. Automated digital flap systems have been provided by most of the airlines at typical gate check-in positions indicating flight numbers, departure times and destinations.

The Design Team has also recommended that the airlines provide the passenger with advanced gate number assignments for departing and arriving flights prior to his leaving for the airport and preferably at the time he makes reservations. This information could be accommodated through a computer programmed telephone system as well as monthly, seasonal or bi-weekly published schedules of flights and gate numbers.

Similar systems are used throughout Europe for railroad information with identification of track number assignments throughout a given day, week and month. Lufthansa operates a decentralized gate check-in system for its operations at the new Cologne-Bonn Airport and publishes a seasonal gate number/flight number/destination/departure time schedule available to all passengers.

It is anticipated that through observation of the first fully operation-

al "Drive-To-Your-Gate" passenger terminal development at KCI, the information and processing systems will be refined as required. At present neither the airlines nor the Department of Aviation is willing to make necessary financial or procedural commitment to provide the optimum information system at the inauguration of the facilities. This optimum system necessitates furnishing the air traveler with advanced information associating gate numbers with specific airline flight departure and arrival schedules.

The firm has also been responsible for all information signing systems for public service/airline service and airport vehicle circulation systems. A set of guidelines has been developed for signing including graphics, sizes and types of pylons throughout the airport to insure a uniform system.

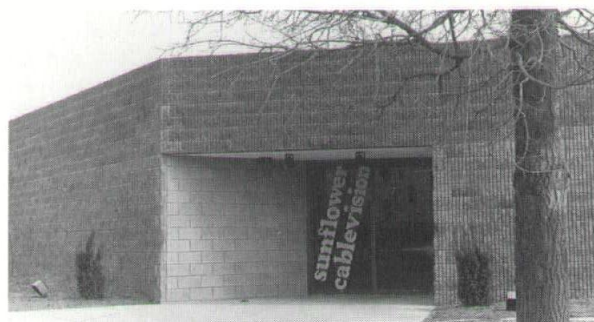
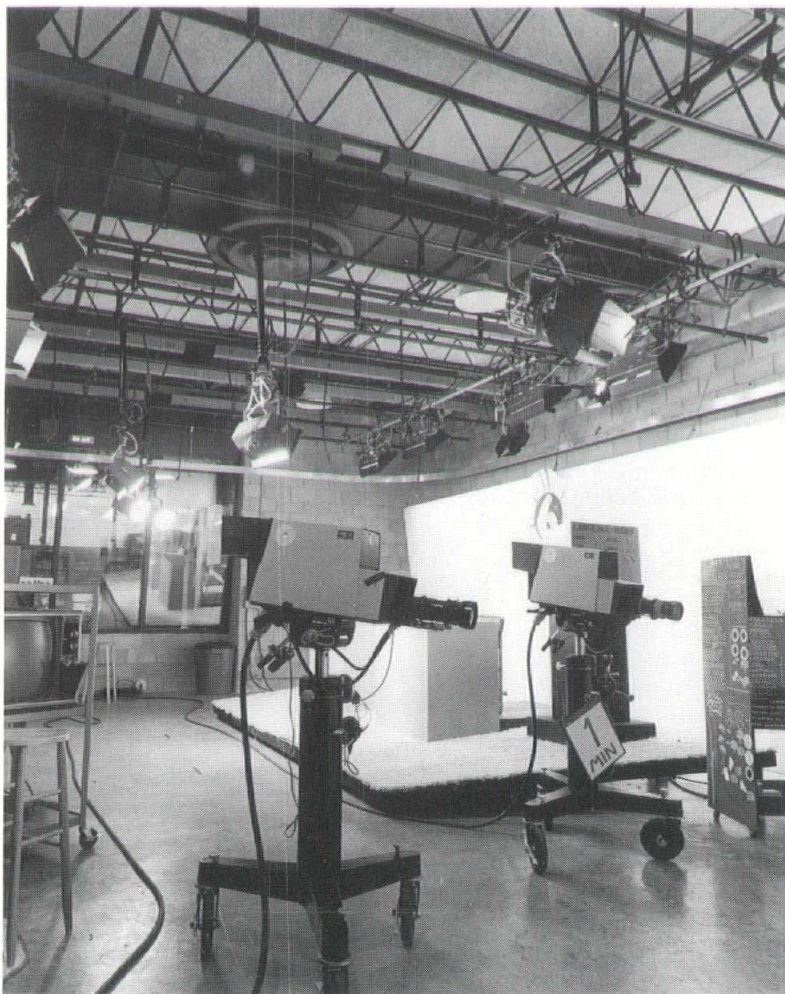
Contribution to Aviation Planning

KCI's implementation of the Drive-To-Your-Gate processing system for the passenger handling facilities has received world-wide attention and will be critically observed by numerous airport authorities and airline operators both domestically and overseas who are either contemplating or utilizing a similar processing concept.

The decentralized passenger processing system has been selected for the new \$428 million airport for Munich, West Germany, following an international competition in which the basic concepts of the team of Kivett and Myers/Becker were designated as one of three submissions most fully satisfying the Munich II Airport program requirements. One of the innovative design concepts selected for the Munich II Master Plan is the Kivett and Myers/Becker proposal, developing linear passenger handling facilities perpendicular to the two parallel runways, separated by 7,300 feet.

A "Drive-To-Your-Gate" system is now under construction for the new Dallas-Fort Worth Regional Airport, which is scheduled to open in late 1973. Two other systems similar to "Drive-To-Your-Gate" are under design for airports in Hamburg, West Germany and Rio de Janeiro, Brazil; another version has been recommended for the second phase expansion of the new Paris, France, airport and as one of the alternative concepts for an off-shore airport for Copenhagen, Denmark. The new Lisbon airport will utilize a decentralized processing system. The basic concept is also being considered for other proposed airport developments in the United States, including Louisville, Ky. and Orlando, Fla. ●

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new challenges for airport planners

Bigger airplanes, multiplying passengers and longer and longer walking distances within the complex of today's major airport have raised serious challenges for operators of existing metropolitan air terminals and the developers of new ones.

Hellmuth, Obata and Kassabaum, Inc., Architects, St. Louis, are providing viable approaches to these challenges for the new Dallas-Fort Worth International Airport and for the now expanding Saarinen terminal at Dulles International Airport near Washington, D.C.

The D/FW plan for getting people on and off planes, as quickly and conveniently as possible, is as impressive as the airport's size. Although it appears somewhat revolutionary in the light of what passengers have come to expect and endure in an airport, it really goes back to the simple, basic arrangement of an earlier time, explains the designer, Gyo Obata, of the St. Louis architectural firm of Hellmuth, Obata & Kassabaum.

Bigger and bigger terminals defeat their own purpose, Obata says.

"The traveler comes into a big central building where he meets only barriers and interruptions and crowds. The concourses have become longer and longer until, as at Dulles International Airport, they're having to take the passenger to his plane by bus.

"In the terminal, people have to go through areas where they really shouldn't have to go, past lunch counters, bars and souvenir stands. After a long walk, with luggage, through the central terminal, is another long walk on a crowded concourse with people going in both directions, and then another wait at his loading spot.

"By this time a man is sorry he ever decided to make the trip."

Obviously, airport design couldn't continue the way it had been going, Obata asserted. The alternative, he reasoned, was to go to the small terminal, where plane and passenger could meet. The solution: not one terminal, but a series of terminals — somewhat like those at Kennedy International Airport in New York — each of which would serve the traveler with a minimum of pain and frustration.

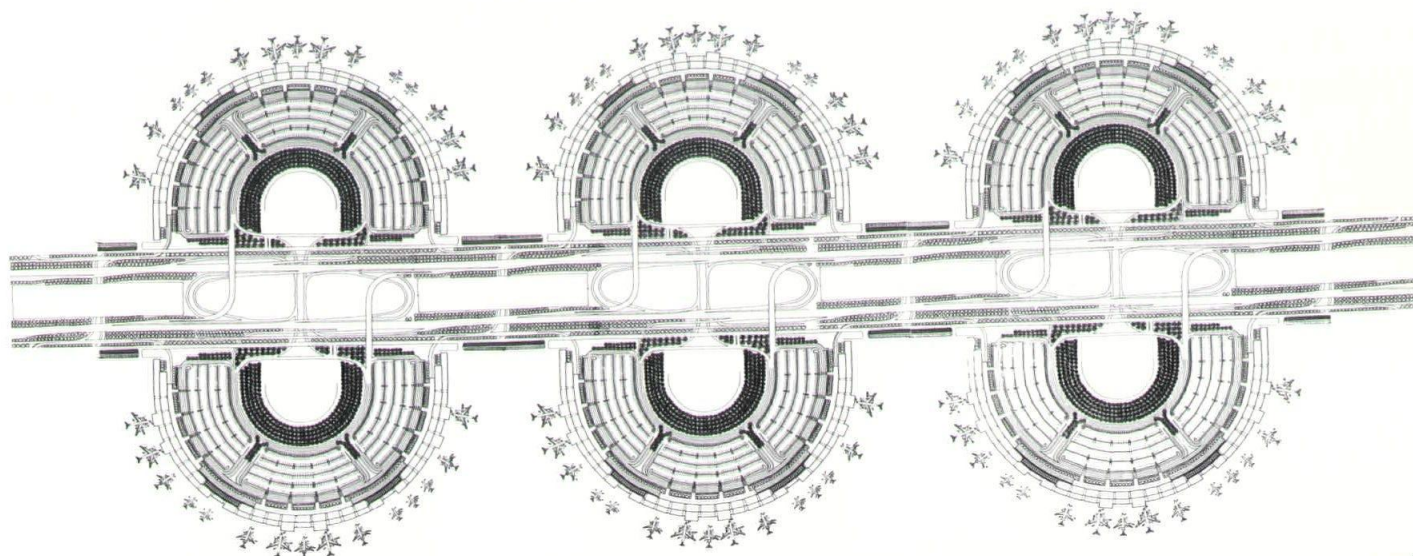
When D/FW is in operation — by the middle of 1973, it is projected — a passenger will have to walk no more than 300 feet from his car to the plane. And he should have to spend no more than about 12 minutes doing it. No crowds, no confusion, no pain.

Running through the center of this mammoth airport will be a dual highway, four lanes on each side. Along this highway will be a series of terminals, semicircular in shape. Each terminal will serve one, two or several airlines, according to volume of business.

Parallel to the highway and terminals will be the main runways, 11,400 feet long, with space at both ends to extend them to 20,000 feet if the need arises.

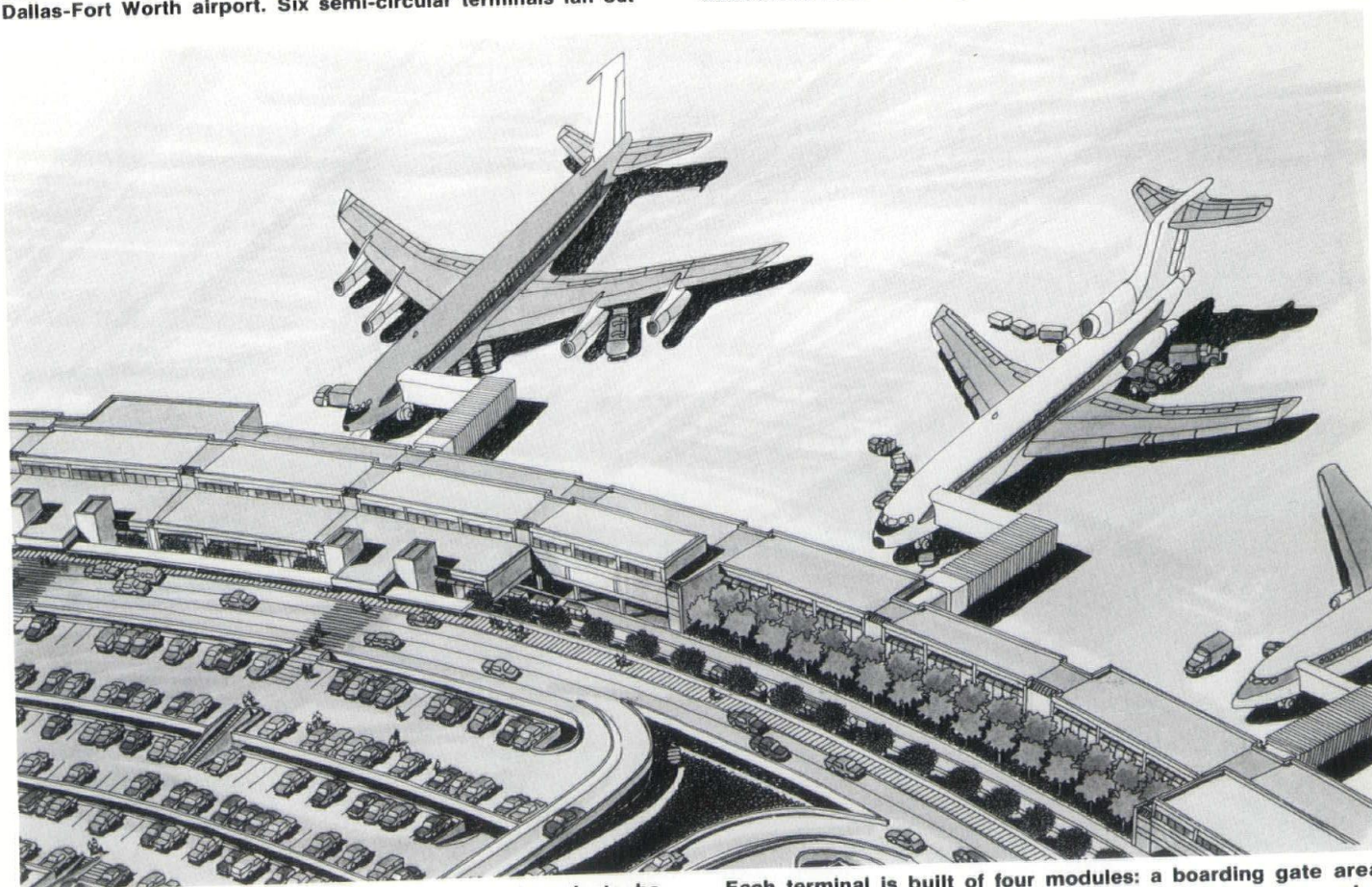
The traveler will enter from the central highway and by overpasses and underpasses to the terminal from which his plane is departing. In front of the terminal will be a semicircular parking lot where he will park his car. Walking to and into the terminal, he will encounter no departing pedestrian traffic because each terminal will be built on two levels — departing passengers leave at one level, arriving passengers at another.

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Dual 4-lane highways will pass through the center of the new Dallas-Fort Worth airport. Six semi-circular terminals fan out

from each side of the highway. Two 11,400 foot runways will flank the terminals and highway.



This architect's drawing illustrates how the plane is to be brought to the passenger instead of conversely as is the case in most airports now. Each terminal will cover about 41 acres.

Each terminal is built of four modules: a boarding gate area facing the aircraft, a main lobby, a baggage claim area and a 2-layer road.

new challenges

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Planes, coming in from the two major runways and two other cross-wind runways, will taxi to the outer perimeter of the terminal, up to the door.

Perhaps a passenger departs on one airline and returns on another, placing him at a different terminal. He will merely step onto a computer-controlled, track-mounted car that stops at various stations, and he will be carried back to the terminal where he left his automobile. The longest such trip would take only 10 minutes.

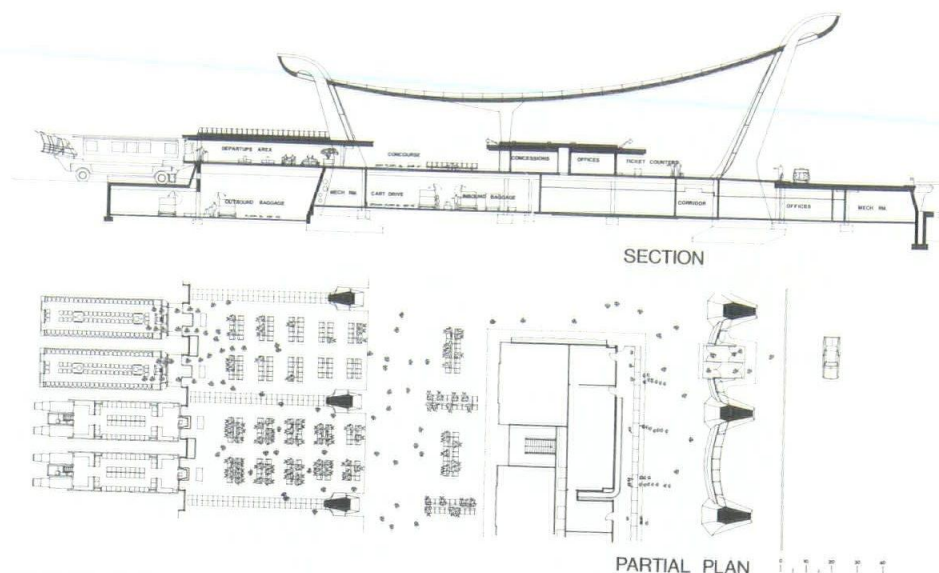
When it opens sometime next summer, the Dallas-Ft. Worth airport will have only seven terminals in use, but the plans provide for 13 terminals capable of handling more than 50,000,000 passengers a year. More than 220 Boeing 747 jumbo jets can be parked at the passenger terminals at one time. The plan provides for 40,000 automobile parking spaces.

At either end of the airport will be a fully automated air cargo center, each capable of handling 100 future cargo aircraft.

The 1750-acre, \$350 million Dallas-Fort Worth airport is now well along in construction and will be in partial operation in July, 1973.

The terminal half-loop arrangement along the central spine is illustrated here, as is one of the horse-shoes to show the proximity of parking to departing planes.

Hellmuth, Obata and Kassabaum, Inc., Architects, also are the architects for a \$14,000,000 expansion program for the Federal Government's Dulles International Airport at Chantilly, Virginia. Improvements will include an additional 115,000 square feet of passenger handling facilities for the terminal building, expansion



This cross section drawing of the Dulles Airport terminal expansion program shows the design of part of the expanded bays. The unique wheeled mobile lounges are being enlarged to handle the larger loads carried by 747 and 1011 aircraft.

of the airport utility plant as necessitated by the new terminal facility, additional mobile lounge aprons, a revised baggage handling system to serve the local service carrier area of the present building.

The expansion at Dulles involves increasing the number of bays of the central building from 15 to 23 and adding departure lounges on the apron side of the terminal.

The departure lounges are HOK's solution of the problem raised by greatly increased capacity of the 747 jets and, perhaps, of even larger airplanes to come, which makes it impossible for the mobile lounges called for in the original Saarinen plan to fill a plane on one trip. The new departure lounges will provide room, outside crowded public space of the terminal, for passengers to wait between trips of the mobile lounges, which are also being redesigned to carry greater numbers.

The illustrations show the addition of the new departure lounges and the new look of the expanded terminal with its 23 bays.

All new facilities must be compatible with the mobile lounge concept already in use at the airport.

Schedule for the project calls for construction bids in the spring of 1972. In early 1975, the new facilities will be in use. ●



The Author

Gyo Obata, FAIA, is the principal in charge of design for Hellmuth, Obata and Kassabaum of St. Louis. This work includes master planning and urban design, landscape architecture, building design, building systems development, interiors and graphics. Winner of more than two dozen design awards, Mr. Obata attended the University of California, Berkeley, holds a Bachelor of Architecture from Washington University, St. Louis, and a Master of Architecture and Urban Design, Cranbrook Academy of Art, Bloomfield Hills, Mich.

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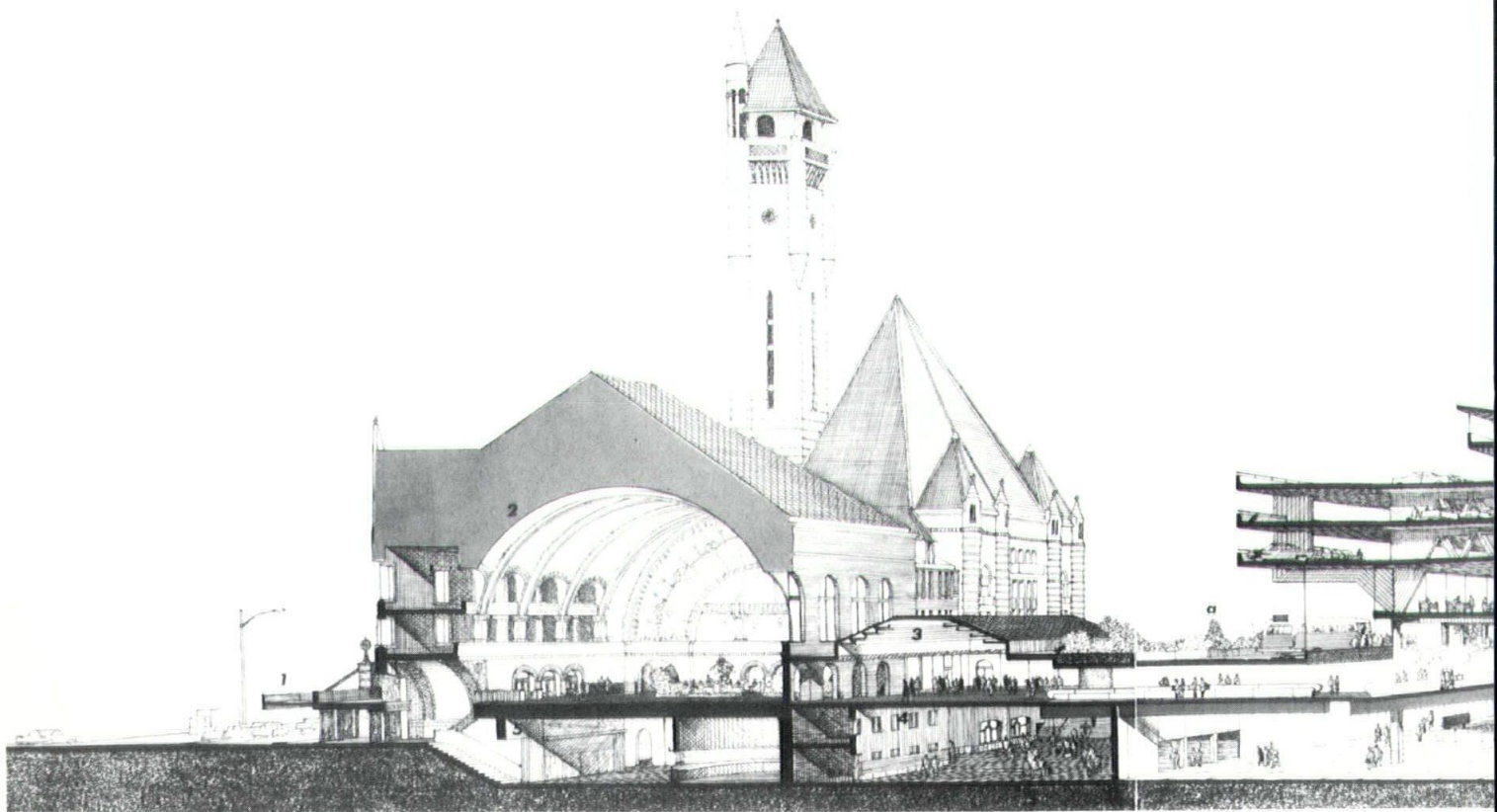


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let's separate the terminal from the airport



While the controversy rages over the proposed location of the new airport for St. Louis and/or the long range potential of the existing Lambert Field, we present a proposal advanced by Architect Kurt K. Perlsee which not only has validity independent of the final resolution of the debate, but also offers a positive and lively future to one of St. Louis' most treasured and endangered landmarks: Union Station.

Kurt K. Perlsee was born near Prague, Czechoslovakia, and between 1932-1953 practiced extensively in Europe. He came to the United States from Switzerland in 1953 at the invitation of Washington University. Always interested in large scale problems and



competitions (he won awards in 14 of 27 entires in Europe and recently won 1st prize in the Kirkwood Community Center Competition), Mr. Perlsee has advanced many imaginative and highly creative solutions to problems of civic design in addition to being associated with other local architects on several major projects including the Stadium and the Plaza Apartments.

The Air Key Terminal proposal had its origins in Europe in 1951 prior to Mr. Perlsee's move to St. Louis. His "mobile lounge" concept (already well known in Europe) was published in the U. S. in the November 1952 issue of *Architectural Forum* which hailed it as "a serious challenge to the big field terminal." With the development of Dulles airport by Eero Saarinen this principle was put to practical use.

Associated with Mr. Perlsee in the terminal proposal is the architectural firm of Smith-Entzeroth, Inc.

Why could St. Louis Union Station handle 23 million people in the year 1923 while Lambert Field, with about the same foot print area, is too small for 6 million? Obviously, the basic difference is in the fact that trains arrive head on at the terminal, and take only 20 feet of concourse length each, while planes present a very different problem.

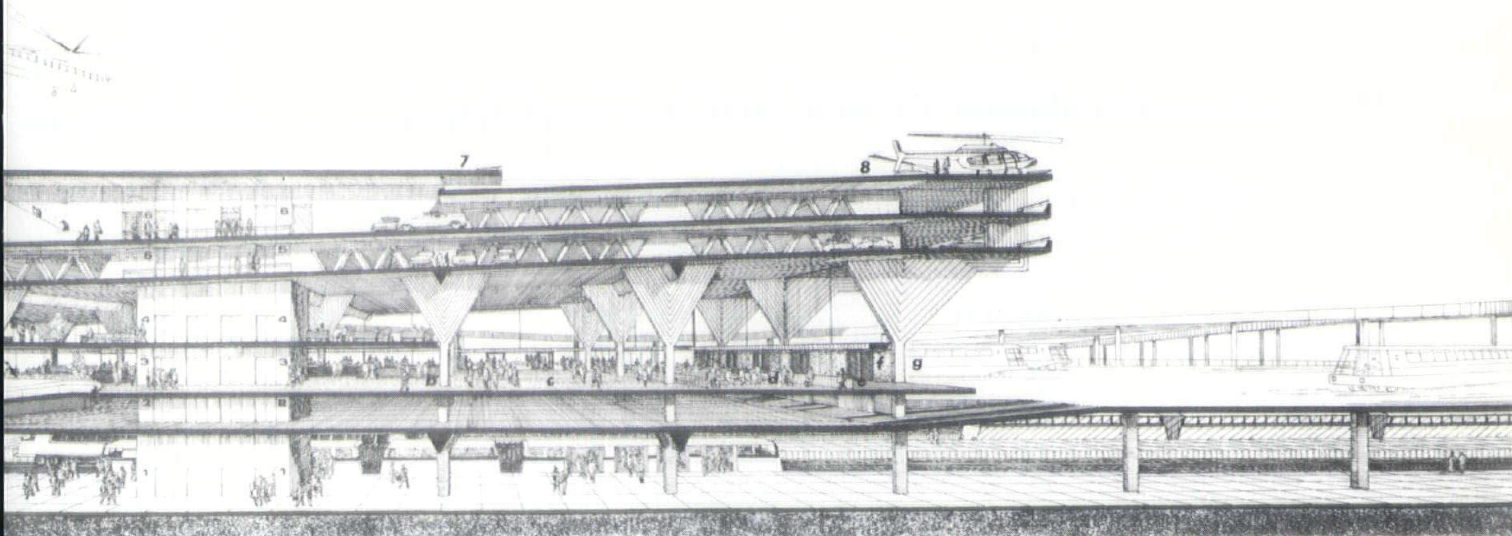
Ideally an airport should function like a subway station — a simple means of boarding a transit vehicle. Unfortunately, this metaphor is not applicable.

Airplanes cannot be tugged to a quay like an ocean liner, that is, they cannot approach the quays of a terminal. So the terminal has to approach them by stretching out its

continued to page 16

This cut-away view shows how the St. Louis Union Station could be converted into a multi-purpose transportation center. The massive stone head house (left) would be tied to the new multi-level terminal structure that would replace the

existing trainshed. Only minimal changes would be needed to install a shopping mall, eating places, bars and offices in the old station. All passenger services, air, rail, highway and helicopter would be tied together in one structure.



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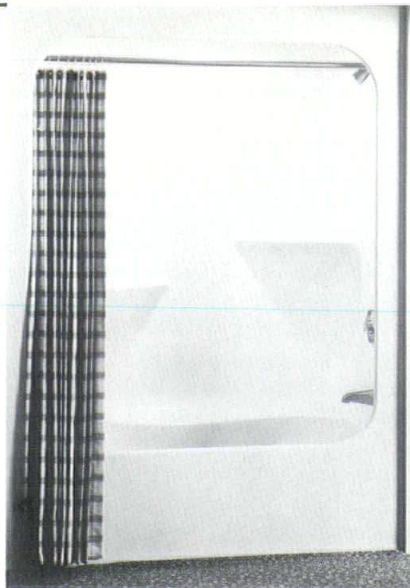
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separate the terminal

continued from page 15

long fingers of glass and brick in two floors, by tunnels and telescopic bridges, aided by moving side-walks, mini-trains and lots of escalators. Because aircraft force the expansion of the structures, the passenger is the victim of the inconvenience of the scaleless design of modern air terminals.

Airplanes are in the terminal designers' calculations "variables" which constantly change the sizes and ground rules. This variability demands an especially flexible formula of the design concept.

These, among other considerations, constitute the basis of the Air Key Terminal proposal.

Air terminals are in a state of perpetual pursuit of progress & airport terminal buildings for passengers' usage have grown beyond the proportional limits within man's size and scale.

The so-called movable, but in principle rigid implementations added to the air terminals today to help move people are only a short term remedy: too often, too soon outdated.

Even if the problem of passenger and luggage movement could be resolved, there is the bigger problem of air terminal obsolescence caused by new developments in the aircraft industry. Larger and faster planes require larger airports more remote from the city.

Long term solutions demand a flexibility which can only be achieved by a total separation of the stationary building from the mobile aircraft.

Such a separation would permit airports to grow as required by changes in aircraft equipment, and at the same time permit passenger terminals to be located, not where the planes stop, but where the people are.

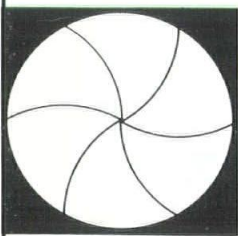
Designing a terminal for the people who use it instead of the big planes that nose up to its gates is the key to the problem. Separate the terminal from the airport! The terminal for the people, the airfield for the planes. Connect the two with that most flexible of man's inventions, the self-propelled ground vehicle.

Most important: an air terminal segregated from the aircraft develops with the increase of travelers, that is, in a human scale only. It will give the itinerant passenger easy orientation. More planes, bigger craft, and even additional landing fields, all can

paul s. kivett /
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be served by this one key terminal for a long, long time to come.

The Air Key Terminal

Once built the Air Key Terminal will withstand early obsolescence typical of mechanical devices.

To achieve these goals the air terminal building has to be located in a key position in accordance with the availability of ground transportation. Various locations in Metropolitan St. Louis were analyzed with regard to available and proposed ground transportation and to population patterns.

While other sites can be just as satisfactory, the plans we propose the Air Key Terminal be located in the rear of the Union Station headhouse.

Union Station offers St. Louis unique advantages — an existing building, adequate land, a convenient location, and ready access to major highways and railroads.

Under this plan the handsome Union Station headhouse — officially proclaimed a National Historic Landmark — would be converted into an accessory of the new terminal that would adjoin it. It would contain restaurants, shops, a mall and offices. West of the station would be built a large motel.

In place of the existing badly deteriorated trainshed would be built a multi-level structure containing per floor 300,000 square feet for passenger services and loading areas, and for parking above. Train services would continue on the existing tracks at ground level; an intercity bus terminal could also occupy a ground-level facility, and atop the structure would be a heliport.

The Sprinter

To transport air passengers between the terminal and the airport, a special type bus is proposed, called a "Sprinter." It could travel on existing and adapted rail tracks or on highways; and it would have a telescoping exit/entrance.

When the airport is reached, the "Sprinter" is free to travel to any plane on the field, no matter where its location.

The "Sprinter" would go directly to a parked plane, adapt to the level of the plane's passenger door, and discharge or take on up to 250 passengers.

Passengers could be whisked between the airport and the downtown terminal in minimum time, especially if the "Sprinters" travel on their own right-of-way.

The "Sprinter" could run on ex-

isting railroad right-of-way if such schedules could be coordinated with freight schedules. Or, if not, special road beds could be constructed for the sole use of the "Sprinter."

At the terminal, arriving "Sprinters" head on like trains in a head station. Passengers would have immediate access to any other mode of transportation to get to their destination. They could transfer to a train, a bus, a private car, all without leaving the building or by means of existing links, to the Old Post Office

designated as the main downtown terminal of the proposed mass transit system to all parts of this 85 mile transit network.

It is this flexibility of the "Sprinter" that makes the Air Key Terminal a workable concept. It is its ability to serve air terminals wherever they may develop and give new life and expanded service to the transportation field for which it was originally designed to Union Station, that makes the Air Key Terminal a viable civic proposal. ●



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Johnson County Community College (see page 18) has chosen Open Office Environmental Planning Systems layouts for all faculty offices. Concept Furniture International will have the partitions and furnishings in place before the end of July.

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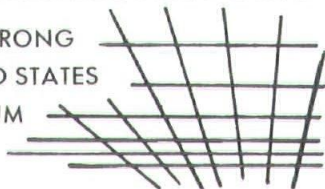
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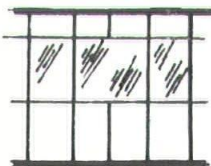
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New officers for the WAL shown with retiring President Mrs. Merlin E. Lickhalter (left) are (l to r) Mrs. Fred W. Drosten, Mrs. Jack Sorkin, Mrs. William A. Field, Mrs. Nelson C. Schneeberger, Mrs. Edward Theis, treasurer, and Mrs. Donald L. Freeman, chairman of the past president's council.

st. louis wal elects

New president of the Women's Architectural League, the auxiliary of the St. Louis chapter of the American Institute of Architects, is Mrs. Jack Sorkin whose husband is a partner in Lorenz, Sorkin and Matthews with offices at 6611 Clayton Road, Richmond Heights, Mo.

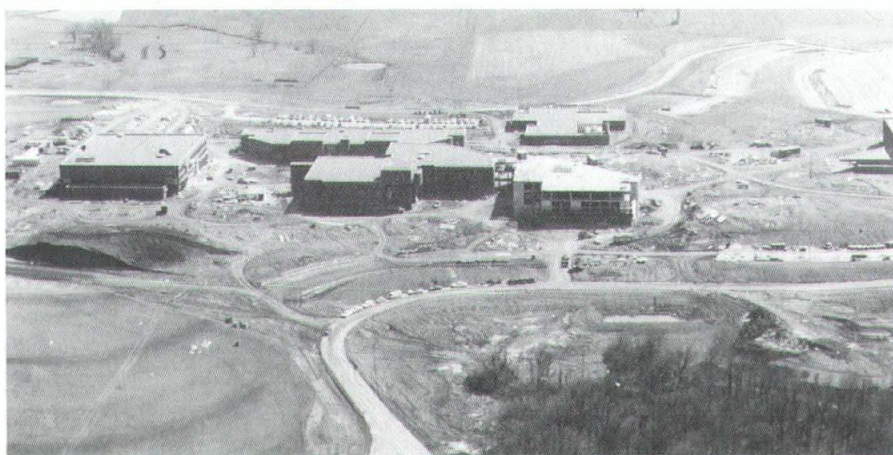
Also elected to serve as WAL officers until May, 1973, were Mrs. Fred W. Drosten, president-elect; Mrs. William A. Field, vice-president; Mrs.

Nelson C. Schneeberger, recording secretary; Mrs. D. Robert Downey, corresponding secretary; and Mrs. Edward Thias, treasurer.

Mrs. Merlin E. Lickhalter is retiring president.

Mrs. Margaret Poelker was elected to honorary membership in the WAL in honor of her interest and devotion to League purposes and activities. She was appointed to the staff of the St. Louis chapter of AIA in 1965 and is in charge of membership services for the professional organization. ●

johnson county community college



Taken since our April "Education Issue" is this progress picture of the Johnson County Community College, 111th and Quivira Road. From left to right at the rear are the Educational Media Center, the Science Building, Campus Services and, only partly visible at right, the gymnasium. In the foreground are the Classroom Building and the College Commons. The first five buildings are to be completed by August 1, at a cost of \$12,900,000. The Commons, costing an additional \$2,750,000, will be ready for occupancy December 1. A total of 220 acres is included in the JCCC campus. Marshall and Brown are the architects.

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KC's Union Station: Transportation Center?

Publisher's Note: The following article is based, in part, upon a November 1971 presentation to the City of Kansas City, Mo. concerning the transportation patterns and modes of the Metropolitan Kansas City area. This presentation was sponsored by Marshall and Brown and prepared by James A. Ireland, an associate of the firm. Mr. Ireland and the editorial staff expanded in this article upon the ideas of the original presentation related to how the existing Union Railway Station may continue as the center of the internal transportation system of Metropolitan Kansas City, after the intercity passenger railway use of the station is obsolete and the building is threatened by economic pressures. This article focuses on a central issue — the interrelationship of public need, the reality of private ownership of property and services, and the potential conversion of a transportation facility to use as another type of transit facility. The larger question of whether or not mass transit, of any mode, will eventually be highly utilized in Kansas City obviously has an influence on this topic, but the question is too broad for coverage in the context.

The prime reason to preserve Union Station is simply — because it is there. To destroy a unique spatial volume, with a well designed envelope would irreplaceably eliminate a vital asset of the entire Metropolitan Kansas City area. Therefore, is it necessary to evolve a necessary use, or can the station's reason for being be simply "because it is there?"

If the station belonged to the public the latter question could be answered, "yes." The station, however, is privately owned and does not suit the owner's current needs. The owner is a corporation, the Kansas City Terminal Railway Company, which is owned by a number of the major trunk railways of the nation. Thus, powerful and logical arguments rather than philosophy must be advanced to effect a shift of the station from a private owner's liability to a public asset. A use must be found which allows the renewal of the current volumes of the station; it must be an intrinsic use, to be discovered in studying the capabilities of the station itself.

If uses are acceptable which at least preserve the shell but alter the volumes, a wider range of extrinsic uses may be discovered by studying the relationships of the Station to the city fabric. Ideally, an extrinsic use exists that matches an intrinsic

one, strongly reinforcing the probabilities of continued viable use.

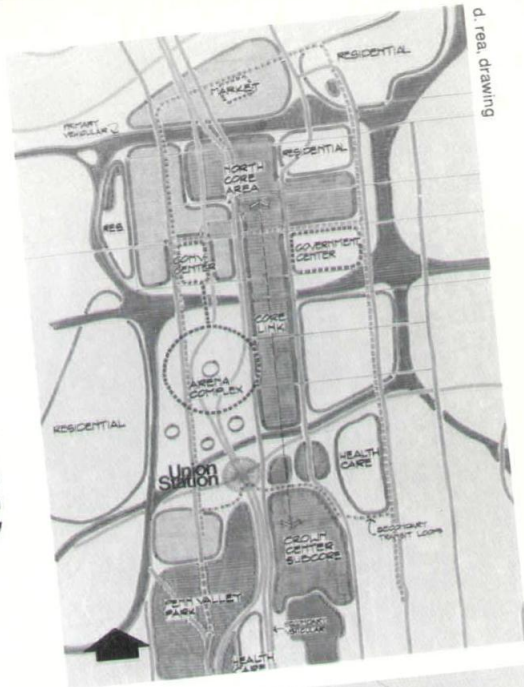
Numerous combinations of use can be proposed. Intrinsic uses for major space are limited to a few meeting halls, museums, and the like, plus the original use for which the building was designed — a gathering place for travelers. Extrinsic uses require more detailed study, but initially uses in the private domain can be categorized as commercial, residential, transit services and industrial. Most of these changes would require major exterior and interior alterations or total demolition. In the public domain, extrinsic uses equate well to the intrinsic uses previously stated. The operational expense of maintaining such a building in the public domain as a museum, exhibition space or meeting hall would probably exceed the available revenue. The economic pressures of maintaining the building in private ownership are likewise adverse to the continued existence of the building.

Should the concern continue for better ways for people to be transported to and from centers of employment, recreation and transportation, a use does exist which combines the station into a system large enough to sustain it, indeed utilize its current volume. As a transportation center for metro transit modes the station would be the main transfer point for north to south routes connecting south suburbs with north suburbs and Kansas City International Airport, and east to west routes connecting the eastern fringe areas, Independence and the Sports Complex with the suburbs of Kansas to west. The use as a Transportation Center ideally combines the intrinsic and extrinsic properties of the Station.

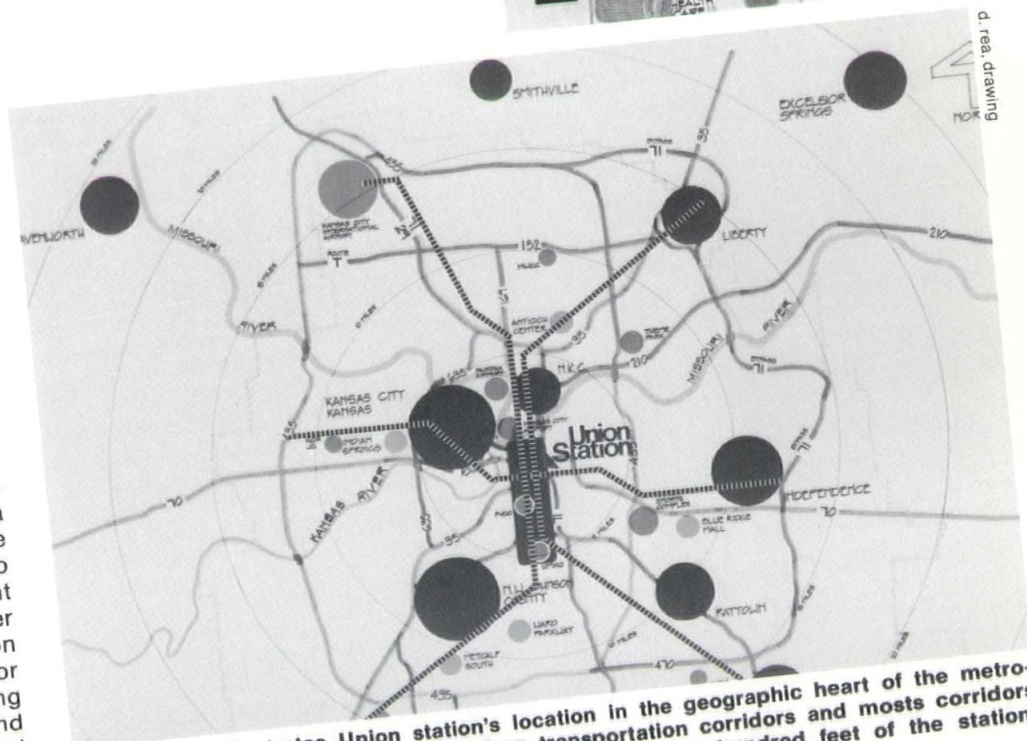
The location of the Station is at the geographic heart of the Metropolitan region. (see figure B.) Nearly all existing surface transportation corridors and most corridors proposed by planners for the future pass within a few hundred feet of the existing Union Station. The Station is high located adjacent to the core of highest density of personal activity in the region and between the Central Business District and the new commercial centers, such as Crown Center and the Country Club Plaza.

continued to page 22

Union Station, as indicated in this drawing, would be the main transfer point for north and south routes connecting south suburbs with north suburbs and Kansas City International Airport plus east to west routes connecting the eastern fringe areas, Independence and the Sports Complex with the Kansas suburbs to the west. The arena complex indicated has been abandoned by its promoters.

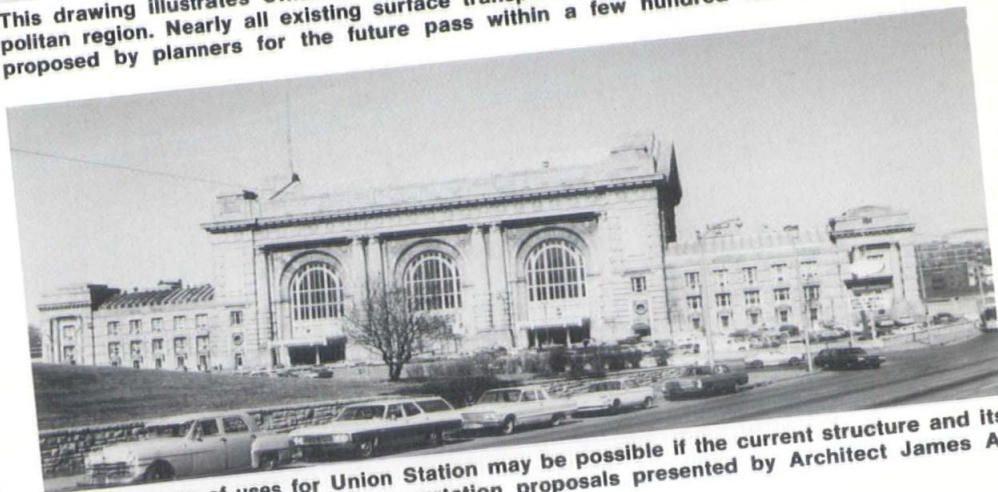


d. rea. drawing

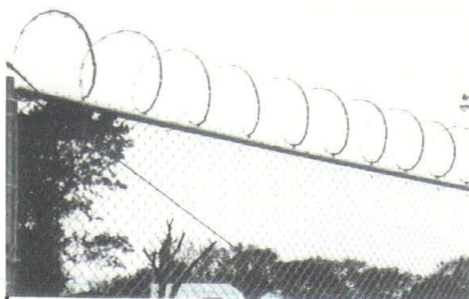


d. rea. drawing

This drawing illustrates Union station's location in the geographic heart of the metropolitan region. Nearly all existing surface transportation corridors and most corridors proposed by planners for the future pass within a few hundred feet of the station.



A wider range of uses for Union Station may be possible if the current structure and its location can be fitted into transportation proposals presented by Architect James A. Ireland.



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union station

continued from page 21

The topographic conditions of the Union Station site provide a most ideal transportation center. A natural valley runs from northeast Kansas City southwestward to the suburban cities in Johnson County, Kansas. In this valley is now located railroad trackage and potential right-of-way for various modes of transit. Existing street patterns pass over the trackage on a north-south axis. This framework of intersecting transit fabric and the already existing vertical connections possible within the Station support the concept of continued transit use for the station.

Obviously, the modes of transit which are ultimately selected for use in the Metropolitan Kansas City region would influence the eventual architectural solution to the conversion of the station to a transit center. Another design problem, related to creative traffic engineering, would organize the surface network of automobile routes to complement the importance and the growth of the transit center in the Union Station.

Within Union Station exists the intrinsic framework for a transit interchange. The numerous spaces which served as office spaces in "railroading days" can serve as the nerve center for Metro Transit. Numerous service shops could re-occupy shop spaces originally built into the building and unused baggage and mail facilities could be converted to expanded services shops for the convenience of local residents, as well as visitors to the city.

Admittedly, the existence of private retail and service business in a public building is not usual, but it is no different from similar activity at the city-owned airport buildings. Revenue from such activity would contribute to offsetting the operational cost of the building.

The major difficulty is that implementation to the Transit Center use depends upon approximately ten years' development of the Transit System. Meanwhile, the necessity for sustaining the Station is immediate. Use must be found for the building, a momentum on planning by the private owner must be initiated and an equitable method of shifting the building to the public domain must be developed before the economic pressure on the owners leads them to demolish the building.

The value of Union Station is effectively zero. Initial cost likely has been amortized completely since the Station was built fifty-eight years ago. More likely, the Station represents a

negative value to the owners, because of large maintenance cost. Land value on which the building is built, however, is considerable.

The owners reportedly refinanced their operation with revenue bonds, and the land holdings are pledged against the bonds, including the land on which the station rests. Reliable reports indicate the owners will need to refinance again in the near future, and the land must be turned to uses which guarantee revenues greater than those realized from the Amtrak passenger services.

It is unlikely high revenues could be realized from the station for private uses without irreparable alteration to the building. Most likely is for the owner to clear the land to build for uses which can return calculated revenue.

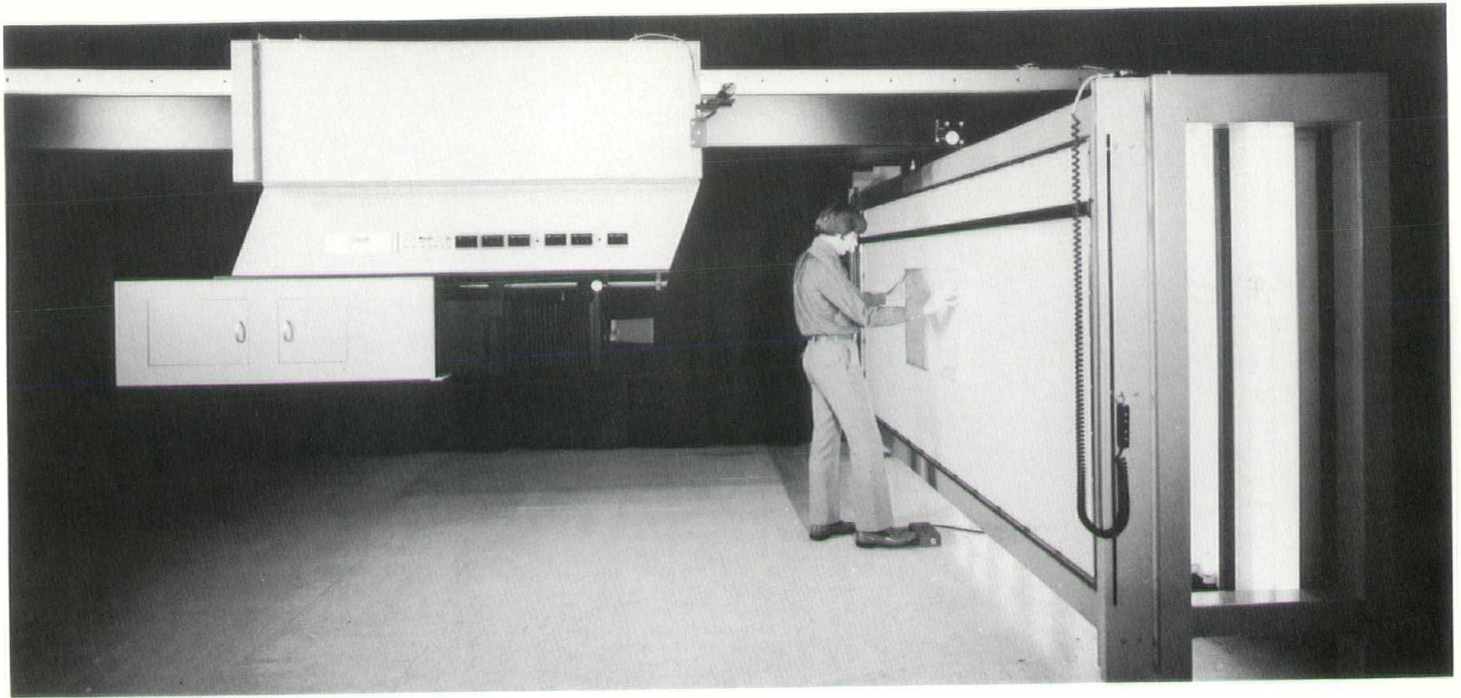
However, there are alternatives. Many private buildings have been built on public land as the result of long term lease arrangements. Perhaps a reversal is possible in the case of Union Station: a public building on private land. The owner could deed the building to a public agency, freeing the cost of upkeep from the private owner and transferring it to the public.

Also, the public agency could lease the facility and right-of-way from the private owner at a rate sufficient to match the revenue which the private owner would realistically anticipate for that portion of the total Union Station acreage.

The owner would further realize a greater potential value for surrounding land and air-rights with the station being a Metro Transit Center than if the Transit Center were elsewhere. Another alternative, though probably more costly initially, would be to acquire the station, its land and rights-of-way by public right of eminent domain. Also, there may be possible relief in the form of Federal Transportation assistance in the foreseeable future.

Finally, the issue rests in the question — will the public in a bi-state, multi-municipality, metropolitan area such as Kansas City eventually demand convenient, mass transit as the alternative to the continued congestion, cost and environmental impact of singular-vehicle, automobile transportation as the prime method of moving from place to place within a city?

Can the public cooperate sufficiently so that the resources of all municipalities and governmental subdivisions may be utilized? If so, then the time to act is now, to begin the long and difficult process of realizing the objective. That objective being the establishment of a transit center which is, in fact, the Metro Center. ●

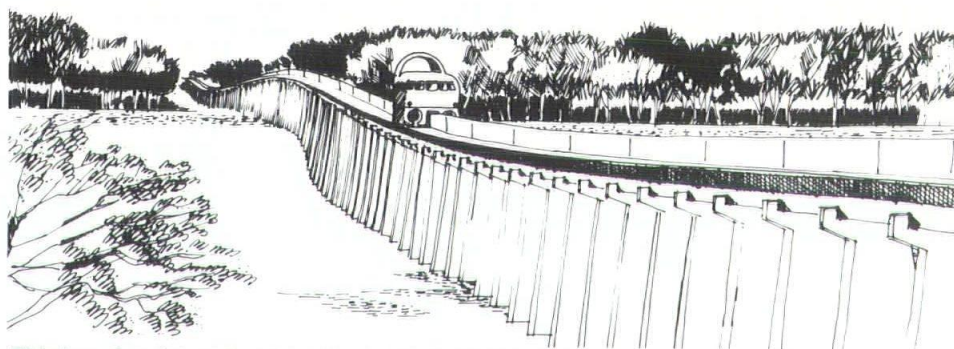


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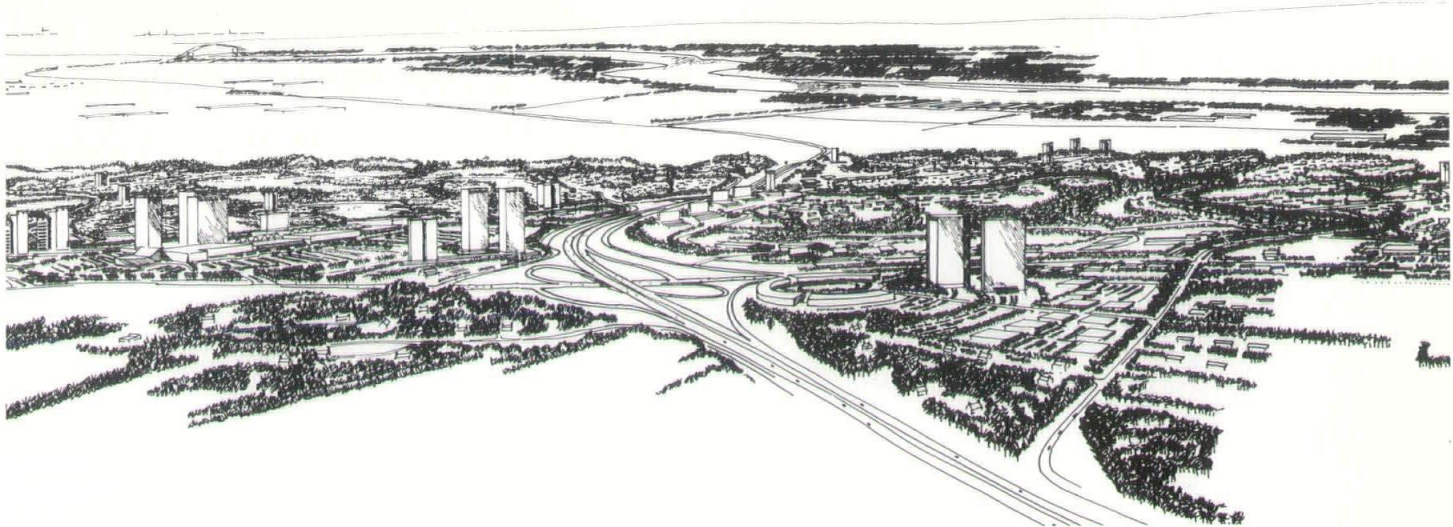
This is a drawing of the French aero-train as it progresses on its air-cushioned way along a guideway south of Paris. The turbine-powered vehicle is capable presently of speeds up to 160 m.p.h. with a potential speed of 250 m.p.h.

When we look at the physical environment that we have built and inherited, it causes us to have great doubts. Our American cities are in serious financial circumstances, basic services are below par, there is great concern for personal safety, and one can make a convincing argument that the future is not encouraging.

Suburbia at the same time is not much better off. Everything is newer, but not necessarily environmentally better as one looks to the future. Problems of identity, services, blight and controlled growth have either arrived or are just around the corner.

Transportation has made our lives easier, however at the same time creating many of our problems. Because of the directness of our highway system and the availability of the automobile we can go and get whatever we need whenever we need it. But, it seems that the automobile is not the total answer either, since it certainly doesn't work at the critical times of 8 a.m. or 5 p.m. The highways have created direct routes from the suburbs to the central city but in the process they have carved up neighborhoods, parks, churches, schools, etc.—whatever lay in their path. An overall highway system is

by
eugene j. mackey III



Chesterfield Village, a new St. Louis suburban community, has been planned to allow a future above-ground mono-rail

sound on the metropolitan scale, but the implementation of that system was non-responsive to local concerns and the quality of neighborhoods. In addition, the bigger the highways the more crowded they have become, no matter how many lanes are added.

NEW IDEAS

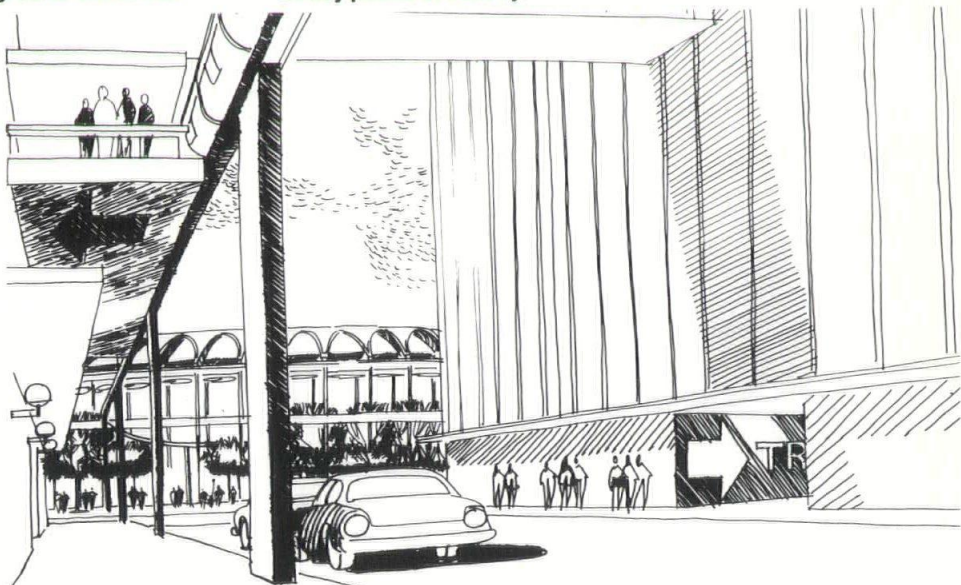
There is no more powerful planning tool available today than movement systems and we must become involved to insure that our cities of the future are the kind of environments where people want to live, work and play. Viable alternatives for the movement of goods and people must be developed. . . the pressures for change are becoming greater all the time.

Environmentalists are demanding that our greatest polluter, the automotive internal combustion engine be phased out by 1975. Several urban centers, such as San Francisco, Washington, D.C. have new systems under construction, while others such as St. Louis, are beginning to plan for regional transit systems. These are very positive signs. However, who is doing the planning and how is the planning being done? Simple questions such as who and how are always important, for certainly we don't want to recreate the insensitive environmental decisions of the urban federal highway program. We would hope that interdisciplinary teams of engineers, architects, urban designers, economists, etc. will be organized to respond to the total problem of urban form, expression, movement and environmental quality.

Research in the field of transportation is but on the threshold of many new and exciting transportation modes.

An example is the French aero-train on its guideway south of Paris.

distributor system which internally would allow for access to all key points of activity.



This view of downtown St. Louis with the stadium in the background illustrates how an above-ground system would service the downtown area without being restricted to the limitations of stop and go traffic.

This turbine-powered air-cushioned vehicle is capable presently of 160 m.p.h. with the potential of 250 m.p.h. This type of vehicle could apply to a high speed system connecting Kansas City, Jefferson City and St. Louis. The aero-train is the first of a class of vehicles known as tracked air cushion vehicles (TACV's), close relatives to the Hovercraft, which presently crosses the English Channel, a radical departure from the steel wheel and steel rail of conventional trains.

This French version is lifted off the guideway by downward thrusting fans and propelled forward straddling a center rail. The experience of moving at treetop level at high speeds would indeed be exciting. The evolution of this system could be a more effective solution than the airplane,

particularly for urban corridors such as Boston to Washington on the east coast or for distances of 300 miles or less, delivering you directly to your destination. On many short flights today it takes as long to travel by air as by land.

Other systems such as linear induction motor driven vehicles which are noiseless and non-polluting also are being developed. In addition, systems such as the mono-rail have been in Japan for several years, and on a smaller scale mono-rail installations have been imaginatively incorporated into the planning of Disneyland, Disney World and is proposed at the new Anheuser Busch development in Williamsburg, Va.

Transpo '72, an exhibition of various new and experimental systems recently was held at Dulles Airport.

continued to page 26

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Greater Kansas City's Specialty Contractor and Supplier

transit

continued from page 25

Exhibits of this type will focus even more attention on what lies ahead in planning and designing large scale projects. There can be great potential and excitement in considering multi-movement modes — providing more interesting ways in which to experience the environment and more efficient ways to travel.

Chesterfield Village is a project that we have been working on with the firm of Team Four Urban Designers and Planners. This new community in suburban St. Louis will 20 years from now have a population of 17,000 - 20,000 persons, and all of the basic services to satisfy their needs. The careful planning of this rolling 1,500 acre site has protected the natural environment with tree lined valleys, yet allowed us to design groups of buildings that take advantage of long distance views as well as short naturally wooded vistas and lakes. The overall plan has allowed for a future above-ground mono-rail loop distributor system (maximum speed 20 m.p.h.), which internally would allow for access to all key points of activity.

In addition this system would connect to an interchange with a possible leg of the metropolitan regional high speed transit system. If developed in this way, the residents of Chesterfield Village would have a totally integrated movement system, consisting of automobile (with secondary, primary, loop boulevard and regional highway) and public transit (mono-rail distributor and regional transit).

The Regional System

On the regional scale the planning problems are very severe and the pressures are great. It is obvious that if better more efficient access can be provided to an area it will thrive economically, but one thing I would be wary of is to plan a transit system based on present land use only. A present problem in St. Louis is the fact that the existing regional transit system has one of its most important routes extending to Lambert Field in the northwest county. However, a new regional airport is now being proposed for an East St. Louis site. It would be a catastrophe if total coordination between the two airports were not possible.

Therefore, we must first visualize what our aspirations are, to make our cities come alive again, exciting places to be and enjoy. It's up to us to visualize this new city and its potential to satisfy our human needs. All

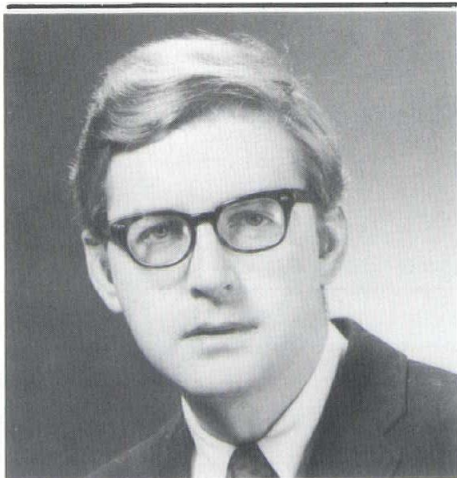
planning will then be geared to these goals. Secondly, a balanced system of transportation involving all modes of movement must be coordinated on the regional scale. . . piecemeal efforts will not be successful. Third, if one and two are carried out, a safe public investment can be made. Transportation is one of the most powerful planning tools we have for orderly growth and renewal reinforcing strong regional assets and strengthening the fabric of the total metropolitan area.

An Urban Core Proposal

Regional transit is one thing but the urban system is another. . . we have destroyed so much with highways and urban renewal that the American central city is about to lose its identity completely.

As we move ahead in planning we should do so with the sensitivity of a surgeon, carefully integrating new projects and transportation systems within the existing fabric. As new large urban projects are planned the integration of distributor stations would be a modest investment with high return for the developer. We have proposed in St. Louis that the regional system skirt the central business district, connecting at terminals that would transfer passengers to a slower speed distributor system. The light weight above ground system (over the sidewalk at 2nd story level) would:

1. Transfer passengers from downtown stops on the area-wide rapid transit network to various points in the core area and vice versa.



The Author

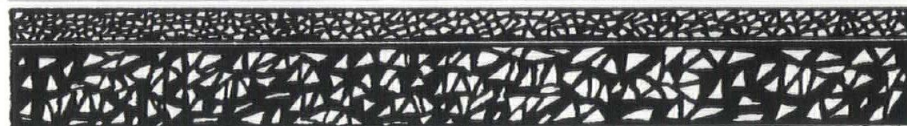
Eugene J. Mackey III is a practicing architect in St. Louis, is a member of the executive committee of the St. Louis Chapter of A.I.A. and the National A.I.A. Committee on urban design and planning. He is a graduate of Washington University, St. Louis, and Harvard University.

2. Make it practical to park automobiles on the periphery of downtown and ride the exhaust-free trains to and from offices, industries, shops, theaters and so on.
3. Transport persons living in the core area.
4. Circulate persons between the various parts of the core area quickly and conveniently.

The length of the system is 8 miles and it serves the total central business district of St. Louis.

This fall, the AIA National Committee on Urban Design will sponsor

a conference on transportation which will provide an opportunity for architects to meet with representatives of the Department of Transportation as well as representatives of the transportation industry. This conference should not only provide us with a chance to learn more about these problems, but even more important, make the government as well as industry aware that our profession is concerned about the effects and potential of transit systems and transit planning. ●



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Student winners pose with St. Louis chapter officials following the recent awards presentations. They are (l to r) John Brauer, junior college-technical school winner; Chester E. Roemer, St. Louis chapter president; Gary Dedeke, Dean P. Teiber, first place high school winner; Thomas H. Schultz, second place high school winner; Steven J. Rutherford, Dan Passanise, James Pinter, John R. Duclos, Walt K. Stotlemeyer, Christopher Curd, and Edward W. H. Dieckmann, awards chairman.

st. louis chapter honors 10 winners of drafting contest

Ten winners from more than 100 entrants in the 13th annual drafting competition sponsored by the St. Louis chapter of the American Institute of Architects were honored recently at a special program at the Forest Park Community College.

The competition is held to encourage and give recognition to superior performance by students enrolled in high schools and junior college-technical schools in the metropolitan St. Louis area.

Rosary High School students, instructed by Gene Schnell, submitted the most entries and received the most awards for the fifth straight year in the high school division.

First place winner for his drawings of a residence was Dean P. Teiber, who, with second place winner Thomas H. Schultz, also received a cash prize with the Certificate of Award. Other high school winners were Steven J. Rutherford, John R. Duclos and Christopher Curd. Subjects submitted from Rosary varied from plans and elevations with details of residences and church buildings of both colonial and gothic design.

Winners in the junior college-technical school category, all students of Morris Fletcher of Meramec Community College, were— first place, John Brauer, who like the other honorees submitted residential plans,

elevations and details, Gary Dedeke, Dan Passanise, James Pinter and Walt K. Stotlemeyer.

Presentation of awards was made by Chester E. Roemer, chapter president, and Edward W. H. Dieckmann, awards chairman.

named distinguished alum

Clarence Kivett, FAIA, chairman of the Kansas City architectural firm of Kivett and Myers, has received the 1972 "distinguished alumnus award" from the University of Kansas School of Architecture and Urban Design.

Active both locally and nationally in urban affairs, Kivett is a director of Downtown, Inc., Kansas City, Mo., and the Greater Kansas City Chamber of Commerce and served for 18 years on the City Plan Commission of Kansas City.



KIVETT

Kivett and Myers are project architects for the new Kansas City International Airport and the new twin stadium Truman Sports Complex and also are involved with airport and stadium projects in Munich, New York and Detroit.

veteran architect retires

M. Dwight Brown, who founded Marshall & Brown, architects, engineers and planners of Kansas City with James D. Marshall, has retired from the firm as chairman of the board.

Mr. Brown, who formed the corporation 35 years ago, will continue with the firm as a special consultant.

c.s.i. installs officers

The Construction Specifications Institute of Kansas City will be headed for the coming year by Les Wood, associate architect with Marshall & Brown of Kansas City. He succeeds Dave Brey, an architect with Swanson, Brey Architects & Associates.

Other officers include: James Ritchie, Monroe-LeFebvre-Ritchie architects, and Walter Giese, Burns & McDonnell Engineering Co., vice-presidents; Eugene Bryson, Master Builders, secretary-treasurer; Thorvald Rygaard, Southwestern Bell Telephone Company, professional director; and Thomas Remmell, Pecora Chemical Company, industry director.

Black & Veatch Consulting Engineers has received a special award for distinguished achievement from the C.S.I. John Kirby of Cook Paint & Varnish Co., received an award for service as Kansas City chapter treasurer and Brey was given an award for service as chapter president. All awards were made at the organization's recent annual meeting.

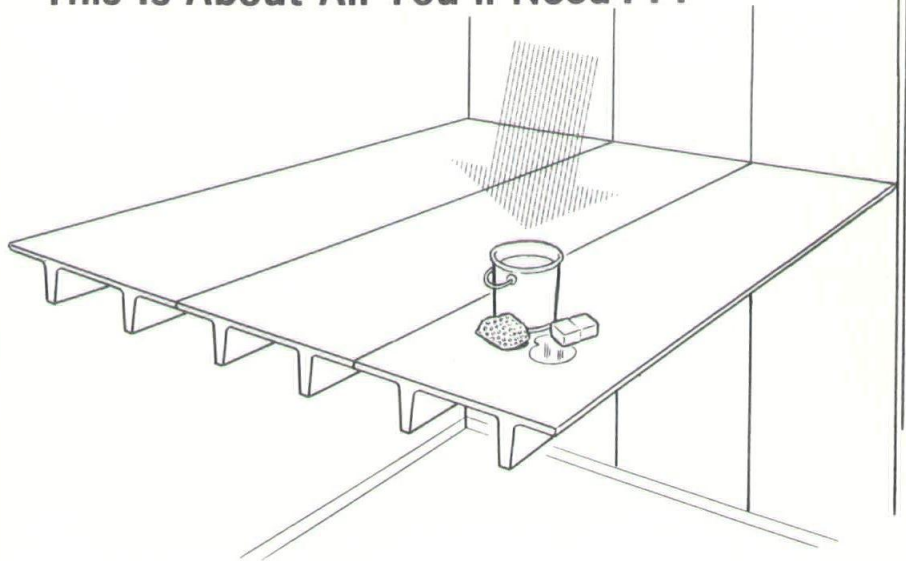
st. louis firm changes

Pearce Corporation — Professional Management Service to Solve Environmental Problems is the new name of Pearce and Pearce, Inc., St. Louis architectural and engineering firm.

Concurrent with the corporate name change, President Richard L. Pearce announced the election of David W. Pearce, Laurance P. Berri and Donald C. Donaldson as vice-presidents. He also announced the appointment to the newly-created positions of associate vice-presidents of James B. Dutton, John R. Suedel, Thomas H. Cahoon and Donald W. Lehman.

The corporate name change was initiated, Pearce said, in recognition of the expanded scope of services now offered by Pearce Corporation. Pearce Corporation was formed in 1919 under the name Bonsack & Pearce, Inc., and since 1957 had operated under the name Pearce and Pearce. The firm is active in Indiana, Illinois, Michigan, Missouri, Kansas, Texas and California on virtually every type of building project.

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umkc architectural collection gets sixth annual contribution



Receiving the sixth annual donation for the architectural collection at UMKC is Dr. Kenneth J. La Budde (second from right). Others are (l to r) Dr. George Ehrlich, David M. Brey, AIA, C.S.I. Kansas City chapter president; George W. Lund AIA, CSI president of the Kansas City chapter of AIA, and James E. Thoennes, CSI, president of the Kansas City chapter of the Producers Council.

The sixth annual donation of funds, a \$400 check, for the architectural collection at the University of Missouri at Kansas City, was made recently by the Kansas City chapter of the American Institute of Architects, the Kansas City chapter of Construction Specifications Institute and the Kansas City Producers Council.

The architectural reference collection now totals more than 200 books, many of which now are out of print. The collection was started with the hope that eventually an architectural school might be established at UMKC and an adequate architectural library would be in existence when the school was established.

The Library Committee desires that the membership know of the collection and make full utilization of it. To help facilitate and implement the usefulness of the library, arrangements have been made with the University and library with cards issued to all members of the participating organizations. This card will admit members to the library in accordance with rules and regulations of the University.

In addition to the annual presentation by the participating organizations, the Kansas City chapters hope that all members will add to this collection by donations of personal architectural volumes or libraries and private financial gift donations to the University of Missouri Development Fund, designated for the use of the Kansas City A.I.A., C.S.I. and P.C. Library collection.

The presentation of the \$400 check was made at a May 15 luncheon. Dr. Kenneth J. LaBudde, director of the UMKC libraries, received the contribution.

Eleven new books have been ordered since April for the architecture collection. They are: Vertical Transportation for Buildings, Rodney R. Adler; Architectural Beauty of the Old Cape As Seen by Arthur Elliott, Arthur Elliott; Restaurant Architecture and Design: An International Survey of Eating Places, Max Fenger; Building Acoustics, Ford and Ford eds; Architecture in a Revolutionary Era, Julian Eugene Kalski; Lotus: Architectural Annual; Venetian Villas, Guiseppe Mazzotti; Venetian Villas, Palladian and Other Venetian Villas, Guiseppe Mazzotti; Plan for New York City. Vol 1 Critical Issues, Vol. II, Bronx. Vol. III Brooklyn. Vol. IV Manhattan, Vol. V, Queens, Vol. VI, Staten Island, Haussman; Paris Transformed, Howard Saalman; and Biographical Dictionary of American Architects (Deceased), Henry F. and Elsi Rathburn Withey.

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award renewal project

The First State Capitol Urban Renewal Project in St. Charles has won an honor award for design excellence for R. W. Booker and Associates, the project's engineers, architects and planners. The project includes the historic district, the river front and contiguous residential areas.

The recognition has come from the Engineering Excellence Awards competition conducted by the Consulting Engineers Council of Missouri.

The St. Charles urban renewal design now will be entered by the Booker firm in the national competition sponsored by the Consulting Engineers Council of the United States, an organization of engineers engaged in consulting engineering.

PLANS currently are being prepared by Sammons and Buller of Sedalia for a new Senior Citizens Apartment complex for Shelby. There will be 16 apartments in four buildings in the original complex. The fifth building will be a community building.

new steelville development

Preliminary plans for a new housing development for Steelville, Mo., has been approved by the board of directors of Steelville Homes, Inc. The board recently approved plans submitted by Earl Sammons of Sammons-Buller Architects of Sedalia for six four-plex buildings to provide 24 units and a recreation building that will include a meeting room, laundry and storage facilities.

Construction is expected to begin in July.

st. Louis offers info

Packets of information on St. Louis and its buildings are available at the office of the St. Louis chapter of the American Institute of Architects, Wainwright Building, 107 N. Seventh.

The St. Louis chapter has assembled 18 different leaflets and maps, mostly prepared by the professional organization, to encourage appreciation of the St. Louis metropolitan area and to aid visitors in enjoying the many architectural designs both historical and contemporary.

They are available at no charge.

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The State of Preservation in Missouri

By Gerhardt Kramer, FAIA,
AIA-State Preservation Coordinator

As our profession becomes more and more aware of its rich architectural heritage and the need for a continued relationship with this past, it is inevitable that there will be differences in opinions and emotions as we are confronted with more and more commissions calling for replacement of old revered buildings with new construction.

Buford Pickens, FAIA, Professor of Architecture at Washington University, member of the Advisory Council on Historic Sites and Buildings for the State of Missouri and past AIA-State Preservation Coordinator, has some thoughts on this matter resulting from his recent efforts to prevent this from happening to a building in the Greater St. Louis area.

Mr. Pickens has given permission to publish his statement. Comments on this subject, and others pertaining to preservation, are welcomed by this column, which we hope to make a permanent addition to the Midwest Architect.

Serving the Public Interest in Preservation of Historic Architecture

It is tempting for anyone professionally trained to design new buildings to put down old historic architecture that stands either nearby or on the site of a printine project. Obviously, without it the problem of new design and construction is far simpler.

"For several generations the AIA, nationally and locally, has attempted to maintain a public image of leadership both in respect for, and preservation of historic architecture. Furthermore, the AIA reminds us that "an architect shall *above all* serve and promote the public interest in the effort to improve human environment." But *the public reads our actions, not our words*. Even without AIA urging, we should respond as professionals with concern for the quality of man-made environment and the careful evaluation of irreplaceable architecture.

"We must (a) use chapter or national resources to determine whether a venerable building really qualified as architecture worth preserving; (b) exercise imagination and talent in the sympathetic study of various ways of conserving and using the distinguished older buildings (as the AIA has done in AIA has done in the exemplary "show-window" case of the Octagon); and (c) must lead vigorously as architects to alternative solutions rather than to follow meekly as mere draftsmen "the surrogate client's dictate to demolish."

"When the commission involves large public buildings, prominent public demolition of civic landmarks vouched for by local, state historians or or agencies such as the National Trust, then failure to give full consideration to sensitive preservation on the part of the design professions has far wider implications. Whatever reservations AIA members may have privately, the public attributes the architect's indifference to the size of his fee; they see closed decisions as high-handed and interpret them as a wide credibility gap between the AIA P-R image and the actions of the individual or firm involved.

"When their cultural heritage is in the balance, the people feel they have a issues involved. The attempt to "blame the client" really won't do, at least not for the general public who consider themselves the client. Also, they have been told that "an architect shall represent truthfully and clearly to his prospective client his qualifications and capabilities to perform services." If he is unable to evaluate historical architecture, or to provide expertise, or to design sympathetically within the given context, he should so state before recommending demolition of a landmark.

"The Chapter and especially the Historic Resources Committee has an obligation to assist in any way possible to assure that these delicate decisions thorough study and for the common good." — **Buford Pickens, FAIA**

vandalia plans school

The architectural firm of Joe W. Amspacher and Associates of Springfield, Mo., has been awarded a 1-year contract to plan a new school for the R-1 District with the proposed structure to be built at the present school location between Farber and Vandalia.

The Springfield firm was retained by the R-1 directors two years ago to plan a new school but the proposal failed for lack of two-thirds voter support. The board presently is studying a plan that would involve no additional taxation but could be paid for out of the present building fund plus a refinancing plan on the existing indebtedness.

PLANS HAVE BEEN APPROVED for the new \$366,000 Monett High School. Residents of the Monett R-1 school district voted 3-1 in January to approve a \$250,000 bond issue. Remaining funds will come from state and federal sources. Frangkiser and Hutchens of Grandview are the architects.

A. E. ESTERLY, Springfield, has been retained by the Crocker Board of Education to prepare plans and estimates for the cost of remodeling and repairing the high school building.

THE KANSAS CITY firm of Patty, Berkebile, Nelson and Love has been retained by the Grandview Board of Aldermen to prepare schematic designs for a new municipal building. The new building is proposed to include city offices, police and fire departments in one building. A bond issue is scheduled to be submitted to the voters to finance construction of the complex, presumably on the property presently occupied by the Grandview Community Hall and baseball park.

architect to ste. genevieve

The Richard L. Bacon architectural firm, previously located at 1423 Andrew Drive in St. Louis, was scheduled to move to Ste. Genevieve, Mo., on June 1. Richard L. Bacon, 35, is president of the firm.

housing science association founded

The founding of an International Association of Housing Science high-

lighted the recent second International Symposium on Lower Cost Housing Problems recently held in St. Louis. Charter members included about 250 participants in the symposium with Dr. Oktay Ural, University of Missouri-Rolla civil engineering professor, named as founding president.

The association is the first group of its kind to unite housing experts in the effort of providing the world with sufficient acceptable low cost

housing.

Participants in the symposium came from 25 countries and 31 states. They heard some 40 technical papers on all aspects of lower cost housing problems. Keynoting the symposium was Harold B. Finger, assistant secretary for research and technology, Department of Housing and Urban Development, who called for urban renewal on a larger scale than has been undertaken in the past.

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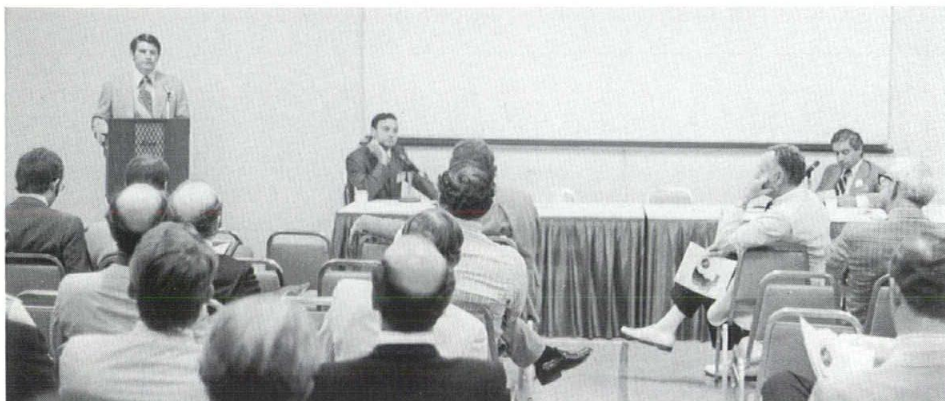
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missouri well represented at houston a.i.a. convention



Kansas City's Herbert Duncan, Jr., (standing left) directs discussion on "The Architect and the Development Team," a panel discussion with illustrative slides taken from a book prepared by the panelists on the subject, at the recent AIA Convention and Exposition at Houston. Other panel participants (seated) are Michael Maas and Harry A. Goleman.

St. Louis had the largest delegation at the recent A.I.A. Convention and Exposition in Houston, but the other chapters were represented, too. A breakfast meeting held by Central States Regional Director Floyd Wolfenbarger, Manhattan, Kan., drew a standing room only crowd.

Three proposed national by law changes were passed at the convention. Under Bylaw Change I, the size of the board of directors was increased to not to exceed 32 members. With this increase, the Central States Region now is entitled to a second director.

Bylaw Change II provides for termination of membership if a member is in default for any Institute dues as of August 31 of the fiscal year. At least one-half of the dues for the current fiscal year must be paid on or before January 1 of the year. If the entire amount has not been paid on or before June 30 of the year, the

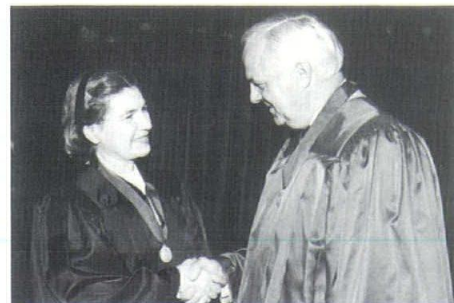
member shall be considered in default and shall be notified of impending termination.

Bylaw Change II, pertaining to assessments, was amended to read, "Assessments may be levied or authorized only for special or unusual expenses by a two-thirds majority vote of the delegates at a convention; provided, however, that the convention may delegate such power to the Board for specific purposes or a specified period of time, with such limitations as the convention may chose.

New officers elected for the coming year were: Archibald C. Rogers, first vice-president and president elect; Van B. Brunner, Jr., Haddon Township, N.J., Louis de Moll, Philadelphia, and David A. Pugh, Portland, Ore., vice-presidents; and Hilliard T. Smith, Jr., Winter Haven, Fla., secretary.

Those attending from St. Louis

ELEVATED TO COLLEGE OF FELLOWS



Receiving congratulations on her elevation to the College of Fellows of the A.I.A. is Miss Betty Lou Custer of St. Louis, the only woman to be selected among the 79 chosen by the College this year. Making the award is Max O. Urbahn, A.I.A. president who directed activities at the organization's recent national convention in Houston. She is the 14th woman to be selected since the A.I.A. was founded in 1857. For the past 18 years Miss Custer has been practicing architecture as an individual. Last April 15 she accepted the newly-created position as executive secretary-director of public relations for the St. Louis chapter of A.I.A.

included Chapter President Chester E. Roemer and Executive Secretary Betty Lou Custer, Jack Sorkin, Theodor Mann Hoener, D. Robert Downey, Bryce Hastings, Eugene Mackey III, W. Baker Word, Theodore J. Wolford, Frederick C. Sternberg, Merlin E. Lickhalter, Rex L. Becker, Gerhardt Kramer, Donald W. Lehman, Ralph A. Fournier, Gale A. Hill, Harry Richman, George E. Kassabaum, Robert Elkington, and David W. Pearce.

From Kansas City, those attending were Chapter President George Lund, Executive Secretary Elizabeth Brooker, Julian Ominski, Jack Bowker, Herbert Duncan, Jr., Frank Fisher, Dwight Horner, Clarence Kivett, Wayne London and Maurice McMullen.

Donald Buller, Sedalia, Missouri Council of Architects president, also was in Houston as were Robert Marshall, Ernest Ward, Harry Rowe and Richard Stahl of Springfield. Elmer Algier of Joplin also attended.

kansas city women's league names officers

Mrs. Gary R. Jarvis is the new president of the Kansas City chapter's Women's League for 1972-73. She succeeds Mrs. Gene Lefevbre.

Other officers named were: Mrs. Dwight C. Horner, vice-president; Mrs. G. Dirk Ellis, corresponding secretary; Mrs. William H. Simon, recording secretary; Mrs. Thomas E. Davis, treasurer; and directors Mrs. Thomas W. Gibson, Mrs. Lynn F. Richards, and Mrs. Robert G. Westvold.



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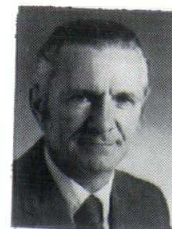
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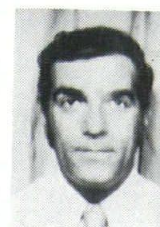
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