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OCTOBER, 1963

THE OWNER'S WINNING TEAM

The architect plans and the general contractor builds, but they have to work together as a team if the owner is to get his building built efficiently, on schedule and at the lowest possible cost.

In achieving this teamwork, problems arise and usually are solved in face-to-face conferences by their representatives on the job.

From time to time, though, the same problem keeps popping up, not only on one job, but on many different jobs. It is at this point that the organizations of general contractors and architects serve them, and the teamwork takes on "major league" aspects. The American Institute of Architects and the Associated General Contractors of America work closely through liaison committees, locally as well as nationally.

Nationally, they have solved a lot of recurring problems by formulating standard contract documents and standard bidding procedures, among other things.

For several months now, here in Louisville a similar committee of architects and general contractors have been discussing some local recurring problems, and now these two organizations composed of leading architects and contractors of Louisville, will meet together to discuss a few of these problems. They hope to seek solutions to the problems, but if that is not possible, the size of the problem will be reduced by having all members of the team aware of its existence.

Out of this and similar meetings, will come a stronger and more professional team to serve the owner and the public.

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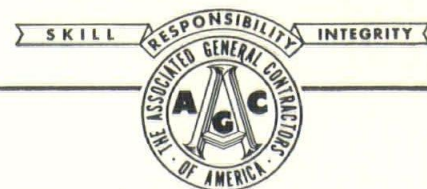
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CONVENTION OCTOBER 18-20 AT FRENCH LICK

Architects from Kentucky chapters of the American Institute of Architects are preparing to attend the East Central regional convention to take place at the French Lick Sheraton Hotel October 18 through 20.

Topping the agenda will be the nomination and election of director and secretary for the East Central region, as well as seminars on "Aesthetic Responsibility" which are open to all registrants.

The \$5 registration fee is all that is required of any architect wishing to attend. Wives and guests are also urged to attend. Time off will be allowed after business sessions to partake of the hotel's many recreational facilities.

Coinciding with the regional convention will be the annual meeting of the Kentucky Society of Architects. Their meeting place was changed from Lexington to allow members to participate in the convention activities as well as conduct their own meeting at the resort hotel.

All architects are urged to make plans to attend the three-day convention.



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THE KENTUCKY ARCHITECT

Our Conceptual Legacies in Urban Design

By JOHN W. HILL

Seventy percent of all Americans now live in only 200 urban areas. More people come to the cities every decade, and it appears that the trend will continue. This firmly urban population through its demand for a decent environment — and for good schools, transportation and public services — has created an interest in urban planning which has had no parallel since the baroque princes remodeled medieval cities.

In urban renewal, suburban growth, and the vast expansion of highways and freeways, we have an opportunity to virtually recast the forms and character of our cities. Whether we plan this change to achieve desirable urban qualities or whether we permit the new city-forms to grow from a series of expedient moves for short term profit, or to happen as a spontaneous result of tax laws and financing circumstances, the change is going to happen and we are going to have a new and different urban landscape in which to live. What kind of place will it be?

Oswald Spengler, in *Decline of the West*, says that the prime cultural symbol of an age is the expression in its art of its world perception in terms of space extension and spatial relationships. He writes that the way in which man relates himself spatially to the physical world in which he lives is an expression of the philosophy which characterizes the thinking of his age.

According to Spengler, the world perception of classical man was an immediate finite one in which things were seen and felt as being whole, independent, complete, physically perceptible, and real. Only the immediate was of concern. Since only that within range of the senses in an urban space was of concern to the architect, Greek cities had a wonderfully

human scale. The architecture of the period, perhaps best exemplified in the Acropolis, is a plurality of singular things related to a void and continuum of space.

The world view of the medieval period, a polemic to this, is perhaps best illustrated in the enclosed spaces of town squares like the Piazza del Campo at Sienna, Fig. 1, in which space is seen as singular relating buildings of very similar form which grow together to make the town a near monolith. The elder Saarinen in *The City* makes the point that it is this singularity of space and the correlation of forms in buildings which makes such a unity out of the plurality of the structures in a medieval town. These irregular contained spaces, serving as community living rooms, give their towns a scale and character no less human than cities in ancient Greece. The slow and spontaneous un-geometric growth of medieval towns helped create great variety in the street forms and patterns.

Modern man, continues Spengler,

acquired his image of space-relationships from the great discoveries of the renaissance and baroque periods, when for the first time in the western world, the conception of infinity enters the studies of mathematics, astronomy, art (the discovery of perspective), and philosophy.

Man began to perceive what lay beyond the reach of the senses, and in wishing to relate himself to this suddenly perceptually larger world pursued elusive geometric systems to organize the environment, to control it and to feel related to what lay beyond his immediate vision.

Renaissance and baroque conceptions form the basis of modern thinking about town planning. In Fig. 2, the Piazza Obliqua in front of St. Peter's, this new kind of space conception is exhibited. The Piazza is formal and controlled, and treated three dimensionally, the floor being dished for better visibility, to reinforce the crowd psychology and to enhance the image of the grandeur of the Papacy.

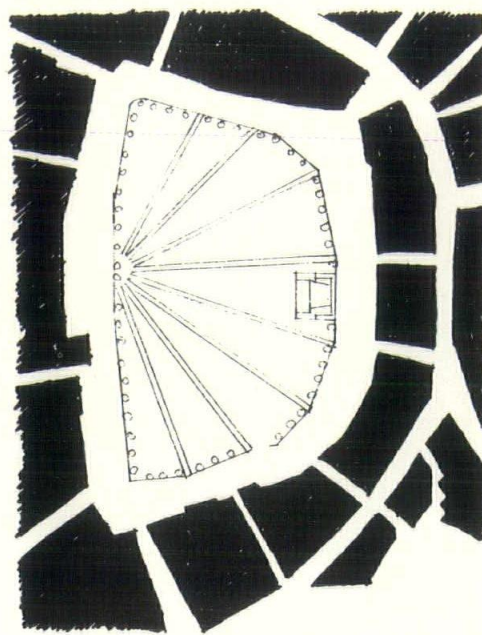


FIG. 1 - PIAZZA DEL CAMPO

Renaissance planners were beginning to feel that their cities should be more open and formal; their horizons had been tremendously expanded by the discovery of perspective and all that it implied. At the beginning of what we call the baroque period the closed "square" concept was almost dead, the pedestrian had been pushed to the sidewalk, and rigid rational systems were being devised to build new cities and reorganize old ones. The street became the raceway of the privileged class with carriages, rather than the common ground of neighborhoods. The street, designed for the movement pace of man-on-wheels, had an extra-human scale: the buildings, designed for human uses, a human scale.

In the late baroque period the full expression of the new order of vision in planning was consummated with the completion of Versailles. This palace is related to Paris by the visually infinitely long highway on one side and to all the world by the great gardens of Le Notre which stretch to the horizon on the other.

The immense building is related directly to open space all around, with no attempt made to capture or contain it, or to provide a transition from the extra-human highway
(Continued on Page 14)

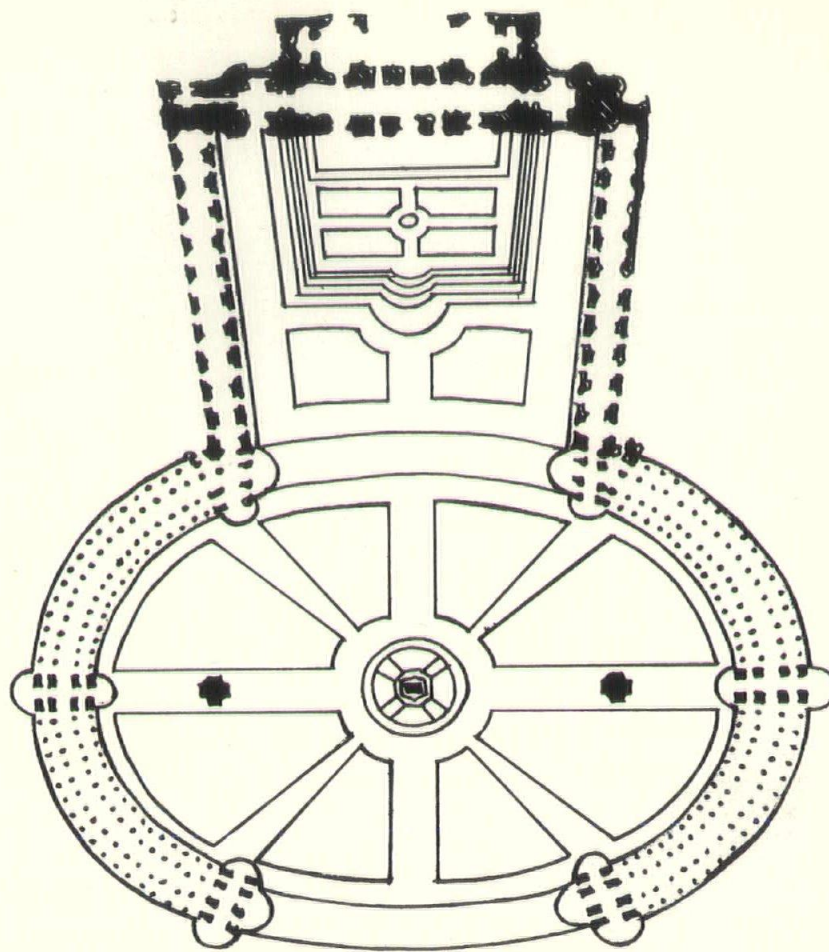


FIG. 2 - PIAZZA OBLIQUA

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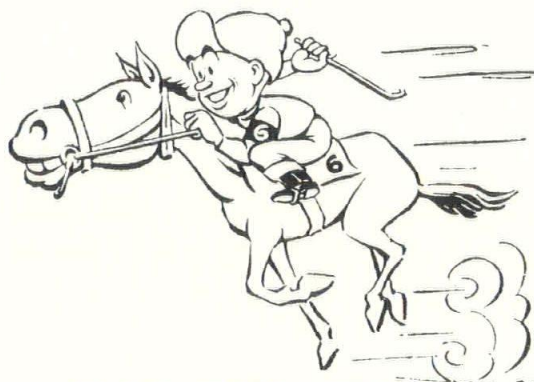
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Organized in 1948 as a non-profit organization in the state of Maryland, the Construction Specification Institute stated its purposes in the following excerpt of its articles of incorporation:

"To foster and promote the interests of persons, firms, groups, associations and any others engaged in any phase of the business of writing, preparing, compiling or in any way utilizing specifications in construction and allied industries; to promote improved specification practices in the construction and allied industries; to gather, compile, and analyze statistics and information relating to or useful in the conduct of such activities; to engage in research and study of any and all problems and aspects of specification writing; to establish and maintain the institute as a clearing house of unbiased technical information on specifications for the fabrication and installation of construction materials and equipment; to promote closer relations and cooperation among its members; to further the common interests and opportunities of its members in any and every lawful manner and to do anything necessary and proper for the accomplishment of the objects and purposes herein set forth or which shall be reorganized as proper and lawful objectives and purposes of a business league."

Since 1948 the organization has grown to 51 chapters throughout the nation and over 5,000 members consisting of architects, engineers, contractors, sub-contractors and material suppliers all over the

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country who are working together to accomplish the objectives of the institute.

A monthly magazine called THE CONSTRUCTION SPECIFIER is the official organ of the institute and is used to disseminate information to the membership. It is published at the Washington, D.C., headquarters.

Locally, the C.S.I. chapters meet monthly as a rule, to sponsor worthwhile programs and enter into discussions of local interest, as well as direct the efforts of the chapter technical committees. It is here that the research and study for the improvement of specifications take place.

One important point of the organization is that it does not compete with the A.I.A., C.E.C., A.G.C., P.C., or any other industry group. Most C.S.I. members are also members of these organizations, and it has been found that by crossing lines with these other groups, C.S.I. can do a better job of improving construction specifications.

Along these same lines, C.S.I. does not overlap or duplicate the work of A.S.T.&M., A.S.A., U.C. or other similar associations; C.S.I. actually makes the work of these organizations more useful and usable, its members say.

Fundamental to the accomplishment of the C.S.I. objectives is the development of the C.S.I. Format for Building Specifications. As a result of the efforts of many men across the country, this format has become a reality and is even now

having far-reaching effects throughout the industry in the preparation of specifications information and indexing of technical information.

The format has four basic parts: bidding requirements; contract forms; general conditions; specifications. The last part consists of 16 divisions of work which provide for maximum flexibility nationwide for the arrangement of trade sections.

This provides for uniformity
(Continued on Page 16)

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LOUISVILLE ARCHITECT NAMED ONE OF THE WINNERS IN NATIONAL URBAN RENEWAL DESIGN CONTEST

ENVIRONMENT FOR THE 'ONE WORLD MAN'

Though a national effort is now being exercised to rejuvenate obsolete and blighted areas of many cities in the United States, there still exists a possibility that in many cases the renewal programs instituted could, themselves, become slum areas of the future.

Acting on the premise that this is true unless the Urban Renewal programs are undertaken with skill, imagination and realism, the problem for the Fourth Annual Design Competition sponsored by Rubberoid Company, centered about a city created for the man, the family and the daily life of the future, a city for a "One World Man".

Two young men, one now working as a designer for McCulloch-Bickel Architects of Louisville, turned in one of the designs which was awarded the Grand National Award in the contest. Donald L. Williams, who is presently with the Louisville firm and Stuart K. Neumann, a colleague of Williams', were presented one of the top three prizes for their five community complex, which they designed in 1962 while at the University of Illinois.

Both designers are graduates of the school of architecture at the University of Illinois. Neumann attained his Masters of Architecture from Harvard in 1963 and now works for the Detroit planning commission.

Williams, a native of Louisville, also has a Bachelor of Science degree in civil engineering from the University of Kentucky, and was awarded the Deter-Richey Grant for travel abroad where he received a diploma from the Ecole De Beaux Arts, Fontaine Bleau, France. Before joining McCulloch-Bickel, he was a teaching assistant at the University of Illinois, where he graduated with honors.

Commenting on the Neumann-Williams design, the jury said the striking feature of the plan was the intermixture within each community of a range of living environments from apartment houses down to row houses. The jury was "intrigued" with the cluster treatment of the communities: "While this scheme almost disregards the normal gridiron pattern, it still could be related to many situations and could almost culminate in a superblock kind of residential development with the closing off of certain streets."

In summation, they commented, "This design is a strong statement of clusters of housing in relationship to open spaces. It has a great potential and embodies many significant ideas that can be related to many urban situations."

The contest, which was open to all registered architects in the U.S.A., their assistants, and students enrolled in schools which are members of the Association of Collegiate Schools of Architecture, was judged by six of the most prominent men in the field of urban design: Edmund N. Bacon, A.I.A., Executive Director of Philadelphia City Planning Commission, chairman of jurors; William L. Slayton, Commissioner, Urban Renewal Administration Housing and Home Finance Agency; B. Sumner Gruzen, F.A.I.A., professional advisor to Rubberoid's design competition; Ralph Rapson, A.I.A., head of the University of Minnesota School of Architecture; Vernon Demars, A.I.A., University of California Department of Architecture chairman; and James J. Hurley, chairman of Taylor-Hurley Associates, Inc., New York.

Because the jury felt there could be no singular solution to the problem confronting the contestants,

they agreed that the Grand National Awards would be lumped together and divided equally among the three entrants whose work best answered the complex problem.

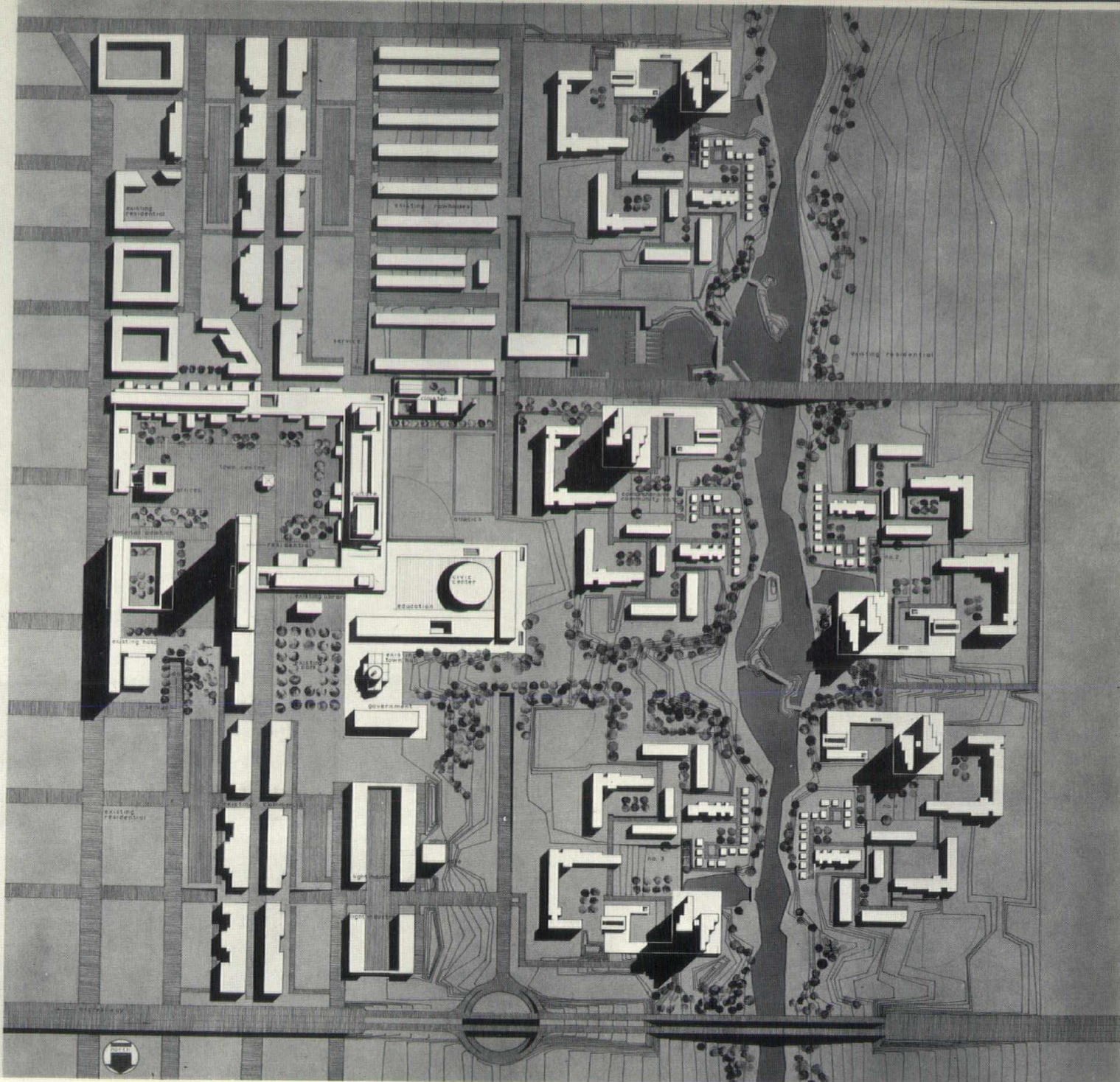
The jury expressed "great admiration for the caliber of submissions in general", and noted that the number and quality of designs submitted pointed to the "intent and growing interest" architects are taking in the vital national problem of Urban Renewal.

The history of the problem related to a fictitious city which had formerly been a textile manufacturing center. However, this industry has since vanished and left behind a blighted area of mixed factory and residential structures, a growing population (175,000 expected to go to 300,000 in the next 10 years), and an economy based upon new electronics industries.

The city, situated along a river bank, is located at the center of an expanding area which, due to historical importance as well as many popular shopping facilities, is expected to become the heart of the area.

The contestant was freed to create his own program and design, rather than by stipulated land uses and controls. The only requirements were that the program provide for the following: "A delightful, highly utilized 'heart of the city'"; Major facilities and appropriate environment for living, working, culture, recreation, and a variety of activities that would benefit people throughout the entire region; create permanent values of human, social and economic importance to the city; and additions to certain existing facilities.

Williams and Neumann said of their five community complex that they felt, "The community approach



Improved human environment through urban renewal

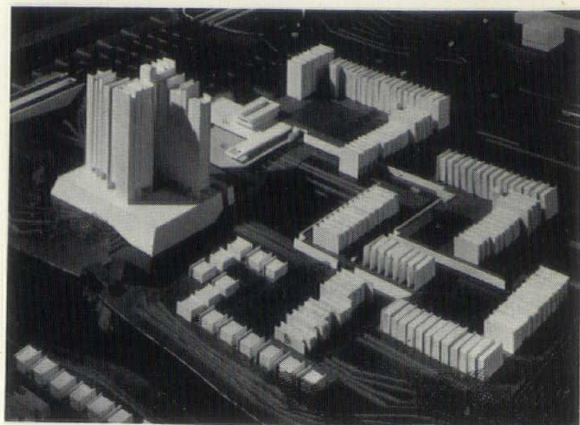
4th rubberoid design competition

provides a realistic approach to the problem of staging for renewal projects", and suggested that each community be developed separately to maintain a single identity with each, giving time between construction periods for examining new needs, improvements and variations for each community.

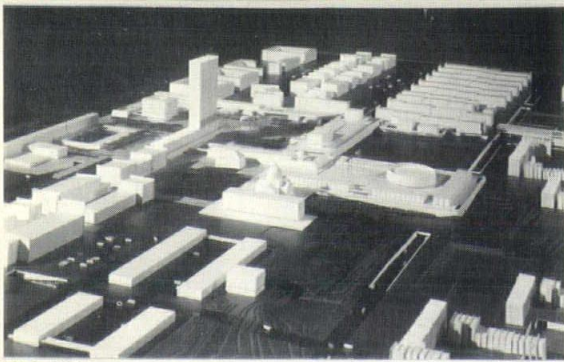
The philosophy behind the Williams-Neumann concept called for an effort to recognize "man's needs in relation to this world",

and to provide a social structure mold that will express the "One World Man".

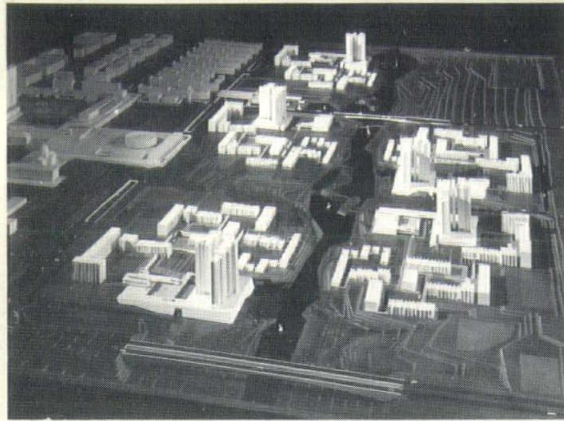
The concept further attempted to create "within this mold . . . a balance between individual choice and action for the good of all; between freedom and responsibility; between social justice and economic efficiency. Thus there must be a controlled environment, although not so rigid as to limit man's individual expression".



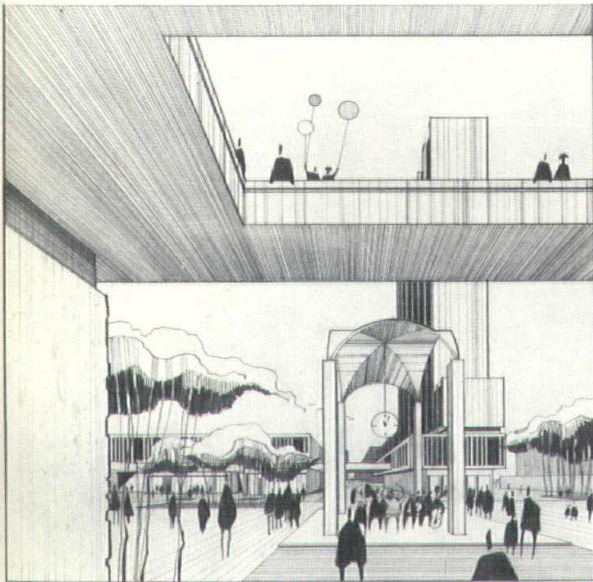
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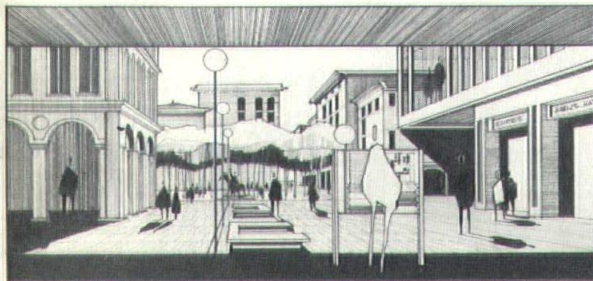
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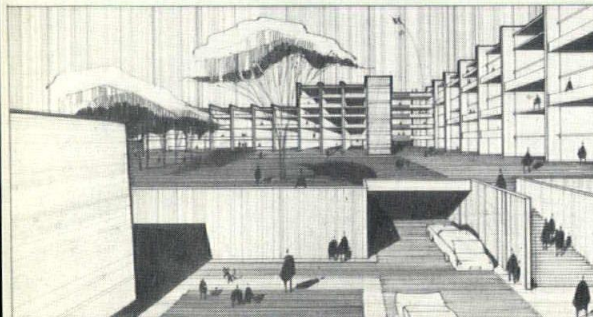
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town centre



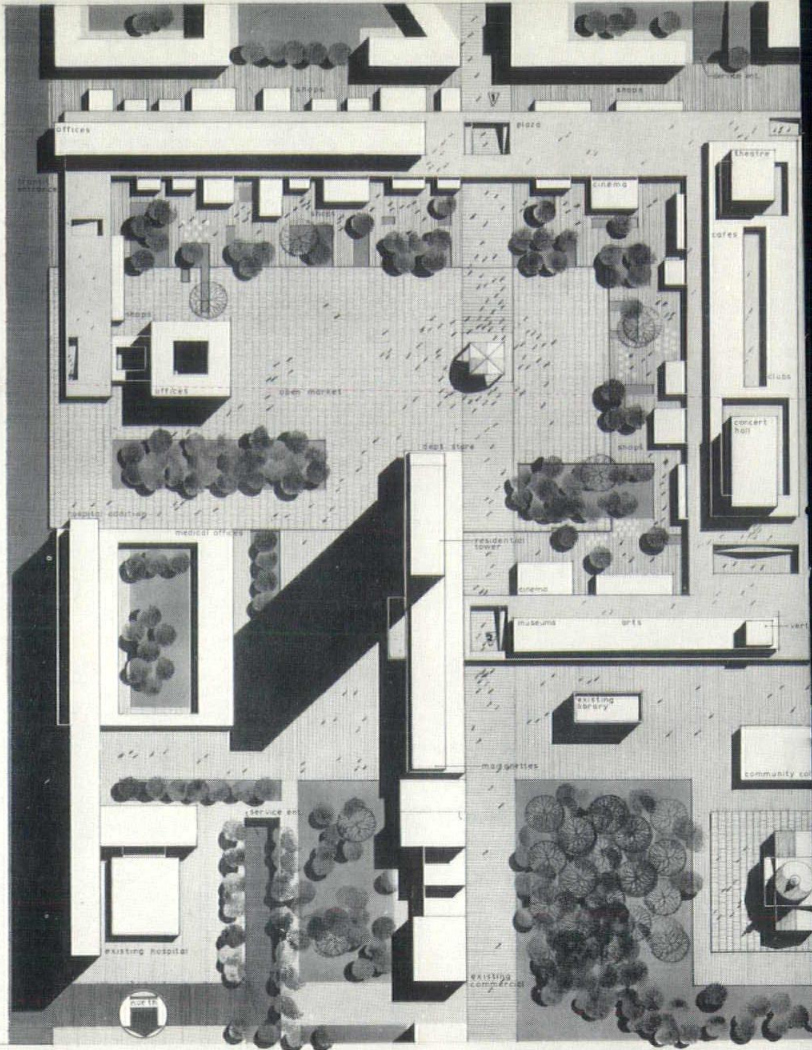
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stage one

100'

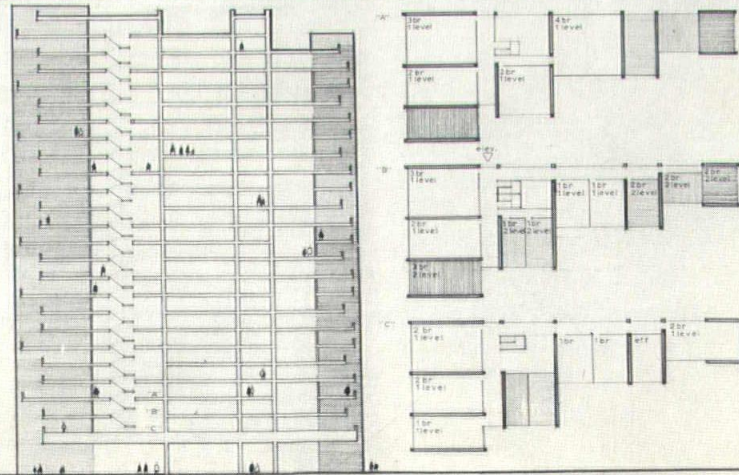
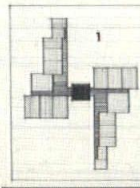


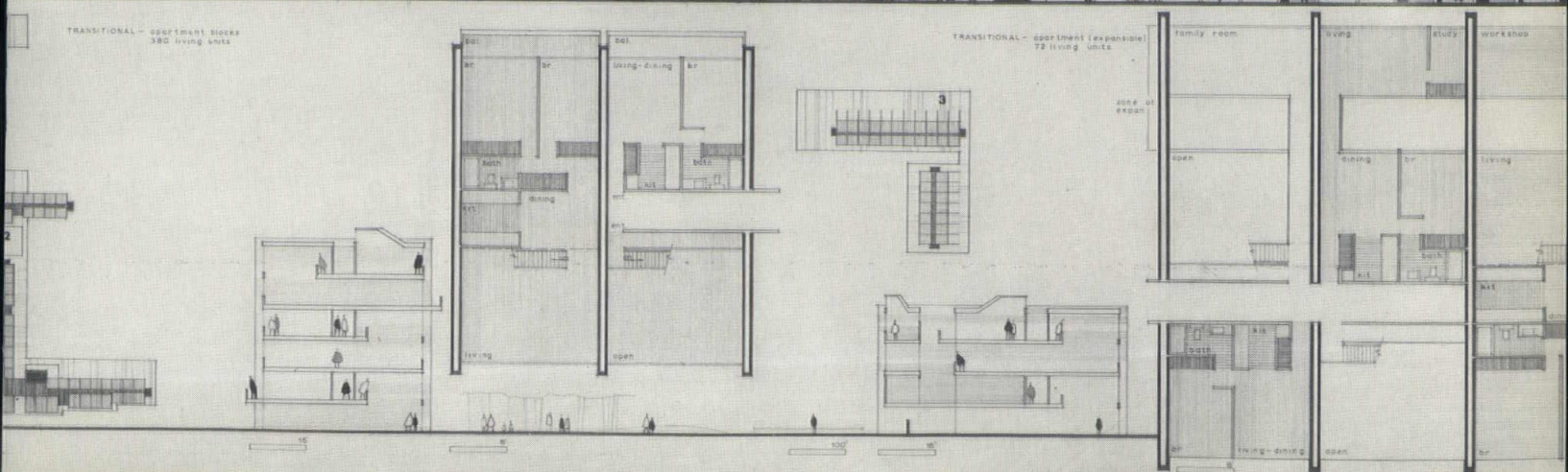
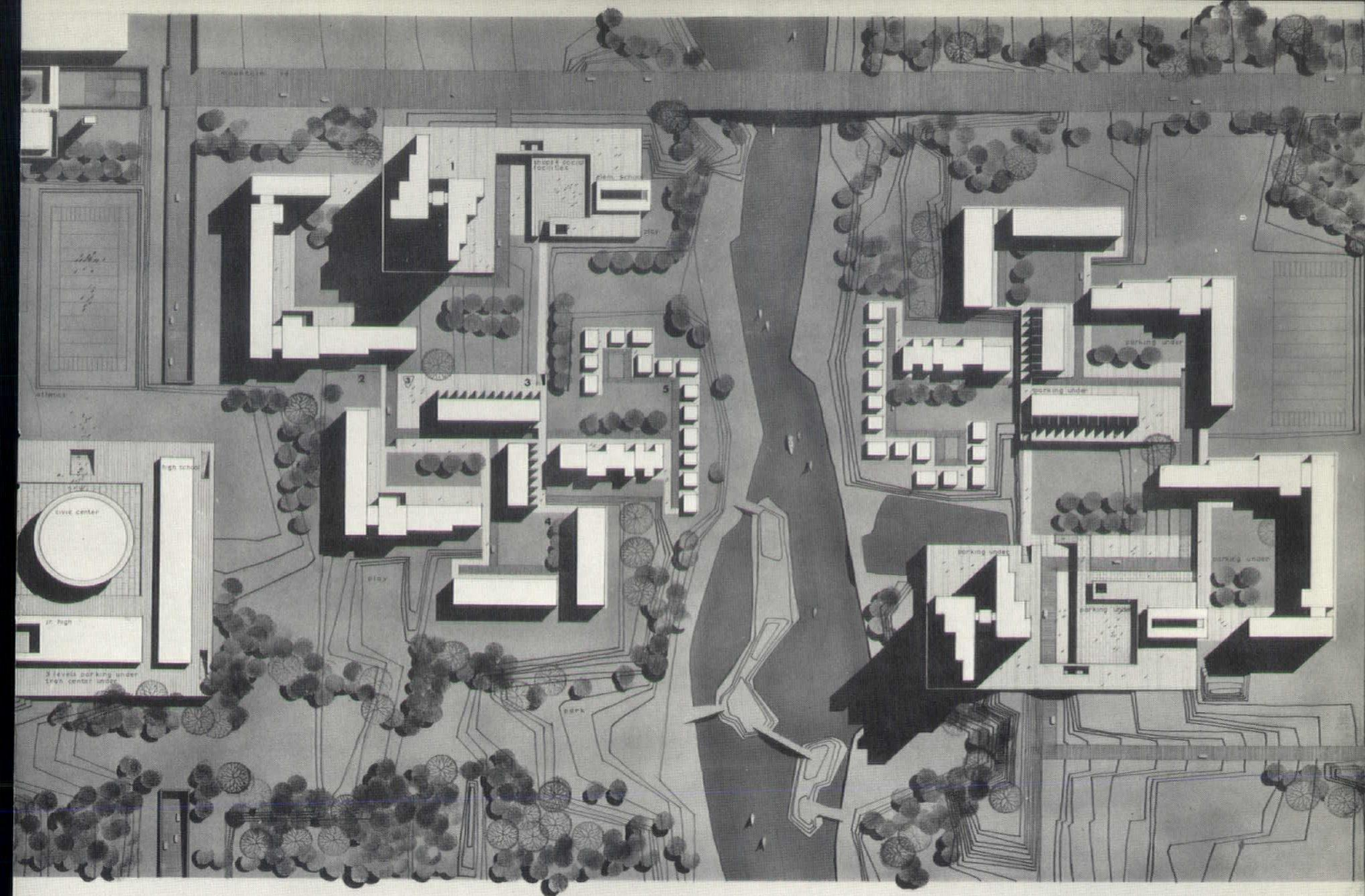
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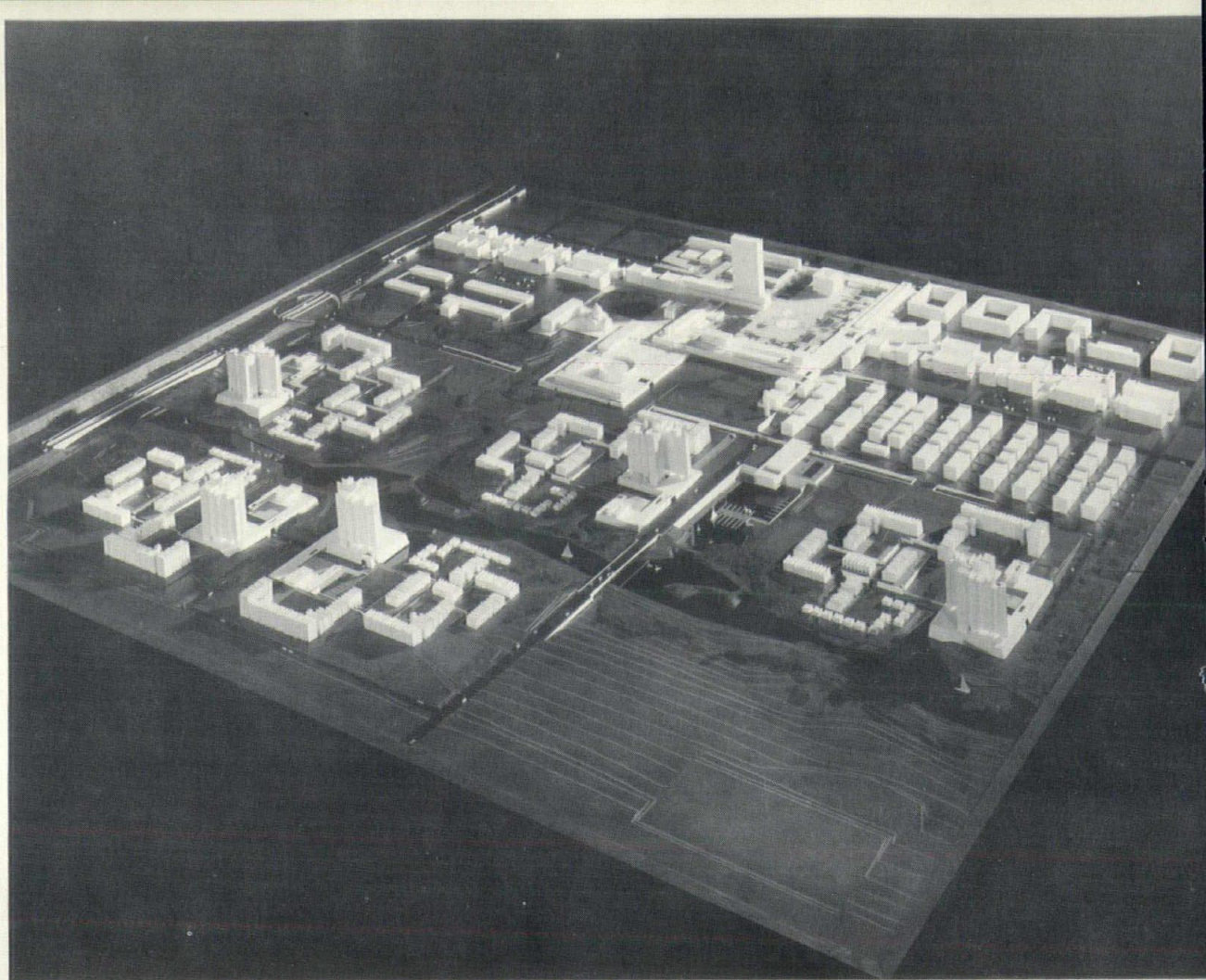
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TABULATION LAND USE PROPOSED:

	acres	percent
1. FIVE COMPREHENSIVE COMMUNITIES	150	45
residential	125	38
educational	20	6
social and commercial	4	1
2. TOWN CENTRE	73	23
residential	2	1
educational	25	8
retail - gen. bus. - offices	26	8
cultural	4	1
institutional	16	5
3. RECREATIONAL	65	20
marina	9	3
play ground	20	6
parks	36	11
4. LIGHT INDUSTRY	21	6
5. STREETS	20	6
total developed land	329	100
commercial conservation area	58	
residential conservation area	53	
river area	18	
total acreage	458	

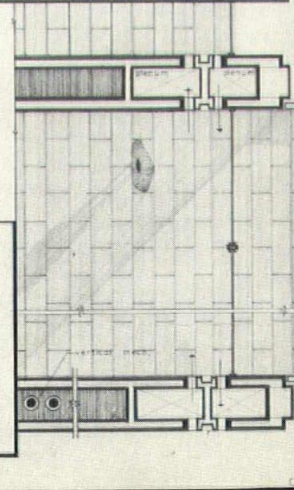
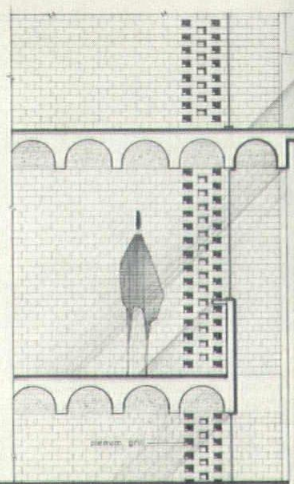
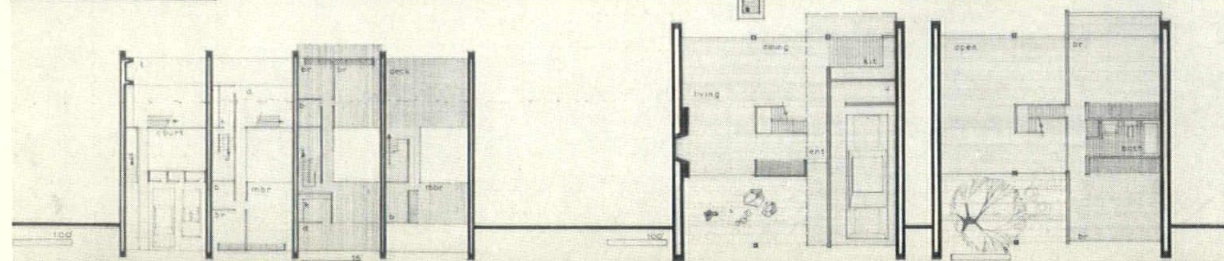
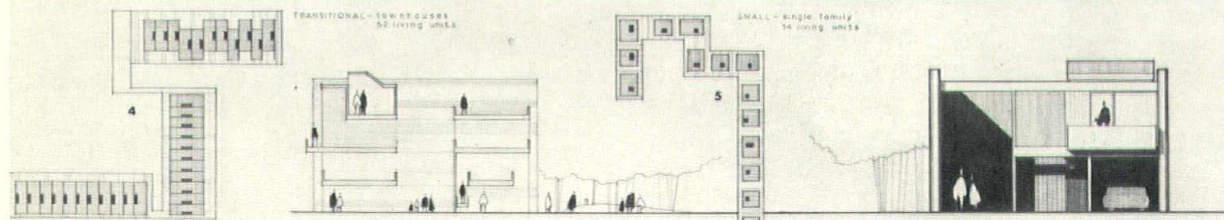
BUILDING SPACE PROPOSED:

	square feet
1. FIVE COMPREHENSIVE COMMUNITIES	
residential	5,105,500
educational (elem.)	100,000
social	7,500
commercial	30,000
2. TOWN CENTRE	
residential	546,000
educational	220,000
jr. high	40,000
sr. high	60,000
college	120,000
retail	320,000
gen. business	320,000
offices	100,000
service & warehousing	46,000
cultural	73,000
institutional	316,000
governmental	184,000
civic center	40,000
transportation center	20,000
hospital	150,000
churches	22,000
3. RECREATIONAL	
marina	50,000
4. INDUSTRY	
light cooperative type	230,000

PARKING QUANTITIES PROPOSED:

	autos
1. FIVE COMPREHENSIVE COMMUNITIES:	
sheltered residential parking	5,500
sheltered commercial parking	1,000
2. TOWN CENTRE	
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The detailed study, to be made public later, found "the cost advantage to be considerably more than the architects' fee."

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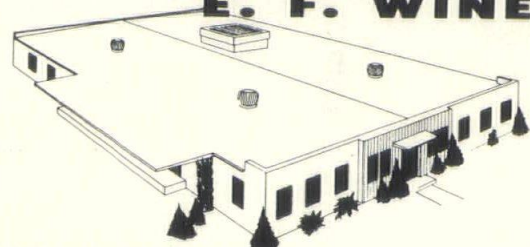
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CONCEPTUAL LEGACIES

(Continued from Page 5)

scale to the (super) human scale of the building. The baroque vision was a dream of power, order, grandeur, and systematized conquest of the natural environment. It is our immediate legacy, and still shapes our concepts of planning. We consider all problems in the next larger context, and plan cities and buildings on paper in plan, as if we viewed our environment — and ourselves — from an airplane. The objectivity has enabled us to organize our efforts to meet the vast problems which confront us, but it has too often resulted in our losing sight of the individual,

whose first hand immediate experience of the plan on the ground is its only reality.

Supposedly it is for the individual's welfare in the community that all plans are made, yet the planner, architect, or city official who plans only after walking his city to learn at first hand its nuances, its smells, its diseases, its beauty, in short its people, as Willo von Moltke walked Philadelphia, is still so rare as to become newsworthy. We plan in the drafting room and in the board room.

Sir Patrick Geddes saw the city as a great reef, covering valleys and hills in its inexorable growth, the product of never ending

work by its human polyps. These human beings are too often ignored by architects and planners who are concerned only with the reef itself.

The fallacy of systems, invented to organize cities expressive of our infinitely wide world perception and meeting our specific distribution and circulation problems is not only that they make for monotony and sterility and inhuman scale. Because they are conceived and executed in the abstract in two dimensional designs on paper they also contain the seeds of their own destruction. As Camillo Sitte observes in *The Art of Building Cities* rigid systems do not allow for the circumstantial problems which vary from one part of town to another—traffic congestion, distribution problems, different patterns of life, and different social needs. One of these systems, the gridiron plan, has left a legacy of cancer-ridden cities from one end of the continent to another, because it stamped its Procrustean pattern uniformly over the townscape, regardless of need variation from one part of town to another.

The wonderful quality of medieval open spaces in cities lay in human scale, contrast in the street picture, mixed land use, and plan variation making for the possibility of a real visual perception of the city by its inhabitants, fostering pride and feelings of ownership and responsibility in the neighborhood and the community.

We still want open space in cities as a foil for great buildings, and for parks, light, sunshine, and air. But we have a renaissance attitude toward the automobile and the road, which too often confuses the result. When we arbitrarily at-

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tempt to establish rigid roadway systems and when we permit the automobile to penetrate every precinct of the city we are suppressing more intense human needs. What we need is the clarity of vision and the discipline to provide the right kind of space and planning in our cities and not just more of it.

Psychology and sociology have given us great insights. We are more conscious of the individual than at any time since classic Greece, in spite of our mass culture. Architects and planners are slowly losing their nostalgia for the promenades and rigid vistas of Renaissance planning, meaningful once but now empty symbols, yet housing projects still go up with malls connecting nothing where no one walks; buildings made for people are still isolated by acres of parking; and green spaces in town are still marked with "Keep Off the Grass" signs. Perhaps reflecting on the satisfactions we find in the un-systematic medieval

urban landscape will lead us to a better understanding of the needs of our own culture, and to an eradication of this kind of mal-planning.

Is it possible that we might reinstate individual human scale and un-systematic planning in the heirarchy of planning values, in spite of the overwhelming scale of our urban problems and the present onus of the automobile? Can we really give the city back to the man on foot? I don't know. I know we can and must do a better job of creating a human environment for an increasingly urban population. The weight of urban social problems will finally force planners, architects, and investors to involve themselves fully in the problem of making the city a good place to live, as well as a good place to do business.

Great social and economic forces are causing a re-creation of the urban environment, through new uses and movement patterns and through the creation of new open
(Continued on Page 16)

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CONCEPTUAL LEGACIES

(Continued from Page 15)

space. These forces can be used to create cities built on the principles of a life economy which is less and less in opposition to a strict money economy. The recent past has taught us that short term economic gains often work to our long term social and economic loss.

These forces for change in the city landscape, properly understood and channeled, give us the power to create the beginning of a truly human civil architecture in our urban renewal projects.

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A former regional director of the Structural Clay Products Institute, Roth is a civil engineering graduate of Miami University in Florida. He is a registered professional engineer in Illinois.

SPECIFICATION INSTITUTE

(Continued from Page 7)

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Architects to Compete in Allegheny Public Square

An International Design Competition for Allegheny Public Square in Pittsburgh, Pennsylvania, has just been announced.

The competition will be held in two stages: the first stage is open to all competitors meeting the provisions of eligibility. Competitors will be selected by the jury of awards to compete in the second stage.

The closing date for registrations is October 15, 1963. Completed registration forms and all questions concerning the competition should be directed to: Paul Schweikher, Professional Advisor, Allegheny Public Square Competition, Department of Architecture, Carnegie Institute of Technology, Schenley Park, Pittsburgh 13, Pennsylvania. Registration forms must be accompanied by a fee in the amount of ten dollars.

Five competitors selected from the first stage of competition to

compete in the second stage will receive an award of \$5,000 each. A limited number of honorable mentions without cash awards will be given.

The winner of the second stage will be commissioned by the Urban Redevelopment Authority of Pittsburgh to design, prepare contract drawings and documents and supervise the construction of the Public Square, provided he satisfies the Urban Redevelopment Authority of Pittsburgh that he is in every way professionally responsible and qualified to perform this service.

Competition in the first stage is open to all architects and landscape architects, and to associations of architects, landscape architects, city planners, civic and urban designers, sculptors, painters or others who file a registration form.

Drawings only will be required in the first stage. These will be defined in the program. Drawings and models will be required in the second stage. In addition to describing the purpose of the com-

petition and giving the rules and requirements the program will contain information and material on the site including data directly affecting the site such as weather, topography, access, and cost limitations.

CHAPTER MEETING FEATURES C.S.I.

Members of the East Kentucky Chapter of American Institute of Architects held their regular meeting September 27 at the Brown Suburban Hotel in Louisville. The program centered around plans for organizing a chapter of the Construction Specification Institute in the Louisville area.

Special speakers include Russ Birchfield, C.S.I. regional director who spoke on the organization and its purposes, and Harry Reynolds, of Daggett, Nagele and Associates of Indianapolis who discussed the experiences the Indianapolis chapter has had.



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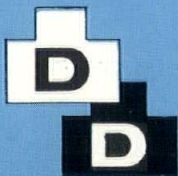
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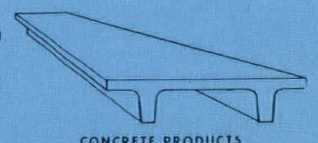


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