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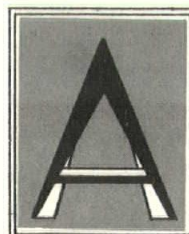
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Volume IV Number 11

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## The Kentucky Architect



is the monthly official magazine of the Kentucky Society of Architects of the American Institute of Architects, Inc. Opinions expressed herein are not necessarily those of the society or the Institute.

KENTUCKY ARCHITECT is available at a subscription cost of \$4.00 each year or 50 cents each issue.

THE KENTUCKY ARCHITECT . . . publishes significant expressions of the use and control of space.

## KENTUCKY CHAPTERS' NEWS

### WEST

At the October 21 meeting of the West Kentucky Chapter, election of officers for 1966 was held. The following gentlemen were elected: Donald E. Schnell, President, Lloyd G. Schliecher, Vice-President, Edward Cooke, III, Secretary, Lawrence Melillo, Treasurer.

### EAST

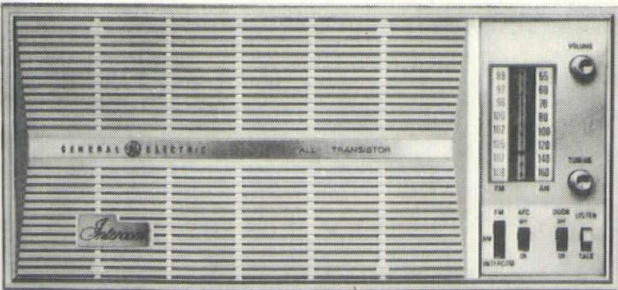
Due to the fact that the Kentucky Society meeting is being held in Lexington, there will be no chapter meeting in November.

At the October meeting, Gene Sipps announced that groundwork was being laid for the formation of a CSI chapter in this area and we would be hearing more about this later.

An informative and detailed slide presentation on the recent work of Alvar Aalto was given by Clifford Slavin, AIA, based on his travel this summer to Finland. Cliff is a 1952 graduate of the University of Pennsylvania and had worked with Vincent Kling and Mitchell and Giurgola before joining the U. K. School of Architecture staff last year. ▼



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"Our society will never be great until our cities are great. Today the frontier of imagination and innovation is inside those cities, not beyond their borders . . . . New experiments are already going on. It will be the task of (our) generation to make the American city a place where future generations will come, not only to live, but to live the good life."

President Lyndon B. Johnson  
University of Michigan, May 1965

## EDITORIAL

The above quotation stands as a challenge in the face of recently popular criticism of ugliness in our cities. America has suddenly become aware that its cities are terribly congested, dirty, crime ridden, unhealthy places in which to live. Millions - perhaps as many as six million - live in unthinkable slums and poverty - people essentially outside the general march of material abundance. Our city streets have too little light, air and greenery - too much traffic and crime. Hundreds of thousands of dilapidated and outdated buildings add to the press for building space brought on by unprecedented growth and crowding within our cities.

Yet the awareness that our cities are not good places to live is but a beginning. It is not merely enough to criticize - for criticism implies action. We must be prepared to face the broad implications of the city squarely and to act with vigor and resolution in all its many facets. We must be willing to enter this challenge completely and totally, for partial attempts at "window dressing" will only delay the real battle of renewing our cities.

It is folly to expect the same attitudes, thinking, and approaches used in building the present day American city to be sufficient for rebuilding it. We must truly apply the imagination and innovation called for by President Johnson, both in design and implementation of that rebuilding. Past generations were willing to run the risk of experiment in areas unknown to them but which have since become everyday experience to us. We too must be willing to experiment within the sometimes unfamiliar context of the contemporary city.

We must be willing to find effective means for adequately housing the city's slum dweller and more important, to find the courage to implement them. This implies a fresh approach to traditional attitudes concerning public housing and welfare. We must come to grips with the problem of urban transportation - come with the same determination and commitment that enables us to spend nearly five billion dollars annually on a flight to the moon, or nearly 100 million dollars on teenage recording stars. We must pioneer and develop new approaches to building in spite of all our vested interests in maintaining the status quo, for only through fresh approaches can we hope to build the numbers of buildings necessary to house America's urban needs within the next generation.

Americans are crowding into cities at the rate of nearly two million people each year. The American Institute of Architects, in a most excellent movie and booklet, has pinpointed four steps in meeting this growth; awareness, commitment, planning and action. To date we have spent much time becoming aware; it is now time to test our commitment with planning and action.

America does not lack the technical know how nor the economic resources necessary to make the city a place in which to live the good life. It remains to be seen whether America has the moral fortitude to face the issue squarely and pay the price necessary to build a better city. You and I hold the answer. We cannot afford to say no.



## "THE ANGRY EARTH"

Architects, engineers, contractors and ready-mix concrete producers will take a look at "The Angry Earth" and listen to its effects on Dec. 3 at the Phoenix Hotel in Lexington—the occasion, the banquet program of the fourth annual Kentucky Concrete Conference.



KUNZE

"The Angry Earth" will be an illustrated talk of the effect of earthquakes on structures and will be delivered by Walter E. Kunze, Director of Promotion Planning and Engineering Services for the Portland Cement Association, Chicago, Illinois. Mr. Kunze, holder of degrees in Civil Engineering from The Citadel and the Massachusetts Institute of Technology, has participated actively in PCA's investigations of major earthquakes in recent years. The investigations are designed to bring first-hand information to structural engineers and designers regarding the performance of buildings and bridges subjected to earthquake forces.

His travels in the investigations have taken him, among other points, to Mexico City in 1957, Yugoslavia in 1963; and Anchorage, Alaska, in 1964.

He is a member of the American Concrete Institute, The American Society of Civil Engineers and the National Society of Professional Engineers.

The conference will be held Dec. 3 and 4 with registration at 9 a. m., Dec. 3, at the university's Carnahan House.

The conference is held each year by the University of Kentucky's departments of Civil Engineering, Architecture, and Extended Services in cooperation with professional and trade groups, including the American Institute of Architects. ▼

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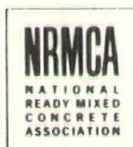
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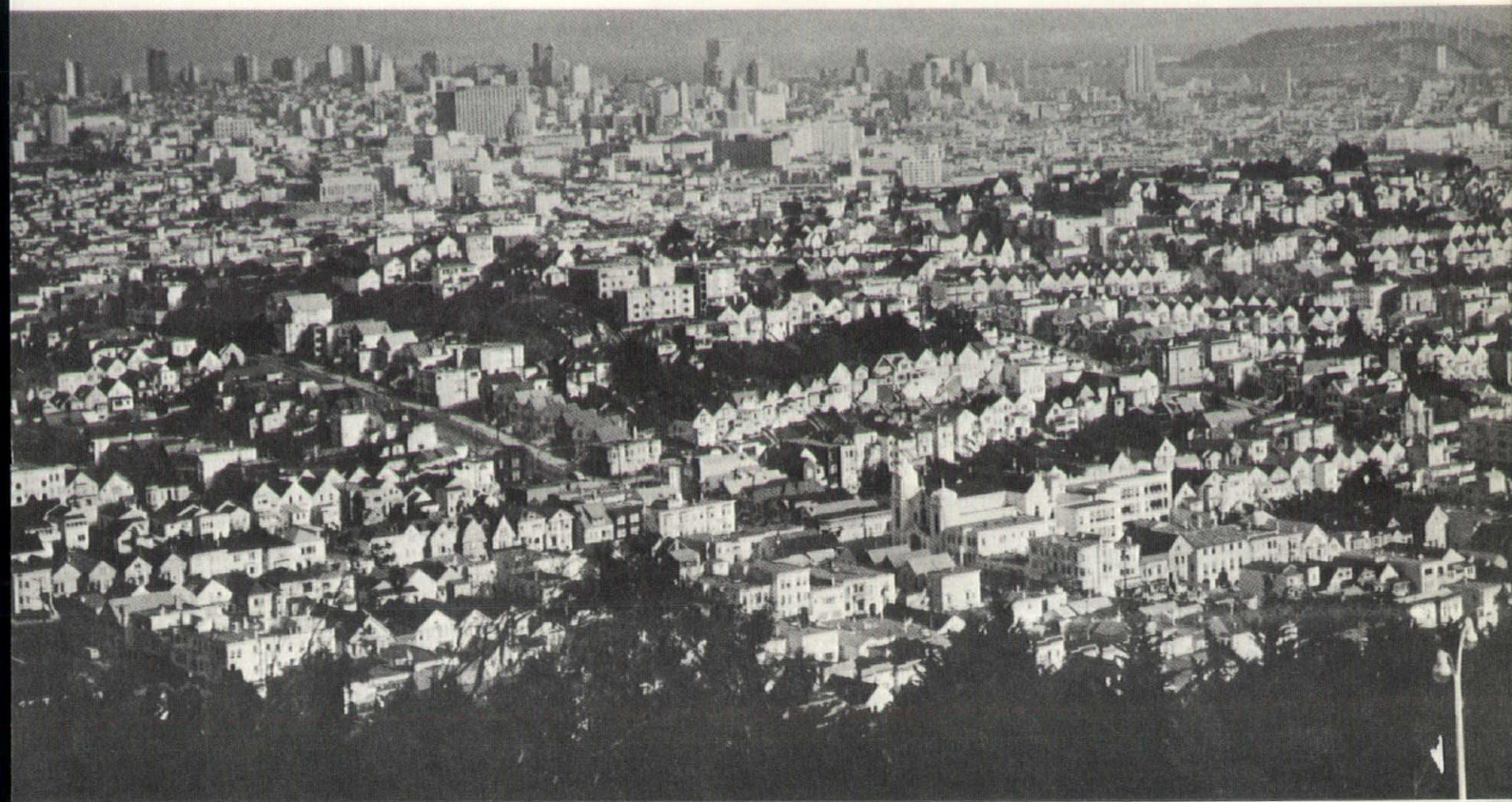
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## **VISITING LECTURERS', CRITICS' UK AGENDA**

Visiting lecturers and critics to the School of Architecture, University of Kentucky, will be Charles W. Moore: Architect and Chairman of Architecture, Yale University Visiting Critic, 4th Year Design, November 3-6, 20-23, December 16, Lecture, 1 PM, Thursday, November 21. Gunnar Birkerts: Architect, Birmingham, Michigan, and Associate Professor of Architecture, University of Michigan, Lecture 1 PM, Thursday, December 2. ▼





## The mystic city

The city is a complex organism. Big or small, it is the center of the universe to its residents, the place where you put down your roots, make your living, raise your family, try to make a decent life. Seen from afar, it has a mystic quality, a deceptive feeling of repose.

*"There are moments, in approaching [our cities] by car when, if the light is right and the distant masses of buildings are sufficiently far away, a new form of urban splendor, more dazzling than that of Venice or Florence, seems to have been achieved."*

*Louis Mumford*



# Learning to see again

As TV commentator David Brinkley said recently: "We are ugly." The condition of America's communities has become a national disgrace. People abroad say that the United States has the most beautiful buildings and the ugliest cities in the world. Unfortunately, on the latter count, they are right.

Why should the nation with the most advanced technology, the highest living standard, the best program for mass education, the most successful political system, and the highest degree of ingenuity in solving scientific problems make such a mess of its physical environment?

The pattern is essentially the same in the great majority of our towns and cities. The approaches to the city are befouled by billboards, garish store front signs, utility poles, overhead wires, junkyards, and blighted business buildings.

Downtown is usually congested, rundown, and may already have been dissected by a badly-planned highway. The waterfront, potentially a place for recreation, is littered with junk and industrial debris. That part of suburbia available to medium-income residents is, more often than not, devoid of interest and vitality. Most suburban shopping centers are barn-like structures in islands of asphalt. In all things, big and small, there is a blindness to good design.

Concerning our physical environment, one architect says: "It isn't that we're stupid. We just have lousy memories." It is a cogent statement. We have a rich and valid heritage in community design. Thomas Jefferson, our third President and an architect, designed not only Monticello and the campus of the University of Virginia but several towns; he also made a design for the city of Washington before L'Enfant did, and he proposed a national system of roads and canals. William Penn's original design for Philadelphia was strong enough to guide the orderly development and redevelopment of the city to this day. Communities have been built as "company towns", like Hershey, Pa.; as religious centers, like Salt Lake City, Utah; and as governmental experiments, like Greenbelt, Md.

For whatever reason, these communities were designed and built according to a plan. We design our mechanical conveniences and space vehicles and we plan our business affairs. The businessman who did not plan would be considered a fool. Yet, today, we re-build and expand our towns, cities, and metropolitan areas without plans. We try to control unwhole-

some uses of land with nothing more than the weak and negative tool of zoning. We are just beginning to see the result.

Americans, in hundreds of communities throughout the land, are becoming aware that they are living amid unsavory, unpleasant, and largely unnecessary ugliness. They are beginning to learn to see again. We are building a whole new America, because we will have to duplicate every single structure in the nation by the end of this century in order to house our expanding population and replace outworn buildings and neighborhoods.

The prospects are not hopeless, however. We have the resources in virtually every community to eliminate ugliness and create an efficient and beautiful urban environment. Experience demonstrates that three forces are necessary to get the job done: an enlightened and sympathetic government, the leadership and support of the business community, and the design professionals of the community. Government has the power to utilize programs available at Federal, State, and local levels; it also has the power to regulate the size and appearance of store signs, establish a municipal tree-planting program, and place power lines underground, among other things. The city planning commission is generally the only agency with the authority to create the master plan which the progressive community needs to guide its development. The business and civic leadership is often the only cohesive element within the community which can provide the necessary inspiration, finances, and staying power. Architects and their fellow professionals are the only ones who can provide the design skills needed to translate social and economic needs into structures, spaces, and beauty. Underpinning all of this, however, is one essential element—the backing of a knowledgeable and demanding public which knows the difference between the good and the bad, and insists on having the good.

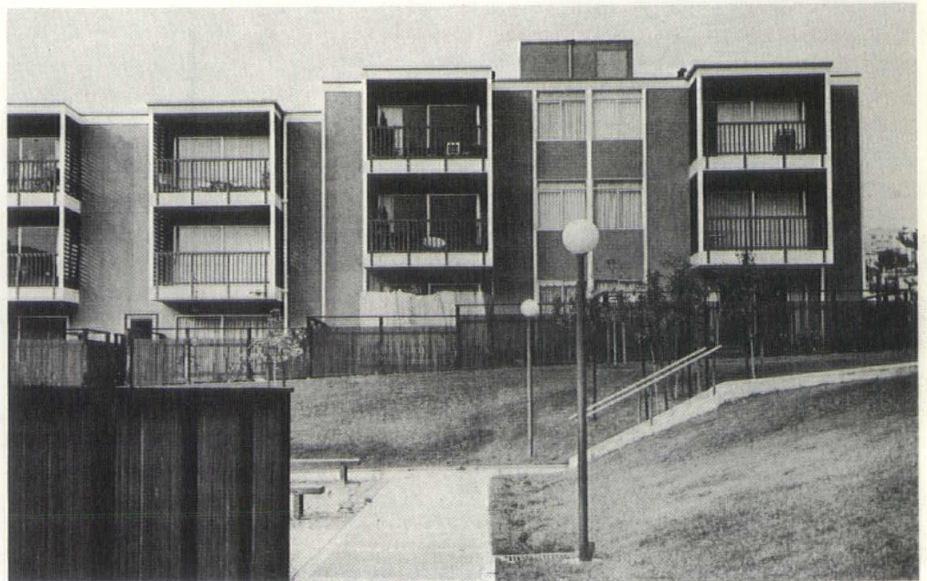
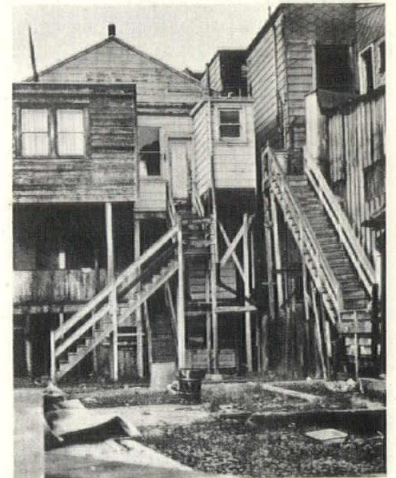
But before there can be community commitment, there must be community awareness.

The purpose of this issue (and the new AIA motion picture from which these photos are largely derived) is to help create this condition of community awareness, to show what some communities are doing, and to suggest some of the things any community can do to attack the gnawing problem of ugliness and create a physical environment worthy of American history, ideals, and talents.





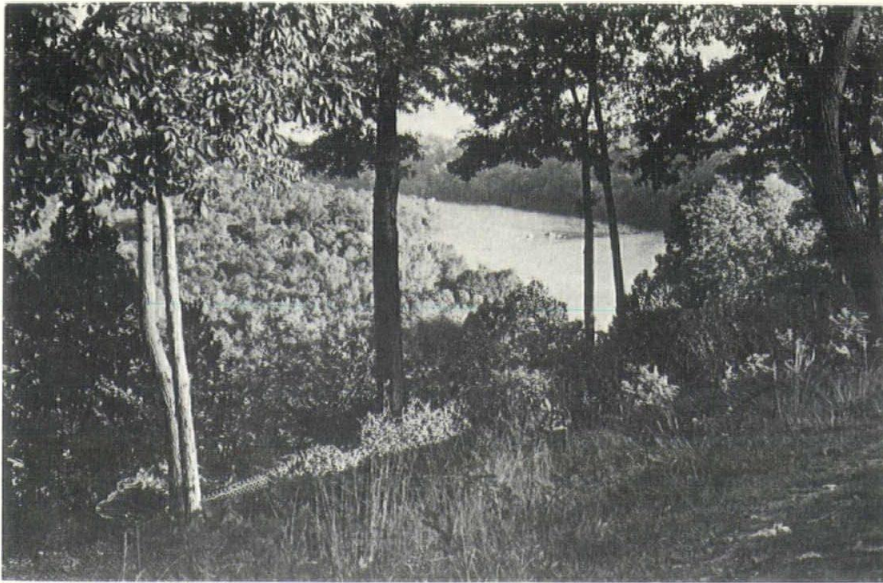
Restoring beauty, usefulness and vitality to the Central business district and housing areas of our cities is within the means of nearly every American community. Fresno, California has rerouted automobile traffic around the central area, put in trees, flowers, sculpture, exhibits—in short, it has given some reason for people to spend time there. Examples of run down, dilapidated housing exists in the midst of nearly all our cities—not just in Appalachia. Yet we have the means at our disposal to create vital and useful housing within our cities. Example St. Francis Square in San Francisco—low cost housing financed by a labor union.



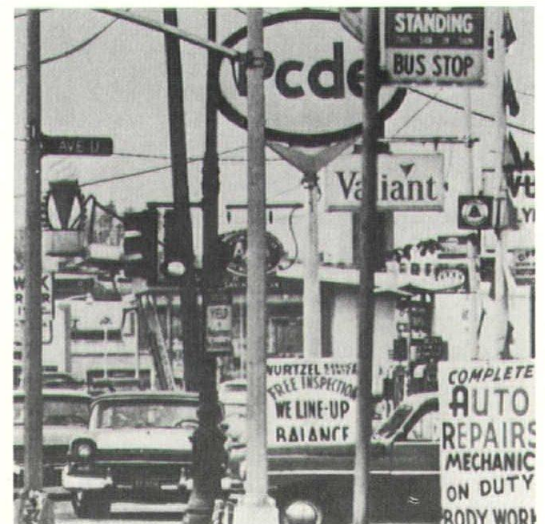
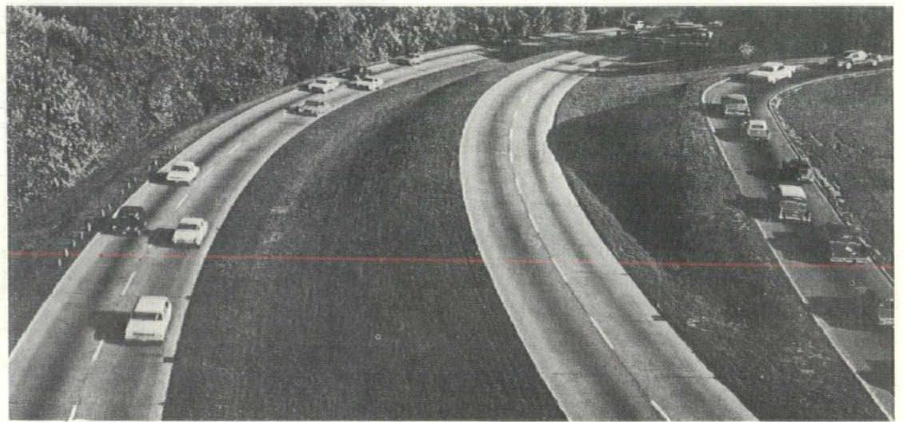
*"Our grandchildren may no longer be able to decide whether they want to live in cities or not; there may be no other place to live. . ."*

*Wolf Schneider*



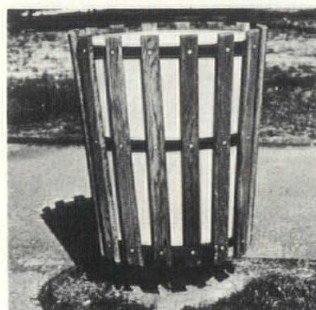


When you approach it, the scale changes and so does the impression. Beautiful overlooks can be protected and highways can be landscaped, as these scenes of the Virginia approach to Washington, D.C., show. Here it was mainly a matter of leaving things alone as much as possible. Below, some of the approaches to Long Island and San Francisco.





The liveable city needs variety in many little things—details that make urban life more enjoyable. Trees can soften the most harsh city street, the occasional small park breaks up the density of the most rigid gridiron. Small things can reflect and determine character. The old row housing in the Georgetown section of Washington commands some of the highest residential prices in the city. Part of Lexington, Kentucky's rich Ante Bellum charm is reflected in a carefully preserved entrance to a house near Gratz Park. Patterned pavements defines public spaces and add visual interest to the floor of the city. Well designed kiosks or a simple trash container—these are all part of good community design, part of the America we see, that we can have if we want it.



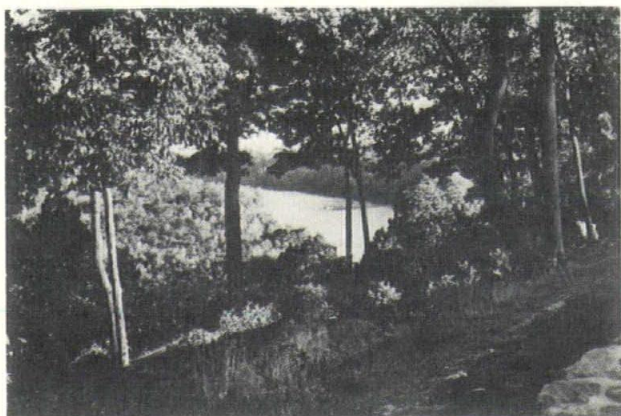
*"If our skyline can bear comparison with those of older and equally famous cities, the street level view cannot. Too soon one realizes that the city as a whole does not have more than a residue of this promised form in an occasional patch of good buildings."*

*"... The illusion fades in the presence of car-choked streets, the glare of competitive architectural advertisements, the studied monotony of high-rise slabs ..."*

*Louis Mumford*







## A time for action

What can you do? The situation isn't hopeless. The same dedication and ingenuity that built Greece 2,500 years ago and is hurling tons of hardware at Mars today can surely eliminate the ugliness of the American city.

There are four states for effective community improvement: awareness, commitment, planning, and action. The architects of America have embarked on a continuing campaign to create community awareness. Magazines, newspapers, and the broadcast media are beginning to document our urban ugliness and examine its causes. People are becoming aroused. You can lend additional impetus to this long-needed movement in your community by writing letters to your mayor or county manager, your council or commissioners, your State legislators, Governor, member of Congress, and United States Senator. Write your newspaper, too. Take a day and write these letters for your own good, the future of your children, and the welfare of your community. Enlist the support of your local groups—civic, service, fraternal, and business. They all have a stake in this.

Ask that a visual survey be made of your community. The scenes in the previous pages will show you what to look for and at. Demand a long-range plan for good community design. The best brains of the community—government leaders, businessmen, educators, architects and other de-

sign professionals, clergymen, heads of civic and service organizations—should contribute to this effort.

There should be a master plan to guide the future development of the community and to provide for orderly growth beyond its boundaries. It may be desirable (and necessary to the orderly development of the metropolitan area) to call in government and business heads of surrounding counties. If you do not have area-wide problems of commonly needed services now, you may well have them later.

Your new community plan should have both short-range and long-range objectives. It should take into account not only such obvious things as population growth and future location of schools and industries, but:

- Coordination of neighborhood design with planning and location of roads and rail transit.
- Redevelopment of blighted business and residential areas.
- Ordinances regulating billboards and store front signs and requiring utility lines to be installed underground.
- Establishment of a municipal tree-planting and tree-care program.
- Re-design of municipal traffic signs and street furniture (light poles, benches, trash receptacles, etc.).
- Creation of small parks to break up the urban gridiron and interrupt the city's density.
- Creation and enforcement of

up-to-date building codes and zoning laws.

- Identification and preservation of historic buildings.
- Proper maintenance of public properties.

We are building at a headlong rate. The rate will accelerate still further. Will the appearance and the destiny of your community be determined by land speculation, accident and apathy? If so, the result is foreordained. You can see it already. Or, will you and your fellow citizens, like the knowledgeable and community-minded settlers of early America, create a new and beautiful city—prosperous, liveable and beautiful?

You have the tools to do it now—a responsive political system, men and women who have demonstrated their ability to get things done in business and professional life, and design skills which can create everything from a regional land-use plan and a skyscraper to a tiny park and a better store sign. The only thing in short supply is time. Now is the time to act. ▼

*The preceding photographs and captions were largely derived from the new feature length A.I.A. motion picture, "No Time For Ugliness." This movie is available, free of charge, for viewing by any concerned organization. If interested, contact the following persons or any member of "The American Institute of Architects."*

**Address of Secretary, East Kentucky Chapter; Robert E. Olden, AIA, P. O. Box 255, Lexington, Ky.**

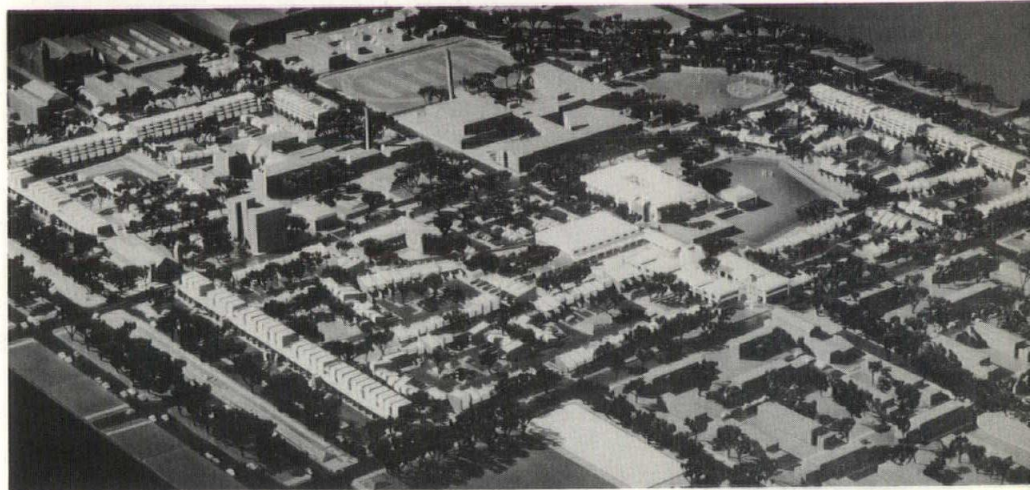
**Address of Secretary, West Kentucky Chapter; Edward Cooke, III, AIA, Heyburn Bldg., Louisville, Ky.**



# AIA PRESENTS CITATION FOR "VILLAGE WEST" TO MAYOR COWGER

Village West, an ingeniously designed new low-rental development in Louisville, Ky., won a citation for the AIA's East Central Region, which includes the states of Indiana and Kentucky. The citation was presented at a meeting of the West Kentucky Chapter in Louisville, October 21, by Walter Scholer, Jr. of Lafayette, Ind., regional director.

The citation to the city of Louisville and its mayor William O. Cowger also commended the Urban Renewal and Community Development Commission "for their vision in developing and implementing a national design competition for the redevelopment of land in the west downtown area of Louisville." It stated that the winning entry, submitted by McCulloch and Bickel, Louisville architects, and New York developers Taylor Hurley Associates, Inc., and David Rosen Associates, Inc., "transforms this area into an attractive residential and business center and a pleasant place to live."



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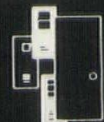
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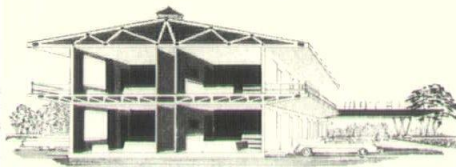






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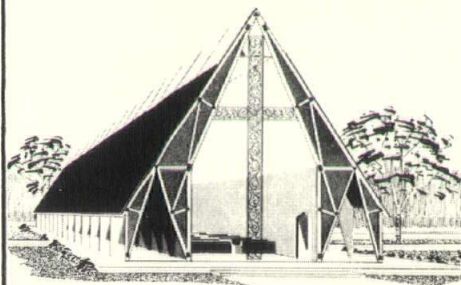
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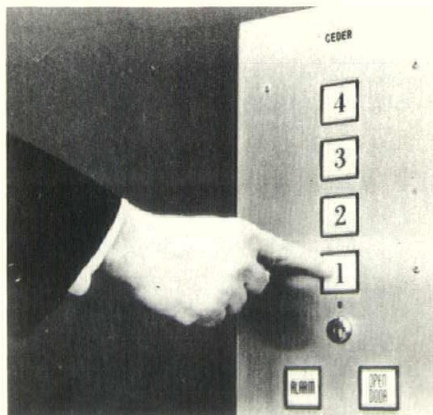
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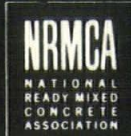


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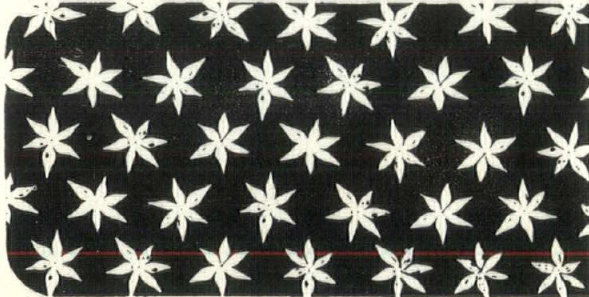
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## Dolt & Dew Precasts Beauty with Stability

The first of three phases of the erection of the Coca-Cola manufacturing and warehouse facilities at Elizabethtown, pictured here, constituted this month's Dolt and Dew report on the progressive popularity of precast concrete.

Scheduled for completion in early '66, the facilities are visible evidence of Dolt and Dew's capacity to provide consistent teaming of beauty and stability with factory-controlled precast concrete.

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