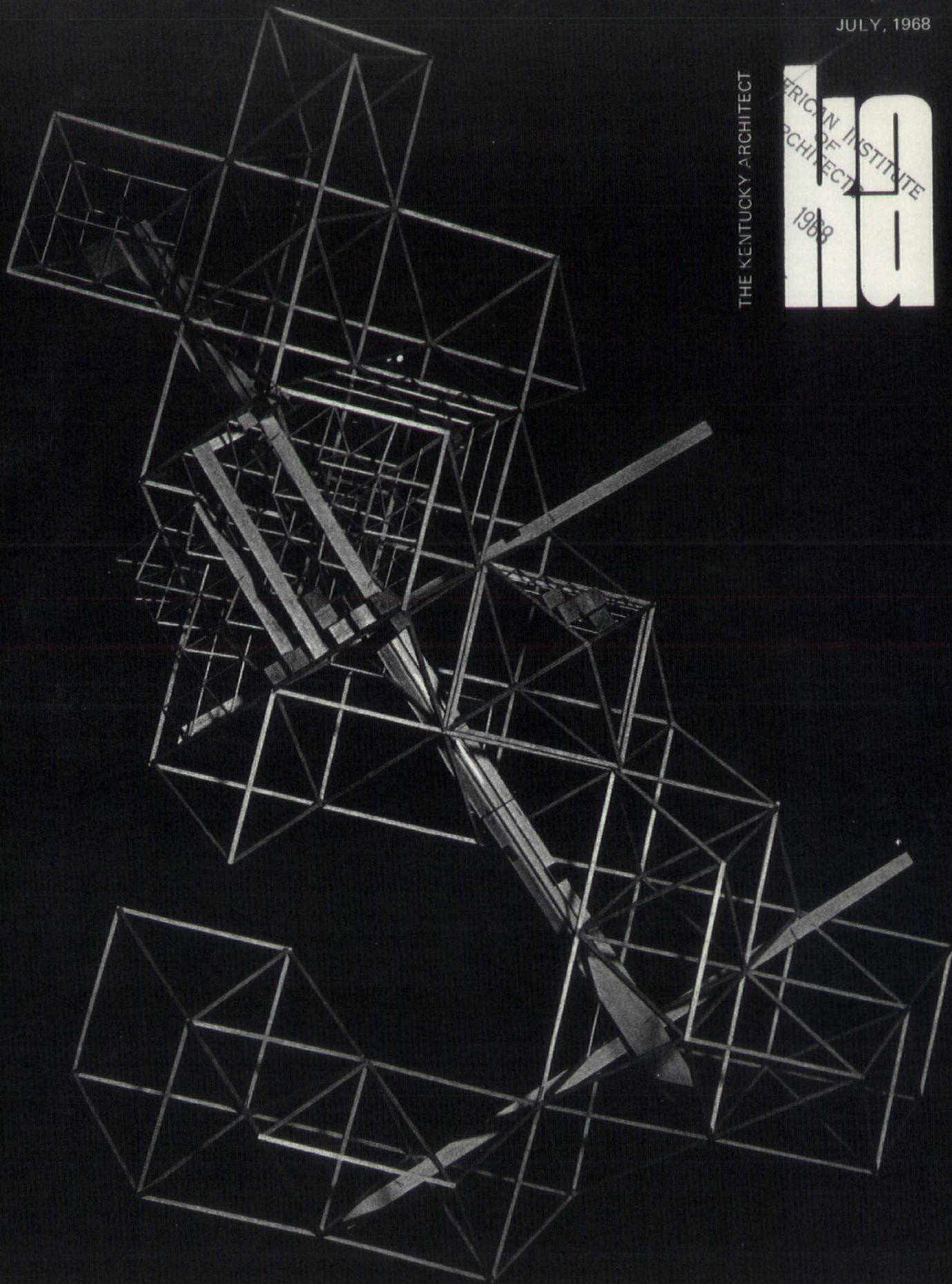


JULY, 1968

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THE KENTUCKY ARCHITECT

Volume VII, Number 7

July, 1968

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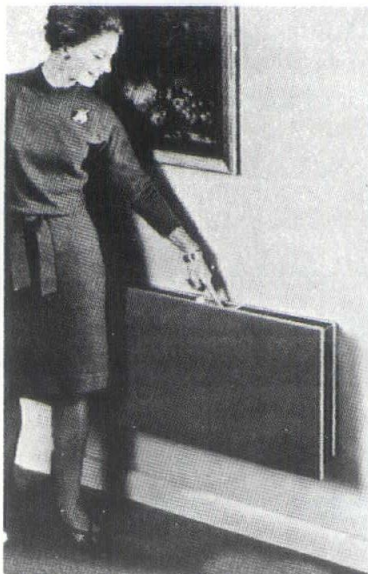
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AMERICAN INSTITUTE OF ARCHITECTS
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COVER PHOTO

The Cover Photograph, by William Roughen, is a model created by a University of Kentucky Architectural Student. Mr. Roughen, whose photographic works have attracted critical praise, is a faculty member of the UK School of Journalism.

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. The Kentucky Architect is available at a subscription cost of \$4.00 each year or 50 cents per issue. Subscriptions may be obtained at 804 E. Jefferson St., Louisville, Kentucky 40206. The Kentucky Architect reserves the right to refuse or alter editorial material. All material is reviewed by the Editorial Council prior to publication. EDITORIAL OFFICE: Quentin D. Allen, Editor, 663 West Cooper Drive, Lexington, Kentucky 40502; phone 266-4990. ADVERTISING AND PUBLISHING OFFICE: J. Marvin Gray & Associates, Inc., 804 E. Jefferson Street, Louisville, Kentucky 40206; phone 587-8806.



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Fisk, Rinehart and Hall, McAllister, Stockwell, Architects and Engineers, of Covington and Cincinnati, have spent the last three years completing the design projecting the Greater Cincinnati Airport to the doorstep of the Twenty-First Century. A/E services included runways, lighting, communications as well as the airport structures.

Cincinnati Goes International

By 1973 an international airport at Cincinnati will become a reality if all goes well with the \$50 million construction program anticipated at the Greater Cincinnati Airport located in Boone County, Kentucky

The newly designed airport facilities by Fish, Rinehart, and Hall, McAllister and Stockwell, Architects and Engineers, of Covington and Cincinnati, is a mere fifteen minutes from downtown Cincinnati by a direct access spur from I-275 and the Cincinnati Circle Freeway scheduled for completion in 1973.

Direct economic benefits will be enjoyed on a multiple-state basis. Govs. Branagin (Indiana), Louie B. Nunn (Kentucky) and James Rhodes (Ohio) have agreed to ask their state legislatures to approve establishment of a tri-state Port Authority.

In expressing the regional assets of the airport - to - be, Ohio Governor Rhodes said:

"There is no such thing today as a state boundary. We cannot remain provincial, we cannot remain isolated, we've got to develop it (the airport) together."

Planned and developed with the theme of "The Area on the Move," the Greater Cincinnati Airport is virtually guaranteed financially by air carriers serving the area. This enables the airport authorities to maintain their philosophy that aviation stand on its own feet. Byron Dickey, General Manager of the Greater Cincinnati Airport, has described the future plans of the Greater Cincinnati Airport as follows:

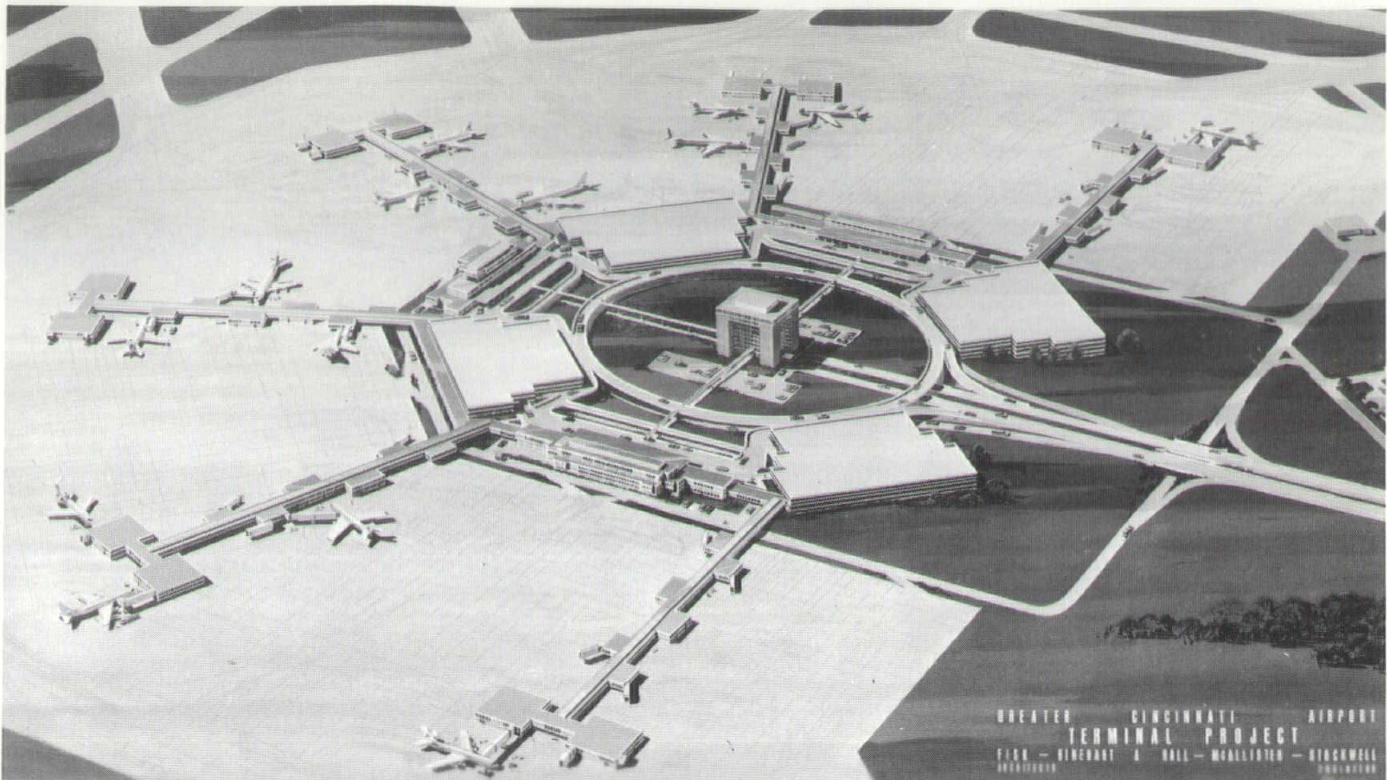
"A three-hundred passenger airbus will be in daily service through our area by 1972 or 1973, and the 747, with a capability of 400-5000 passengers, will also be in service. Our total concept of planning includes but is not limited to ground transportation, people movers, i.e., moving sidewalks,

covered parking and all the other conveniences desired today by the traveling public."

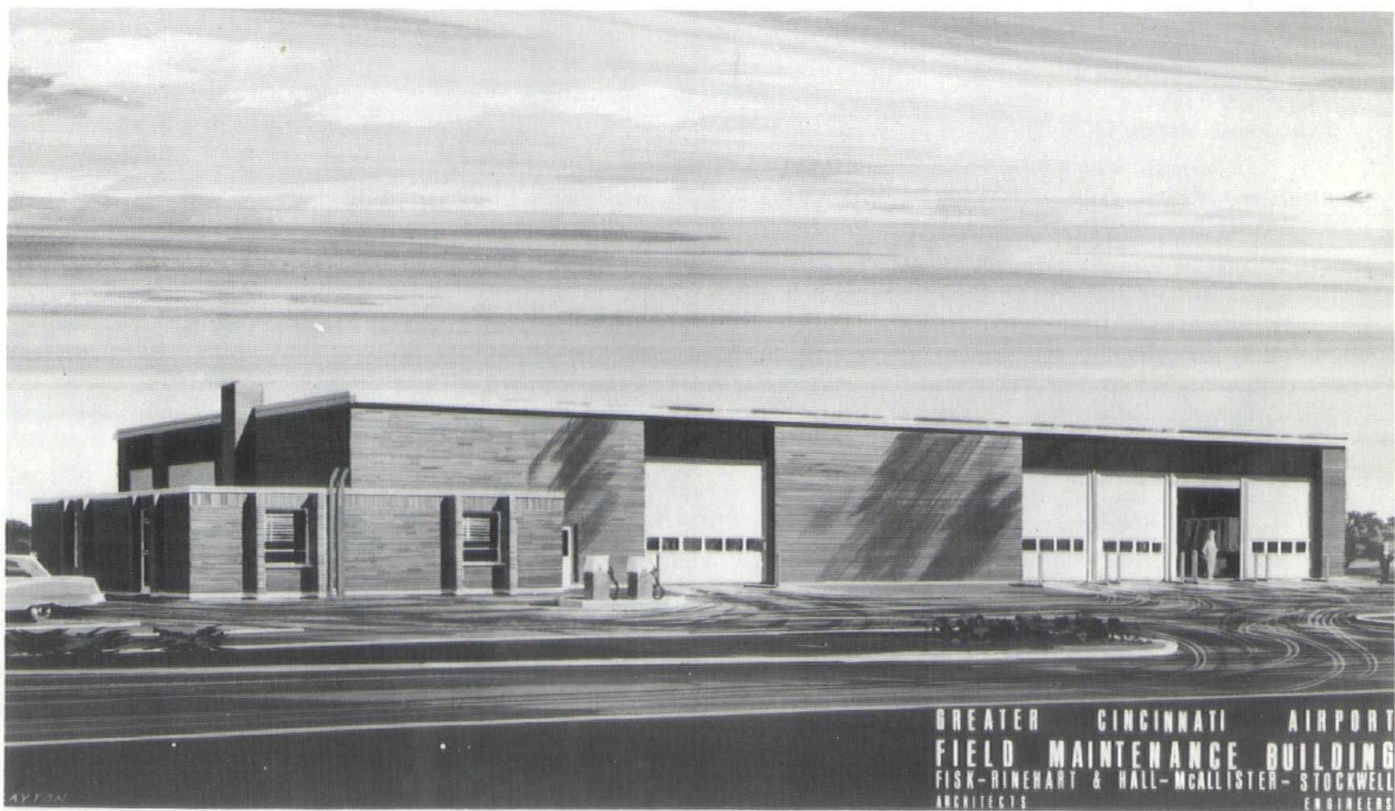
According to Dickey, ground will be broken in 1969 for the construction of the terminal building. Owned and operated by the Kenton County Airport Board, the Greater Cincinnati Airport has a representative of each carrier on the Technical Committee. Consultants for the airport are Landrum and Brown of Cincinnati. Airport authorities anticipate finishing the first two terminal buildings with the accompanying four concourses in the Fall of 1971 and the completion of the third building with its two concourses in 1973. Construction at the Greater Cincinnati Airport will be staged so that the present terminal may be operated until the new facilities are available and the old facilities are torn down.

As indicated, the Greater Cincinnati Airport will become an international

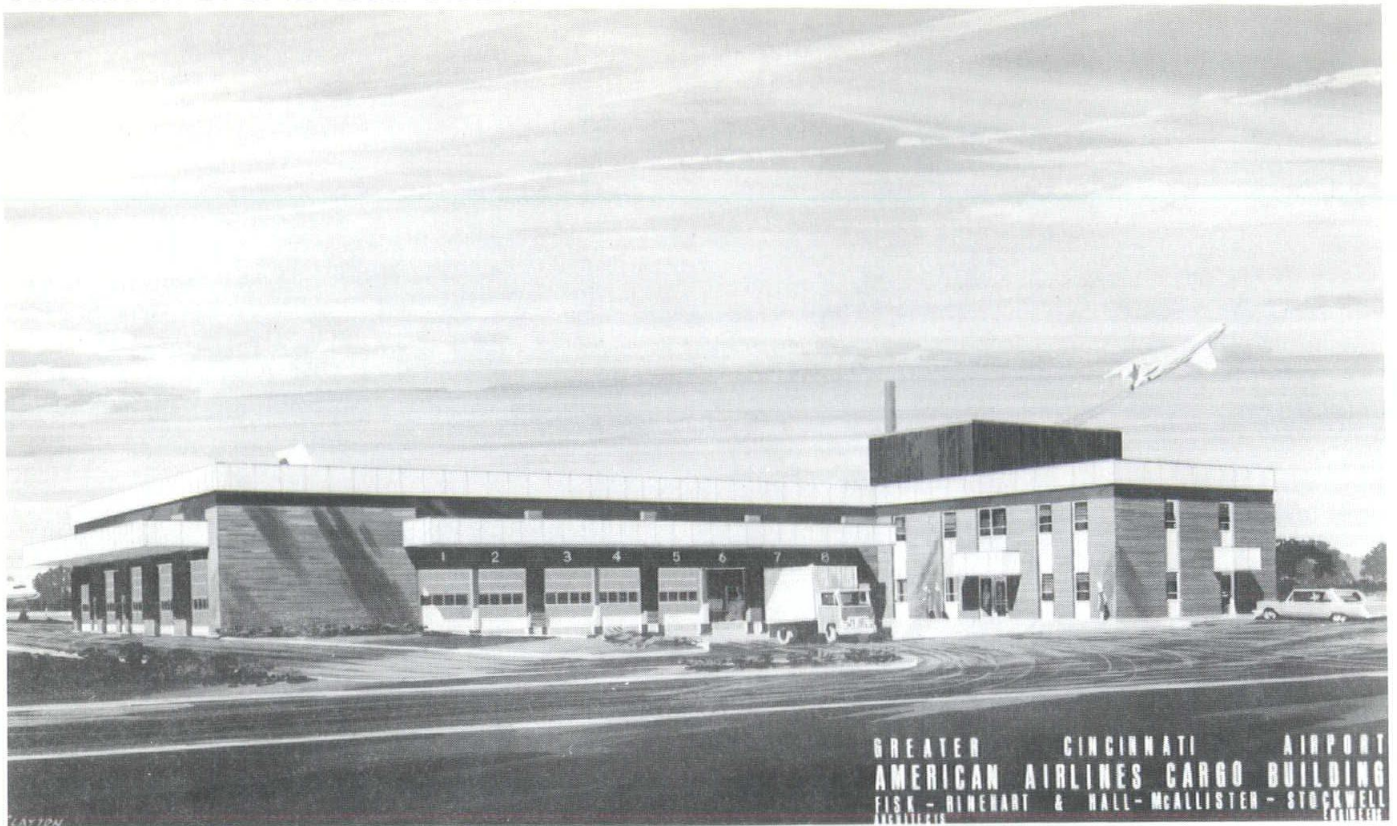
CINCINNATI GOES INTERNATIONAL



This birds' - eye shot of Terminal Project depicts six concourses with 10 departure lounges each. Three Terminal centers each serving two concourses. Four Parking Garages, a central Administration Building, all interconnected with double-level roadways. For those familiar with Greater Cincinnati Airport, the Barkley House is shown at entrance right-center.



Field Maintenance Building, completed April, 1968, and American Airlines Cargo Building, commenced April, 1968, are part of the expanding program at Greater Cincinnati Airport.



American Airlines Cargo Building, Fisk, Rinehart and Hall, McAllister, Stockwell, Architects and Engineers.

terminal with the inauguration of TWA service from Cincinnati to points of Europe. Such a service will undoubtedly stop in New York with no change of planes involved and will continue to England and France. This will assure passengers that once they board a plane in Cincinnati they can remain on the same plane to their destinations. The new terminal will have permanent immigration and customs facilities to assure people of rapid processing.

The Greater Cincinnati Airport, rated 20th in the nation, has been designed to meet the increasing demands of aviation for the next 30 years and avoid the obsolescence which has plagued other terminals, according to Ted Bushelman, Public Relations Director of the Greater Cincinnati Airport.

Each carrier serving the airport has representatives on the Technical Committee. The Federal Aviation projection of growth in enplaning passengers at Greater Cincinnati are as follows: 1965, 910,000; 1970, 1,866,000; 1975, 3,175,000; 1980, 5,334,000; 1985, 8-

500,000 (Management estimates).

According to Bushelman, the typical day, by 1985, will amount to 30,000 passengers. Bushelman stated that the average Cincinnati passenger load of 100 would require 300 flights. Field compatibility for the future airport is planned at 60-90 flights per hour. This will require 60 gates with a reserve potential of 25 more. Bushelman reports that the construction program is estimated at 36 gates which will each be capable of handling the largest planned aircraft including the SST, the 400 passenger 747, the sketch version of present day aircraft and the 400-passenger airbus.

In describing the planned construction, Bushelman further stated:

The filed pattern of parallel N-S runways limited the E-W dimension to 3000 feet. A scheme of six fingers each running 10 departure gates and radiating from a circle became the most feasible solution. Three terminals each serving 20 gates was the next discussion providing minimum distances for the most passengers.

Limited ground space within the circle of terminals and concourses plus the vast distances required of ground level parking next dictated the incorporation of four parking garages in the ultimate plan. A ten-story tower was placed in the center of the complex to serve as an administrative center.

The concourses are all designed for second level loading direct to aircraft. Airline operations offices are apron levels below concourses. Six gates are envisioned for each concourse expandable to ten.

Terminals are generally two levels with enplaning and ticketing on the upper level and baggage handling on the lower level. Terminals are expandable in length towards the two concourses. Garages are five level at the ultimate, and proposed for stage development. Double level roadways serve all three terminals and are themselves expandable in width. The entire complex will be fed by a direct access spur from I-275 and the Cincinnati Circle Freeway scheduled for completion in 1973.

by Harley Fisk, AIA

According to Harley...

Following the conclusion of World War I, the automobile became the accepted mode of transportation and, if one were lucky, he could travel almost 40 miles without a puncture. Railroads, the means of mass transportation, carried 126,991,200 passengers.

Following World War II, automobiles became plentiful, railroads passengers increased to 456,888,000 per year and the country was within three years of building the last of the great Union Passenger Stations which would signal the fading of train travel.

In 1946, the Greater Cincinnati Airport, reflecting the novelty of aircraft flight in the eyes of the general public, enplaned only 147,000 passengers. In 1957, an amazing revolution in public attitudes as well as in aeronautical design resulted in 585,000 enplaned passengers at the Greater Cincinnati Airport. Last year, over 1,125,000 total enplaning passengers were recorded. Projections now indicate that our airport facilities should handle 26,000-000 passengers by 1971.

We have seen the 30-passenger aircraft give way to the 60-passenger aircraft and the terminals become taxed with the advent of the 100-passenger plane. There is no existing terminal which can hope to handle a large volume of the 275-400 passenger Super Jets. I heard John Steiner of Boeing Company last month in Houston, "If you are designing for the 400-passenger aircraft today, you are obsolete already. An 800 - passenger plane is on the boards."

In examining the past records, we have found that total enplaning passenger count tends to double every five years. In Cincinnati, last year, we enplaned in excess of one million, and in applying statistical projections which they claim are extremely accurate, we will, by 1970, enplane 2,000,000, by 1975, 4,000,000, by 1980, 8,000,000, and by 1985, 16,000,000.

By 1985 the terminal now slated for completion in 1971 will be 14 years old. We are endeavoring to build the heart of the material, that is, the circulation arteries and the automobile facilities, to handle, or to be able to grow in handling the total volume projected for 1985. If we are successful, the 1990 passenger count will pass 30,000,000 people.

The first effect of the Super Jet is seen in the terminal geometry. We are told that a 225-foot diameter circle, while driving the option of taxi-in, taxi-out to the 707 and the DC-8, will handle comfortably the Jumbo, the Stretch and the SST in a taxi-in push-out operation. This amounts to apron space, assigned to each gate position which obviously enlarges the total complex.

In our path from aircraft to city, we must consider the concourses. Picture 800 passengers simultaneous loading at 10 gates. Consider the optimum of 30 minutes ground time or 8000 passengers per half hour or 16,000 per hour or 266 passengers per minute.

Allow a brisk walk to cover four miles per hour or 352 feet per minute

(Continued on page 12)

Change on the Riverfront

Louisville's downtown riverfront is historically the most important area in Louisville. It was there the City was founded in 1778, and for the next 120 years it was the busy heart of the growing community.

Since the turn of the century the area has deteriorated. As the principal commercial activities of the city moved southwardly the riverfront was left to warehousing and industrial activities. In recent years, however, there has been an attempt to save this historic area in Louisville.

The City Administration, in conjunction with the Reynolds Metals Development Corporation, has recognized the potential of the downtown riverfront. In 1960 it was proposed that the City and the Reynolds Company join in the redevelopment of a major portion of the area.

There have been other developments that have re-focused attention on the downtown waterfront. The proposed construction of the Riverside Expressway across the city wharf, the purchase of the Belle of Louisville and the great interest it has generated in the wharf, the remarkable growth in pleasure boating — all these have increased the desire to again make the downtown riverfront a focal point for the community.

Louisville Central Area, Incorporated, gave recognition to the importance of the waterfront when, in 1962, it urged the City to take steps to preserve, improve and, if possible, expand the downtown wharf. It was suggested that areas to the east and

west could be converted to attractive public use.

At the request of the Louisville Central Area, Incorporated, a team of architects representing the West Kentucky Chapter of the American Institute of Architects went to work developing a design for the wharf, welding it together with the plans for the Riverside Expressway. The team's design plan generated widespread public support which resulted in approval of the plan by City, State and Federal agencies. However, two subsequent developments changed the situation. In the first place plans for including a marina in the Reynolds project area were abandoned and LCA again urged that efforts be made to extend the waterfront improvements to the east and west all the way from 1st to 9th Street, and further that these improvements be coordinated with the Reynolds project area. It was then that the City entered into a contract with Dixiadis Associates to develop a coordinated plan of redevelopment for the entire waterfront from 1st to 9th Street.

THE PLAN

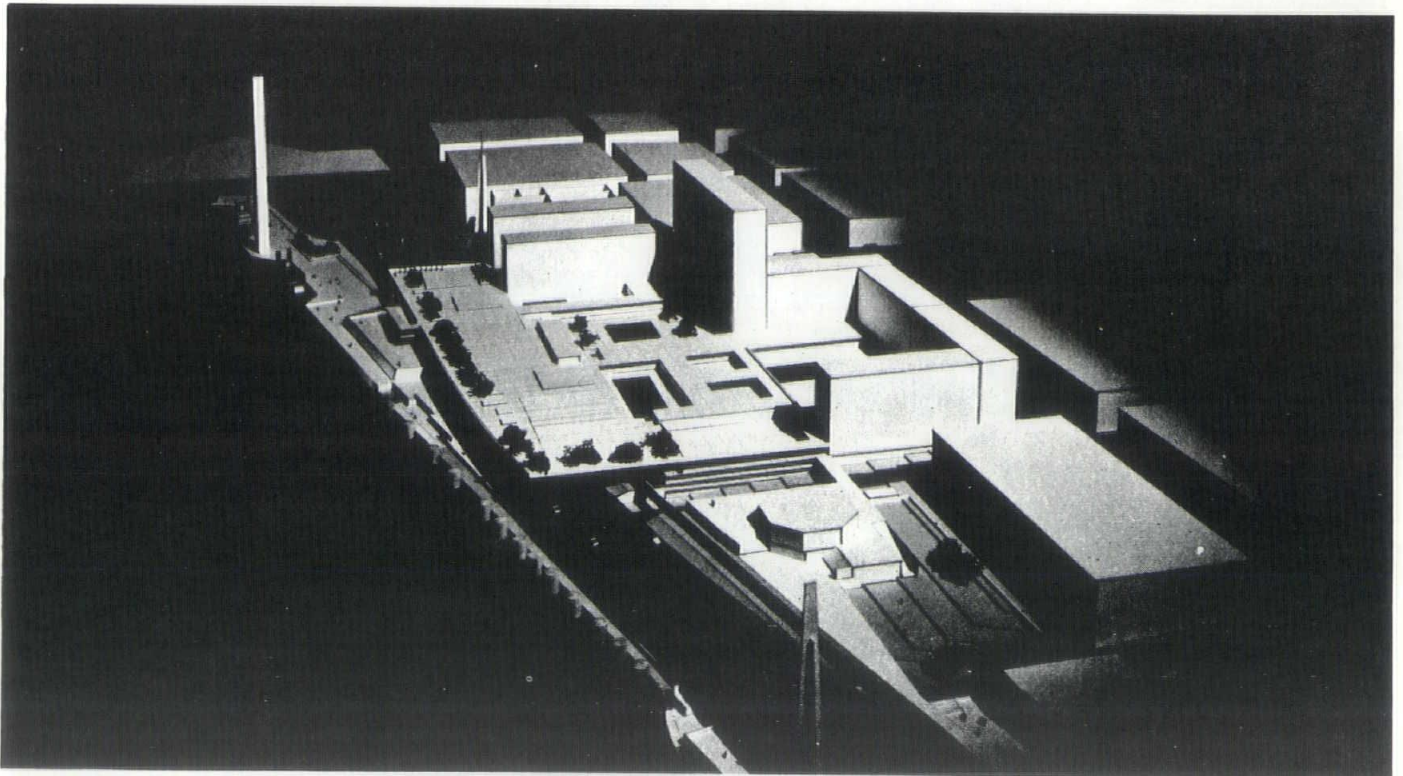
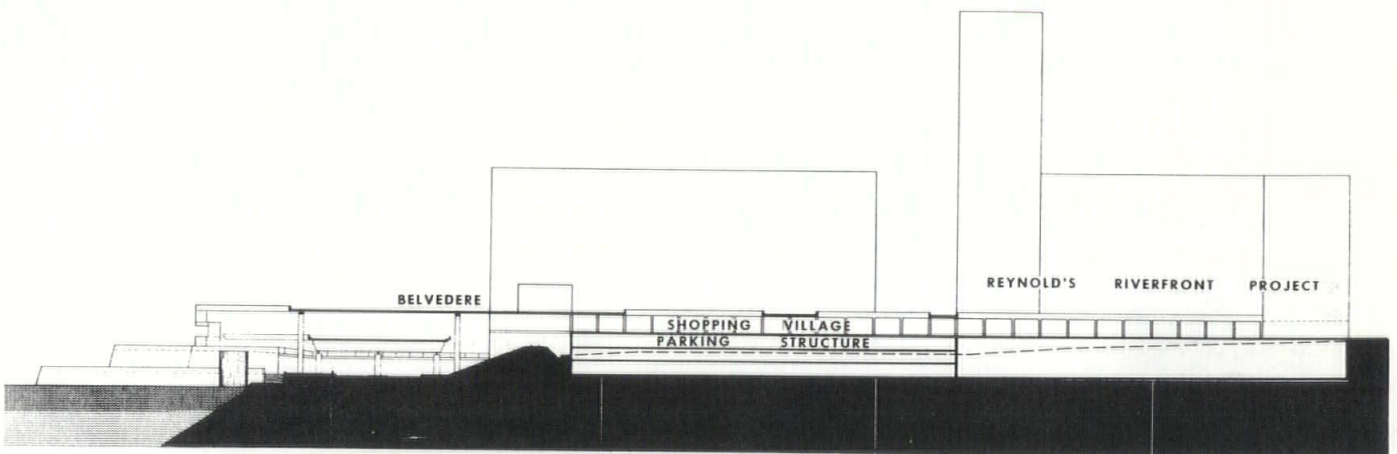
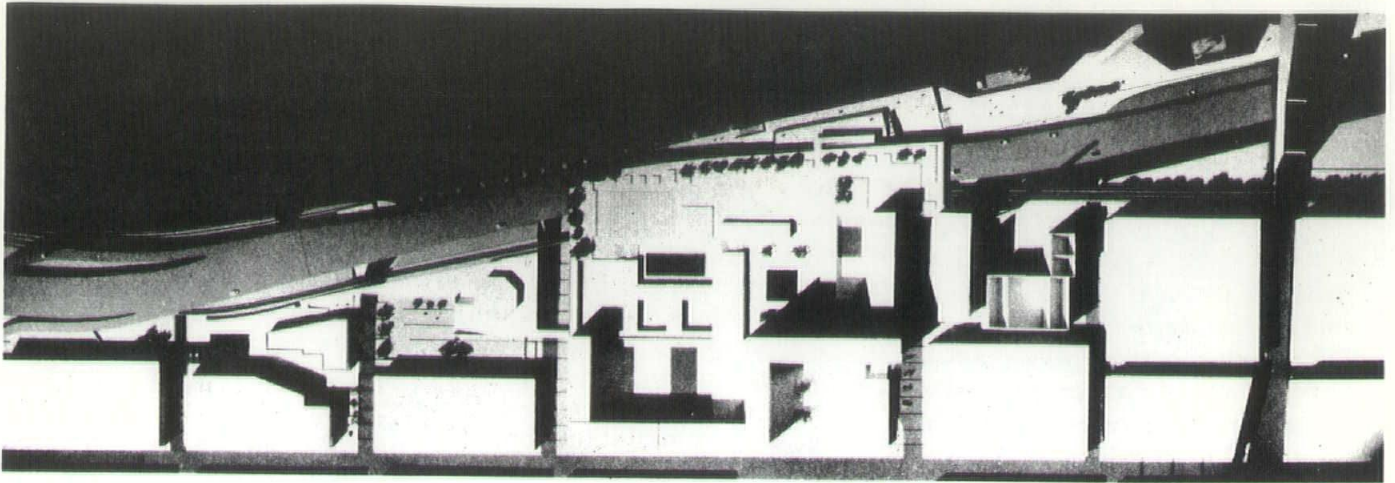
The problem was to take a long abandoned part of the city and build into it around-the-clock activity in a coordinated design and make it an area that people will want to revisit time and again, summer or winter.

The area in question extends approximately a mile along Louisville's downtown riverfront from 1st to 9th Streets between the floodwall and the river.

All of the area involved is now publicly owned or, it is indicated,

must soon be acquired with public funds for various projects in connection with the construction of the Riverside Expressway and the Reynolds project. One of the main considerations in the plan is that little or no public land would have to be acquired beyond what is already now owned or which must be purchased for other reasons.

The area is extremely complex but because of its variety in levels and grades offers the opportunity to create a truly urban collection of public open spaces. The design presented here attempts to weld the available areas into a complete composition. Basically it consists of developing a grand plaza between 4th and 6th extending northward from the Main Street level to approximately the alignment of the Illinois Central Railroad track where would begin a higher plaza — A belvedere — that would extend over the railroad trestle and the Riverside Expressway. Beneath the grand plaza would be three levels of parking. To the west would be a jewellike botanical gardens and beyond it at Central Station would be facilities for a repertory theater and the Kentucky Railroad Museum. From the belvedere a ramp would lead to an intermediate observation platform overlooking the wharf and the river. On the wharf itself would be provided a berth for the Belle of Louisville, another for the Coast Guard Station, and to the east a boat launching area. Dominating the wharf would be a tall tower, envisioned to be an impressive landmark for the city and at the same time, if necessary, serve to carry power lines to a vast electrical substation nearby.



National News

AIA PRESIDENT CALLS FOR END TO URBAN CLUTTER

WASHINGTON, D.C. - Our cities cannot be redesigned and redeveloped unless community needs take precedence over private profit. We must challenge and change the notion that urban land is a speculative commodity and agree that community needs supersede private desires; we must change our ideas about suburbia, thinking of it as a place separate from the city and recognize it for what it is - the city extended; we must immediately begin the enormous task of redesigning the city centers; we must work with both public and private clients; and we must recognize that urban design is a complex process requiring new design tools and new client responsibility.

As to city centers, President Durham

said that he was confident that a massive, federally-financed reconstruction program will be launched. "But, in the meantime," he said, "we can get more out of our existing resources. We can, for example, work to make the Demonstration Cities program a success. We can design and build better low-cost housing. . . ." He noted that the gigantic task of reconstructing our cities will require a mixture of government and private initiative, that the public's great and growing concern over the condition of the cities will force all levels of government to act.

Turning to the complexities of the job, Architect Durham reiterated his frequently noted statements about the importance of the "interdisciplinary" design team - the architects, engineers, planners, landscape architects, sociologists, and economists - working together on redesign and reconstruction

of the city. "Realtors," he said, "can contribute expert knowledge within the framework of professional responsibility and public dedication."

Going further, he said that the team must be given an adequate client; in the case of the cities, the client should be a broadly constituted design review board composed of all government agencies and private groups with a stake in a specific project, and with a willingness to contribute their support and resources.

Mr. Durham said that these points were not exclusive, but that they "press on us most urgently...All can be accomplished if we are honest enough, work hard enough, are intelligent enough to put the good of the community above private benefit, and are willing to combine our talents, energy and influence to create a single great weapon for shaping our future cities."

He said, "if good things are to happen to our cities, the people of this country must commit their spirit and their resources to them."

AIR CONDITIONER TIMES

BOWLING GREEN, KY.

JULY, 1968 - VOL. 1

Plant to Employ 1000 Kentucky's First

BOWLING GREEN, KY. (ACT) - A multi-million dollar plant for the manufacture of air conditioning equipment will be built by Chrysler Corporation's Airtemp Div., near this city.

Airtemp, headquartered in Dayton, Ohio, manufactures a full line of air conditioning and heating equipment including room air conditioners, packaged cooling and heating systems, applied machinery and systems, car and truck heaters and air conditioning equipment. The Bowling Green plant will make all of the air conditioning equipment in Airtemp's applied machinery and systems line, including capacities from a cooling package for a small commercial building to the systems required to cool the largest structures.

BOWLING GREEN, KY. (ACT) - The new Airtemp plant, Chrysler Corporation's first manufacturing facility in Kentucky, is scheduled for completion late in 1969. Employment is expected to reach 1,000 by the end of the first year of production.

The Kentucky site was chosen because of its nearness to the geographical center of the market area Chrysler will serve.

The new facility will include an 843 by 641 ft. manufacturing building and a two-story 90 by 200 ft. office building.

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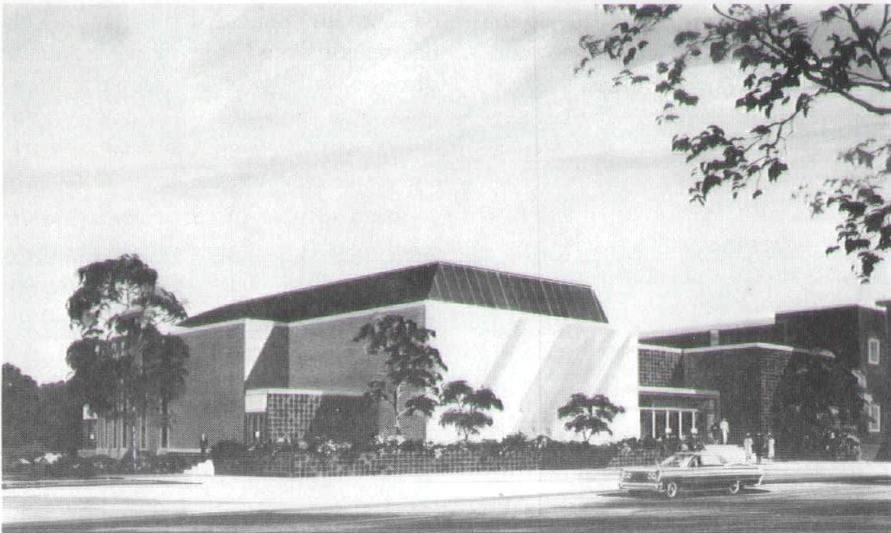
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Warren Wiersbe, Pastor

Fisk, Rinehart and Hall, McAllister, Stockwell
Architects and Engineers



This congregation, some 30 years old, is now completing its 4th building program. Pictured is the new auditorium, which is attached to existing structures and designed to seat 2000 worshippers. It is the second project rendered by the Architect for this Congregation.

Totally windowless, the lenticular plan is so designed that the maximum distance from worshipper to pulpit is

75' or 26 pews. Ground floor accommodates 1400 and is served by four large entry vestibules. Balcony seating of 600 is served from four stairways.

Roof is copper coated aluminum, walls, face brick. Interior is exposed concrete block.

Congregation commissioned the Architect 3 years in advance of building construction for preliminary planning.

FELLOWSHIP WINNERS ANNOUNCED

A University of Kentucky graduate and a senior student at the University of Michigan have been named winners of architectural fellowships for graduate study in hospital design. The fellowships, valued at \$3,000 each, are sponsored by The American Institute of Architects and the American Hospital Association.

Robert M. Guinn, of Louisville, Ky., a 1967 graduate of the University of Kentucky, will take his graduate work at Columbia University's School of Architecture in New York City.

Richard Lee Canfield, of Ypsilanti, Mich., will be graduated by the Uni-

versity of Michigan this spring and will return there in September to specialize in the design of special care units of acute general hospitals.

The fellowships were awarded by a joint AIA/AHA Selection Committee on the basis of scholastic achievement, samples of student architectural designs, and interest in the field of hospital architecture. Members of the committee include William J. Bachman, FAIA, Hammond, Ind.; August F. Hoenack, AIA, Bethesda, Md.; Robert R. Cuman, AIA, Summit, N.J.; and Elliot L. Whitaker, FAIA, Director of the School of Architecture at Ohio University.

P.A.I.

KSA HONOR AWARDS

To encourage excellence in architecture, the Kentucky Society of Architects announces Kentucky's 6th annual honor awards program. Awards will be made for distinguished accomplishment by any Architect licensed to practice in Kentucky whose principal office is in this state and for any building in the United States, or abroad, completed since January 1, 1965 and prior to September 1, 1968.

ELIGIBILITY:

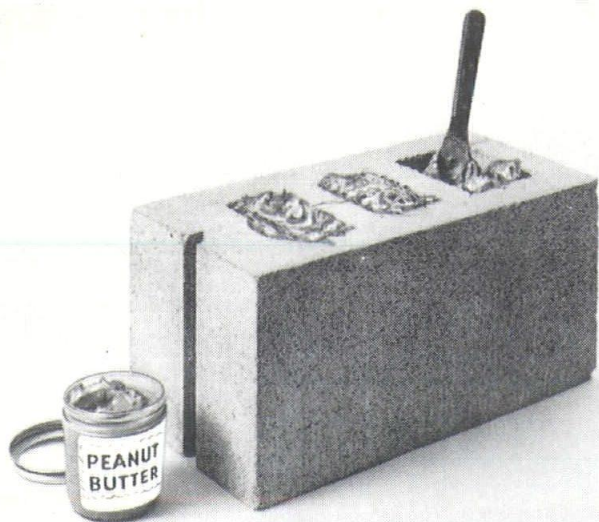
All entries shall be executed architectural projects designed by registered architects practicing professionally in the Commonwealth of Kentucky. The projects may have been executed anywhere in the United States or abroad, and must have been completed after January 1, 1965 and prior to September 1, 1968. All entries shall include a notarized statement of completion date. Any entry submitted in a previous K.S.A. Honor Awards Program, but not accorded recognition in that program, will be eligible for entry in the 1968 program provided the project was completed between January 1, 1965 and September 1, 1968.

SUBMISSION DATE:

Entries are to be sent by registered mail or other forms of shipment on or before October 1, 1968. All entries must be postmarked or otherwise marked to show the date on which they were shipped. Entries shall be mailed (or hand delivered to):

Raymond B. Hayes, Jr., AIA
Awards Committee Chairman, Professional Advisor
1276 Meadow Lane
Cloverdale
Frankfort, Ky. 40601.

For further information contact R.E. Olden, AIA, Secretary-Treasurer, KSA, 1380 Lakewood Drive, Lexington, Ky. 40502.



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FISK REPLACES SMITH ON STATE EXAMINER'S BOARD

Harley Fisk, AIA, of Fisk, Rinehart and Hall, McAllister, Architects and Engineers, Covington and Cincinnati, has been appointed by Gov. Louie B. Nunn as a replacement for Lee Potter Smith, AIA, on the State Board of Examiners and Registration of Architects. Mr. Smith's term expired recently.

Six Are Granted Licenses

C. Julian Oberwarth, Executive-Director of the State Board of Examination and Registration of Architects, has announced that six have satisfactorily passed the examinations required for the licensing of Kentucky architects. The newly licensed architects, according to Mr. Oberwarth, are Donald A. Hill, Frankfort, D. Kenneth Meyer, Covington, Thomas J. Nolan, III, Louisville, Laurence J. Leis, Louisville, Milton D. Thompson, Frankfort, and Thomas J. Weis. All six passed the examination held in April of this year.

New officers elected at the annual meeting of the State Board of Examination and Registration are T.D. Luckett, AIA, President, and Tom M. Paine, AIA, Secretary-Treasurer.

According to Harley

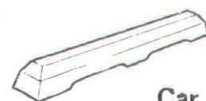
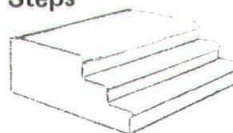
(Continued from page 7)

and 10 feet between walkers so 35 people can pass a given threshold each minute. To accommodate our 266 people per minute we need to allow seven abreast. We should consider that there are seven going in the opposite direction, or 14 in all at four square feet per person or 56 feet of concourse width at the threshold. This width can fortunately be reduced 11.2 feet every 225 feet of length of concourse.

At Cincinnati, there will be a three unit terminal which will house three separate operations for every concession that cares to do business in every terminal. This focuses upon volume again. Our initial design criteria is for one million passengers in terminal one, 1.2 million in terminal two and .5 (Continued next page)

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million in terminal three. A half million persons passing any one terminal door is not to be considered a disadvantage.

The growth factor must be considered. A single drive to gate concept as per Kansas City, loading 400 pas-

sengers three times a day, will produce 435,000 per year.

Can you imagine Cincinnati, by 1985, enplaning 16 million passengers and assigning 7 million to any one terminal with a single "centrally located" concession. Try and picture

yourself buying a pack of chewing gum in a mob like that!

The final point of my consideration in airport design is in reference to curb frontage and parking. We are crowded today with one million passengers and an effective 700 feet of curb frontage. Our proposed double deck configuration will produce 2800 feet per level or 5600 feet. This should handle an 8,000,000 passenger count. Alterations will have to be possible when we pass this figure.

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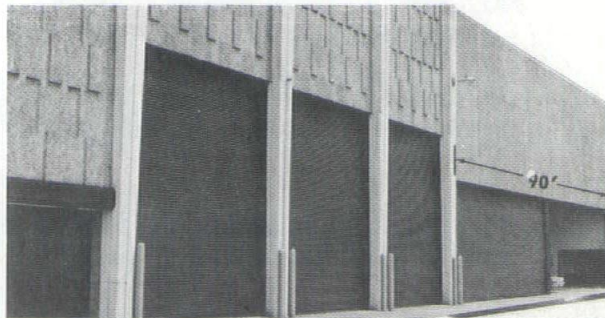
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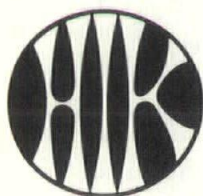


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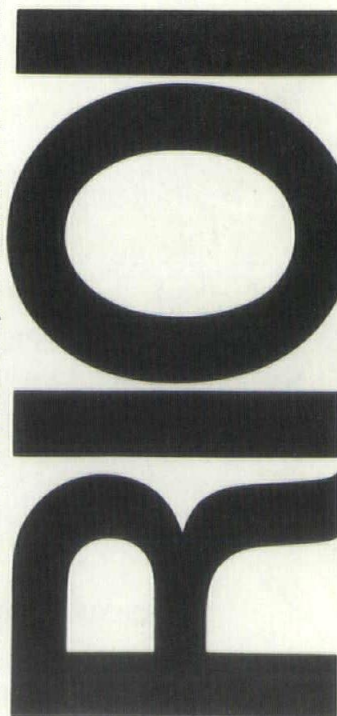
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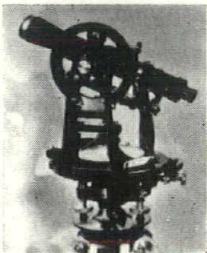
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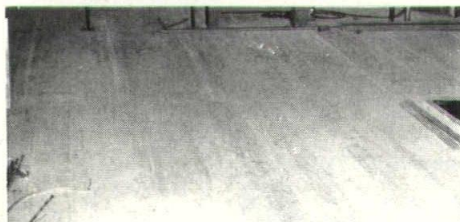
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