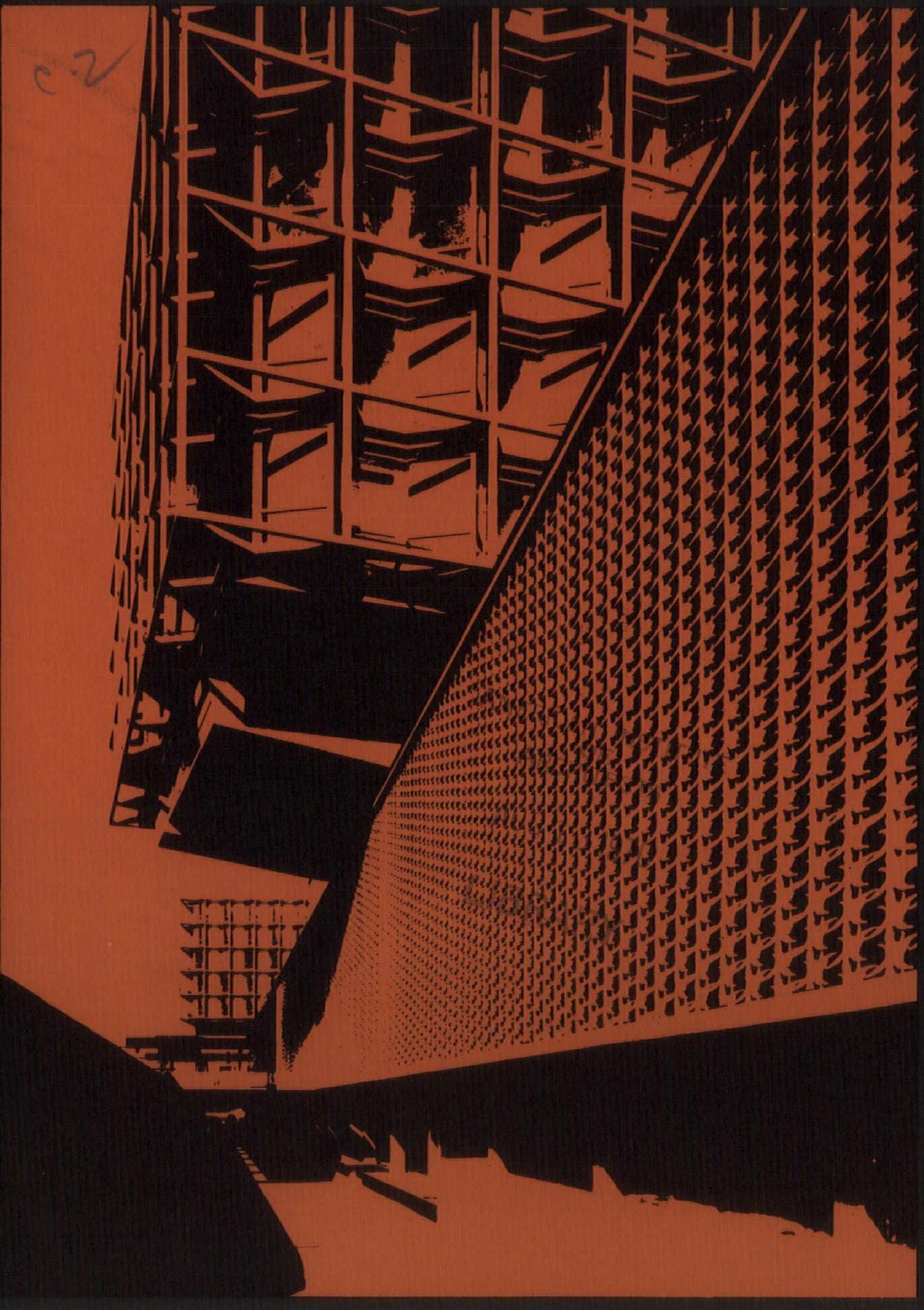
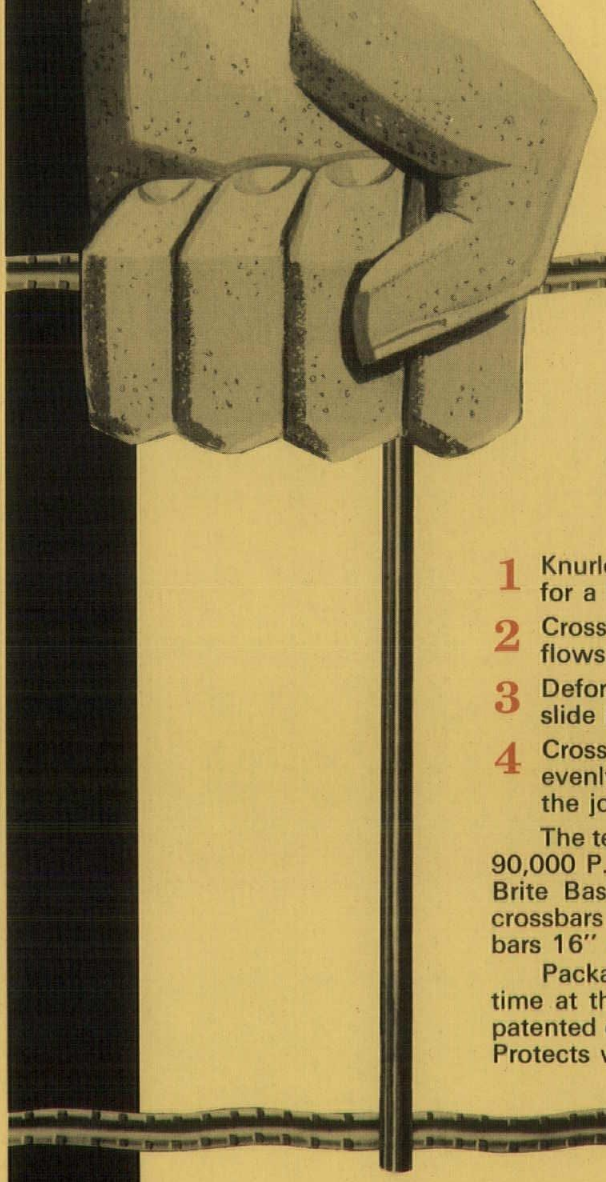
The Louisiana Architect



June/July

Honor Awards/Design for Sales/New Ideas
Architect-Artist/Highrise Sidewalks



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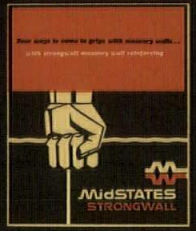

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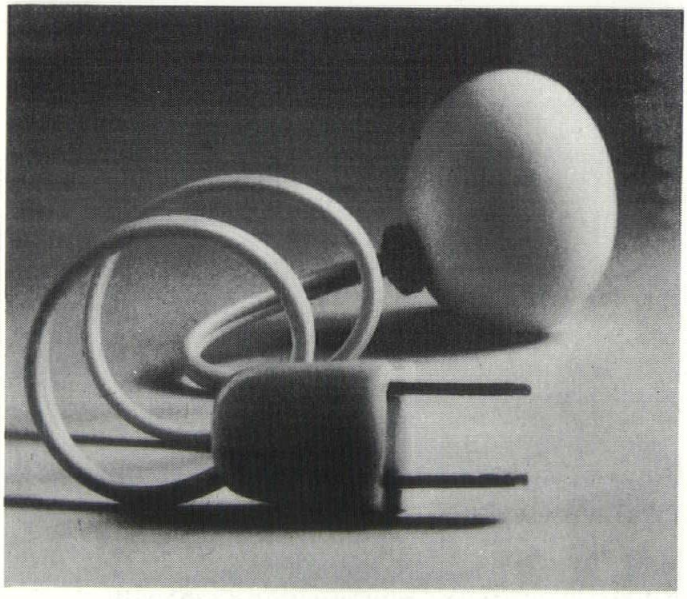

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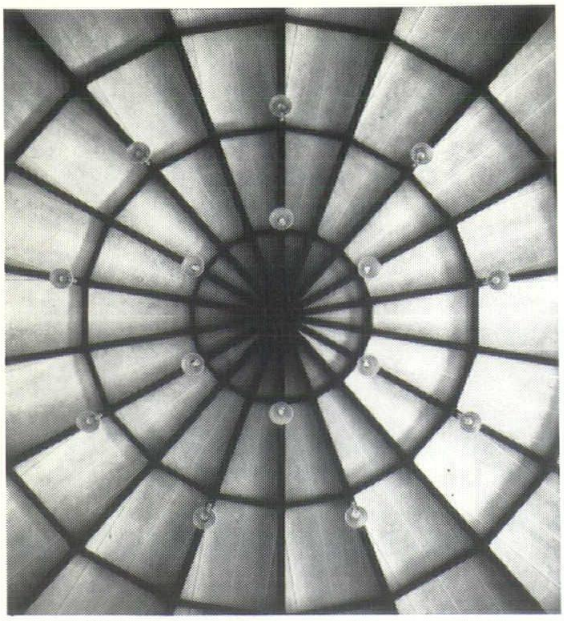

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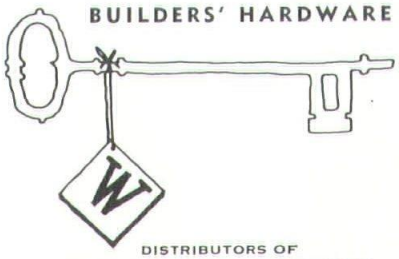

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THE BATTLE FOR H-103

Believe me it really hurt to hear that Governor McKeithen had vetoed our selection of architects and engineers bill. The political patronage system of selecting architects for state work has been a sore point with our members and legislators for many years. He had promised the LAA in 1968, after what he called the mistaken veto of a similar bill, that he would support our bill. In 1969 he said, "wait for the general session next year," so this year, with only a year and a half left to serve, we thought perhaps he would be willing to give up this big patronage plum in exchange for a reform image. Now it is evident that we were faked out by what he said. It seems that the patronage is worth more than the reform image.

There is no doubt that the selection bill was a reform measure with a good government label. It was supported by all segments of the construction industry and was endorsed by the Public Affairs Research Council. HB 103 was an attempt to base the awarding of architectural contracts for state work on professional competence, increase the incentive for quality architecture, and enhance architectural services through careful pre-award review of available talent.

The measure which received an 84-13 vote in the House and unanimous Senate support would have created a selection board consisting of the Secretary of State, the State Treasurer, a person appointed by the Governor, an architect and an engineer named by the prospective professions. The board members, serving without pay, would be charged with interviewing and making the final selections for each state building project from a list of the architects or engineers submitted by the state agency or institution which would use the building.

The new procedure for careful selection was designed to give the state the benefit of the best available talent for each building project. Without this legislation the professional associations are helpless in their effort to end the lack luster state work about which we hear complaints.

Under the current selection procedure the Governor hides his power behind his appointees and the veil of an executive order that everyone laughs at and no one follows. By whatever name you want to call it and whatever excuse the Governor may give for his veto, the fact is that Louisiana is stuck with a spoils system that works to the disadvantage of the tax payer, and the profession.

The architects, engineers and legislators who have worked so hard to see that state architecture and construction is handled on the up and up are to be congratulated. We owe particular thanks to Bossier Representative Walter Bigby and Shreveport Senator Jackson B. Davis for their excellent work in getting the bill passed. Special help was also given by Representative Eugene McGehee, Rep. Armand Birkhaus, Rep. H. B. Dejean, Senator Nat Kiefer and Senator Charles Smither.

There aren't enough adjectives to describe the tremendous job Chuck Schwing, AIA, and his governmental affairs workers did on the home front. These legislative contacts were the difference between winning and losing on almost every issue. Their efforts indicate that the LAA has come of age in Legislative matters.

IN THIS ISSUE

The Louisiana Architect

Volume IX **Number 5**

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Gulf States Region AIA Honor Awards of 1970

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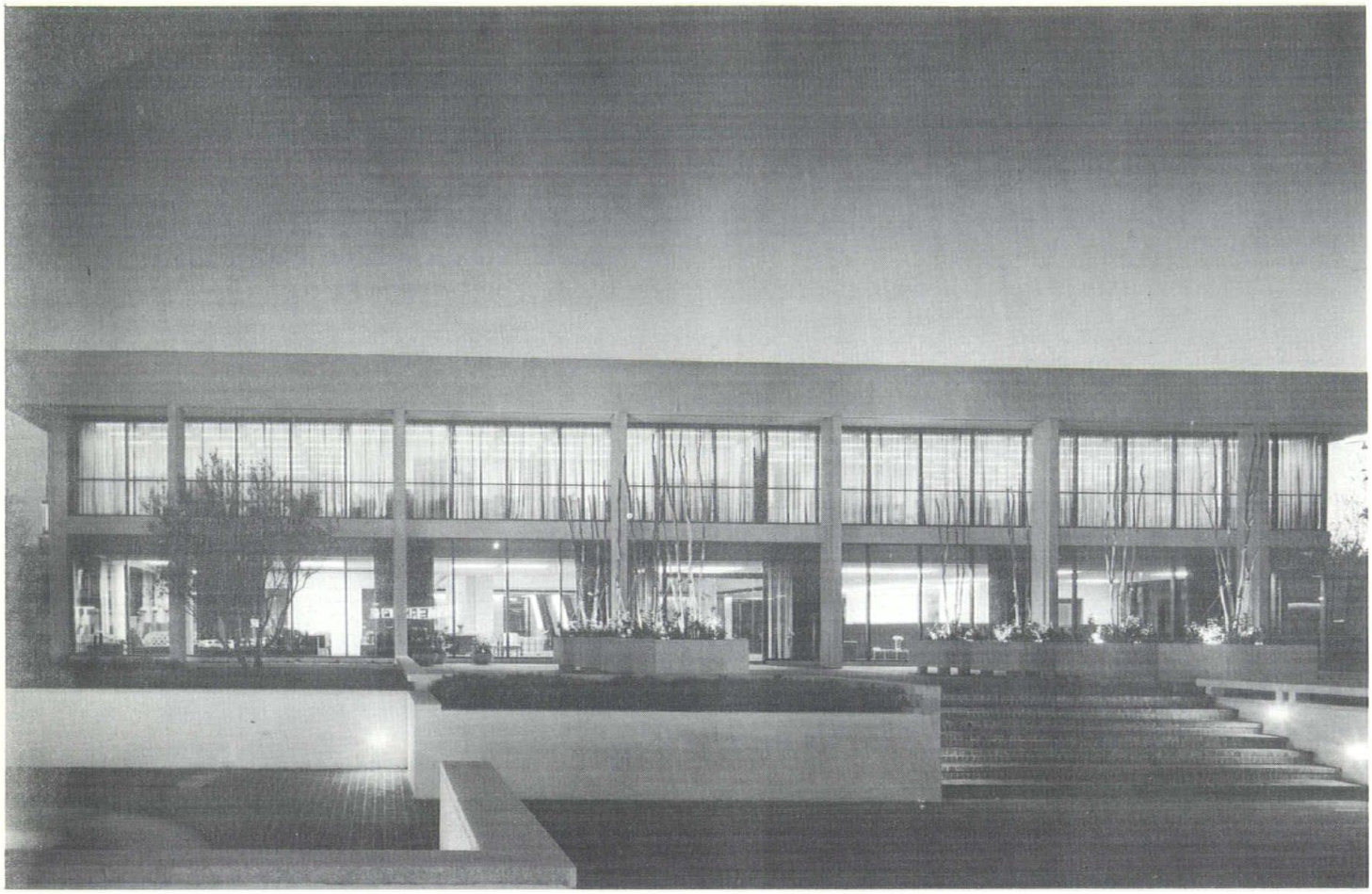

1. Hattiesburg Bank

About Building — Located at the intersection of two main highways in a small deep-south city, this prestige bank building is representative of an ideal clent-architect association. The client's discerning taste and unwillingness to compromise, coupled with a highly functional and sophisticated architectural scheme produced a harmonizing solution to the disparate elements in the designing of bank buildings.

Maximum site utilization was achieved by locating the building at the peninsula-like focal point of the site, formed by the intersection of the streets. Effective use of the natural site contours provided vehicular and pedestrian traffic separation in the form of a pedestrian bridge from the parking area, over the drive-in teller stations. The main banking area is reached via an escalator. Pedestrian access from the surrounding streets provides a pleasant transition through brick paved plazas and park-like landscaping. The brick paving continues into the main banking space, where natural lighting, large glass areas, and interior landscaping contribute to the gallery space. The honest use of natural materials and colors forms a non-competitive architectural foil for the fine art displayed in the building. The officers' platform, executive offices, conference rooms and public tellers are at the main banking level; clerical, stenographic and other support facilities occupy the second level.

It is hoped that the location of the bank on the outskirts of the central business district will encourage further development and economic growth in the surrounding area.

2. Tampa Office Building

Located on 82-acre suburban site on land reclaimed from Tampa Bay, this office building was conceived as part of a complex for a major U. S. Corporation involved in the manufacture of nuclear plant equipment. It was felt that the exterior arrangement of the site and building should reflect the top quality performance and high-precision numerically controlled production equipment used, while providing dynamic utility and service provisions.

By elevating the wall, and the office building employee center, and parking facilities it serves, the grace and beauty of these buildings were placed in a harmonizing relationship with the image of power and strength of the eighty foot high, one thousand foot long plant building.

The structure of the office building is poured-in-place concrete; pre-cast aggregate panels on the second level reflect the overhead storage, file storage and back-counter flat work surfaces integrated in each bay.

Glass area was kept to a minimum because of the acute glare problem, but the ever-present Tampa Bay can be glimpsed through the slit windows.

The Architectural firm of Curtis and Davis - New Orleans won three of the five awards given at this years Gulf States Regional Convention. The competition included projects by architects from Louisiana, Mississippi, Alabama, Arkansas, and Tennessee.

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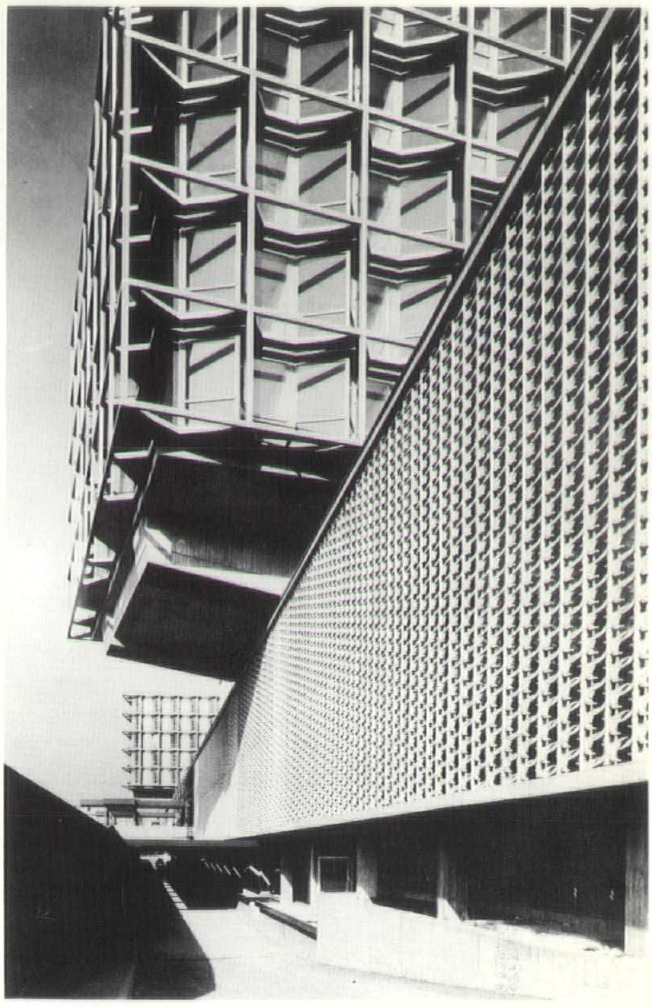


3. Steglitz Clinic of Free University of Berlin

A Medical Center

This medical center offers the ultimate in modern hospital care; including treatment of bed patients and out-patients, clinical teaching and research facilities for a major foreign university. The hospital, with a total of 1,443 beds, will accommodate in excess of 25,000 patients per year.

The center embodies the most advanced design concepts in medical teaching. In contrast to the traditional German hospital which usually has a series of separated autonomous clinics for each of the different specialties, this medical center includes a complete general hospital in which all treatment, teaching and research facilities are incorporated under one roof. All of the clinics are easily reached by personnel and students, and joint facilities are used for such services as radiology, surgery, physical thrapy and laboratory investigations, as well as other functions such as central supply, medical admissions, sterilization and general administration serving all of the clinics mutually.

The number of patients as well as the length of stay for in-patients' treatment were carefully calculated with the result that the center can accommodate an average of 100 new patients per day on each of the 250 admitting days of the year. The out-patient department is capable of treating 800 patients per day.

In order to properly expose in architectural terms the philosophy of medical treatment and medical teaching evolved through lengthy detailed analyses, it became clear that all clinical research and education facilities should be housed under one roof, as closely inter-related as possible. This objective was accomplished by the construction of an extremely compact structure which houses all of these various functions. The building includes the following components: A lower block or platform, three stories high above the ground and two stories underground. The open courts in this block give adequate natural lighting as well as attractive views of beautifully landscaped spaces. It houses facilities for treatment of out-patients, student lecture halls and central administration.

Floating above the base block rise three five-story towers, each connected by glass enclosed corridors. The treatment building in the center is devoted primarily to laboratories, research, routine examinations, operating theaters and facilities for out-patients. The twin wings which house the wards for in-patients are above the inner courts and are slightly angled to the center block in order to improve the view from the bed rooms and at the same time keep horizontal distance to a minimum.

On each of these five floors, there are four nurses' stations. All of the patients rooms are on the perimeter with splazed walls, glazed from floor to ceiling, permitting each room direct sunlight and southern exposure.

Photos by Frank Lotz Miller


Bake's

By Walter R. Ernst

Architectural Design and Retail Merchandising

Good architectural design and planning is a paying investment which has a powerful impact on the success of retail merchandising. The significance of such work is forcefully demonstrated in the relatively new, but firmly established, building type: the enclosed-mall shopping center.

Such complexes exist basically as devices for selling goods and services to create a return on developers' investments, but the success of these building forms is dependent upon attracting a new generation of shoppers with the mobility to select the most attractive, comfortable and adventuresome facility for shopping.

A successful complex provides a satisfying "total environment" for shopping. The architecture generates an atmosphere of relaxation, comfort and convenience through air-conditioning, landscaping, visual diversion and ordered control of shop designs and displays. This same architectural framework must create strong excitement, attraction and concentration of people to serve its purpose of merchandising. One striking detail of the enclosed shopping mall is the completely open storefront which can almost irresistably draw the shopper from the mall into the store area.

Within a retail store unit itself, good design helps present goods in the most attractive manner. When lighting, material selections, circulation patterns and display configurations are incorporated skillfully in a good shop design, the result is consumer interest, excitement and merchandising success.

But besides being concerned with design and lighting, the architect is responsible for the proper functioning of the entire retail complex, as well as its components, in terms of service, pedestrian and vehicular circulation, climate control, weatherproofing, maintenance and efficient and economical structure and space use. The architect also becomes involved in graphics, symbols and sign design for the project. All must be accomplished within the strictest delineations of budget.

The best indication of the relationship of good design and merchandising success is that architects are experiencing a continually increasing demand an expectation from developers and merchandising clients for good designs to satisfy the new attitudes of shoppers.

There are, however, problems generated by the new large shopping malls, as well as by traditional merchandising frameworks, which cannot be completely solved in individual shopping complexes.

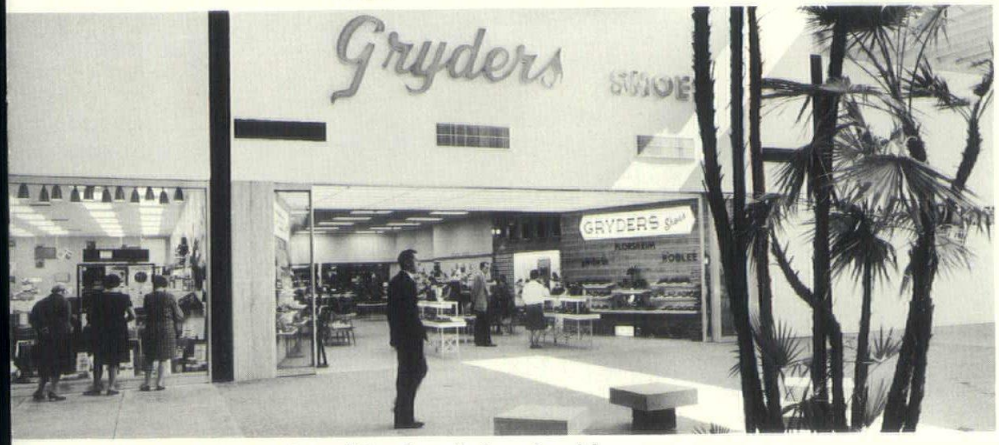
First, the vast parking areas and vehicular access facilities required by large centers are inhuman in scale, visually unsatisfactory, consume valuable land and create a problem of pedestrian access to the merchandising area of the very complex they are designed to serve. Landscaping, covered walks, multi-level parking decks, mini-buses, etc., help but are not total solutions.

Second, poorly designed and tasteless merchandising frameworks are still constructed as demonstrated particularly by the recent increase of quick-service franchised specialty food facilities. These structures line major access streets in unorganized fashion so that even an individual good design is lost among its gaudy neighbors.

Project - Edgewater Plaza Shopping Center - Mississippi Gulf Coast - Architect - August Perez and Associates, New Orleans.

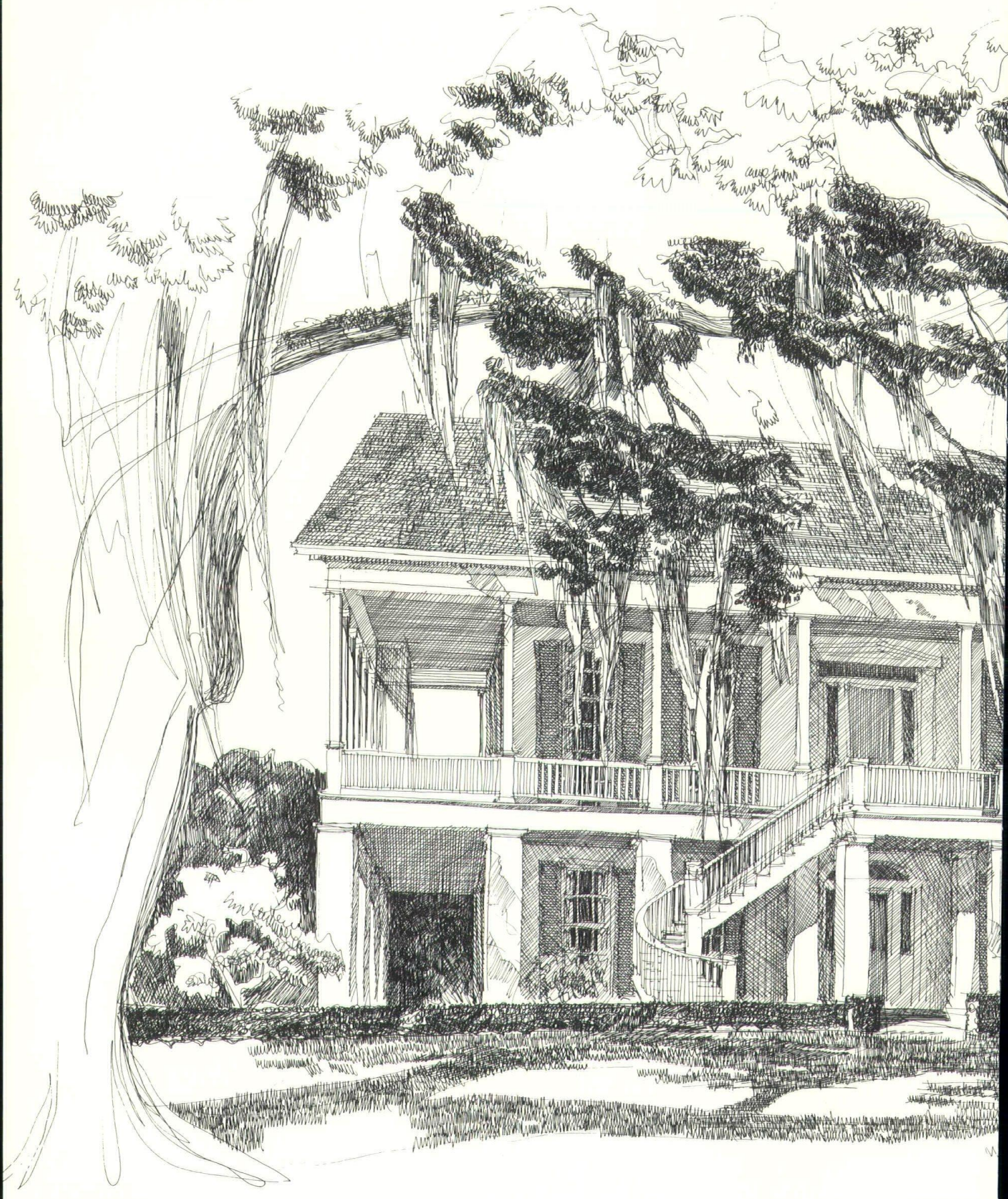
A well designed, ordered, uncluttered shopping center exterior can be a more successful merchandising tool than a riotous jumble of stores competing for attention.

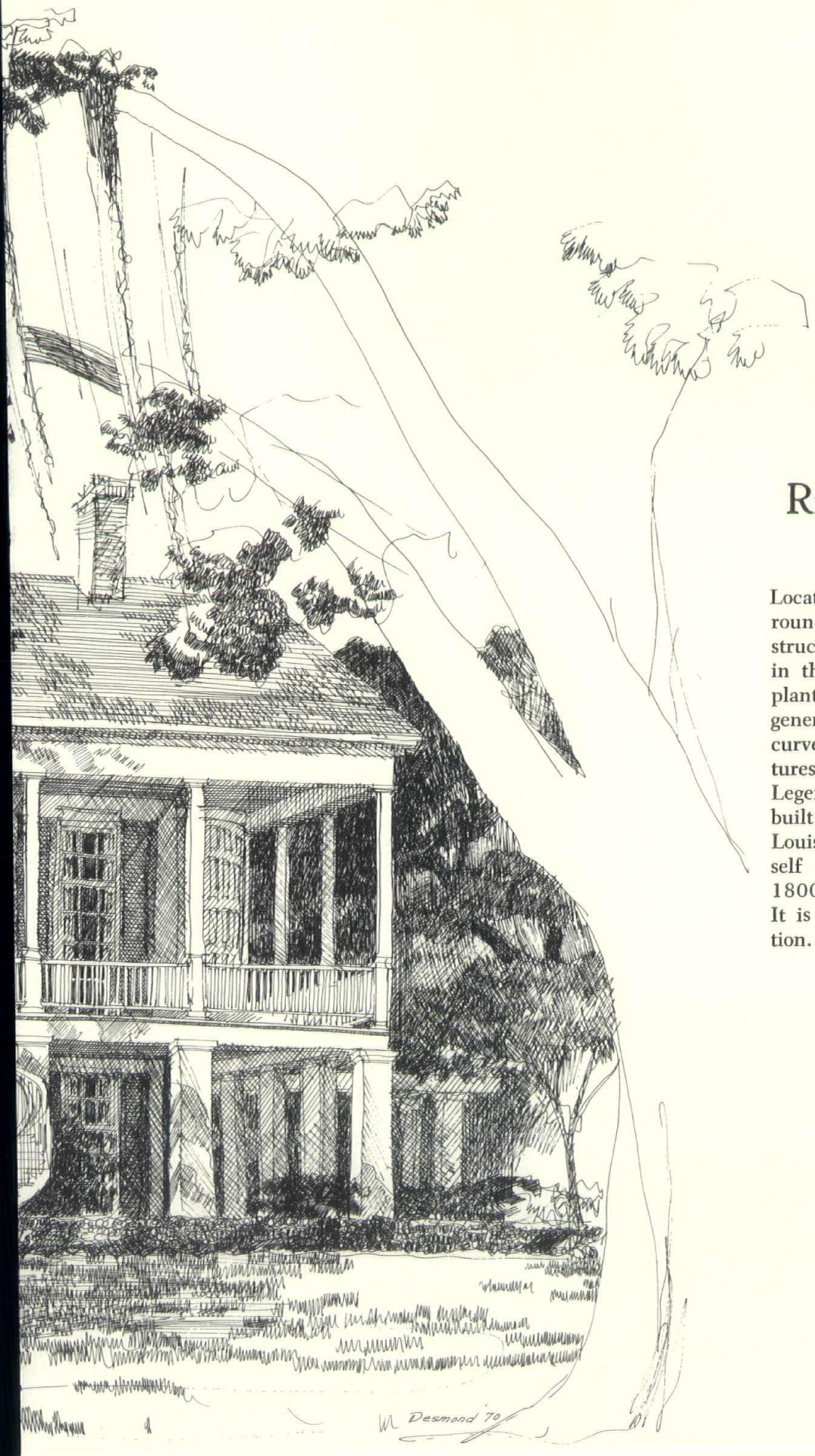
A pleasant atmosphere for shopping and at the same time a concentration of shops for greater exposure is a characteristic of a good shopping design.



ront completely open to an air-conditioned mall is a forceful dising device in a well designed shopping center.

Photos by Frank Lotz Miller





Rienzi, Thibodaux, Louisiana

Located on Bayou Lafourche and surrounded by magnificant live oaks, this structure represents a definitive phase in the development of the Louisiana plantation home. Its gabled sides and generous porches as well as the unusual curved entrance stairs are unique features.

Legend has it that this building was built by the order of Queen Maria Louisa of Spain as a refuge for herself or for one of her court around 1800. She never arrived.

It is an excellent example of restoration.

JOHN DESMOND, *FAIA*

NEW IDEAS IN EDUCATION

(AND OLD IDEAS IN SCHOOL)

BY WILLIAM R. BROCKWAY, AIA

Education today is in a state of change.

Everywhere we turn, we hear of sweeping changes to come in the processes of imparting knowledge to our children. There is talk of such things as "team-teaching," "non-graded classes," "flexible modular scheduling," "innovative procedures," "pupil-teacher ratios," "media," "systems," "simulation," and on and on. Clearly, then, our ideas and theories and conceptions concerning how the educational process should work are in for drastic revisions in the very near future.

Through it all, the philosophies and theories and paradigms of the curriculum specialists, one word keeps cropping up over and over again. That word is "flexibility." Our curricula must be flexible, our teaching methods, our teaching aids, our buildings. The cry for flexibility is well-nigh universal. And yet, when we look at the buildings being designed today, presumably to meet the requirements of this new era in education, are they, in reality, flexible enough, elastic enough to really serve the purpose for which they are designed?

I think we would all have to agree that most of them are not.
Why?

A large part of the problem, it seems to me, lies in the considerable communications gap which presently exists between the people who design the educational programs and those who design the buildings — the educators and the architects. This is nobody's fault; it just exists. Perhaps, it is a result of the ways in which most School Boards go about their building business. Perhaps it is because we, the architects, assuming that the School Boards already know how architects work, have not taken the time to explain the need for careful programming and advance planning, involving both the architect and the teacher. For whatever reason, I do know that the problem exists almost everywhere. We have it in Baton Rouge. I have heard the same story from architects and School Boards in New Orleans, Atlanta and Memphis.

The key to the whole problem lies (again, in my own opinion) in the preparation of what we architects call the "program," and educators call the "educational specification."

The educator and the architect are both specialists in a given field. One knows how to teach, the other can design buildings. In the preparation of educational specifications, it is mandatory that the distinction between the two not become clouded, or lost.

The purpose of educational specifications should be to describe clearly and precisely HOW THE NEW SCHOOL WILL BE USED. From this information, the design professionals, the architects and engineers will develop the architectural program and preliminary designs which will describe WHAT THE NEW SCHOOL WILL BE.

Any other procedure is self-defeating and will probably result in just another "typical" school, with rows of class-room boxes, the same thing that has been built thousands of times over the past twenty years.

Teachers should not attempt to lay out facilities; they can be most helpful by clearly describing the educational processes to be carried on in the new facility Educational specifications should be in terms of "how I want to teach," not "how I want my school to look."

Broad philosophic statements should be avoided. Most essays on educational philosophy are "gibberish." Deal with concrete facts. It is important that the architect understand philosophical objectives, but word them so that he, an educational layman, can understand what is being said.

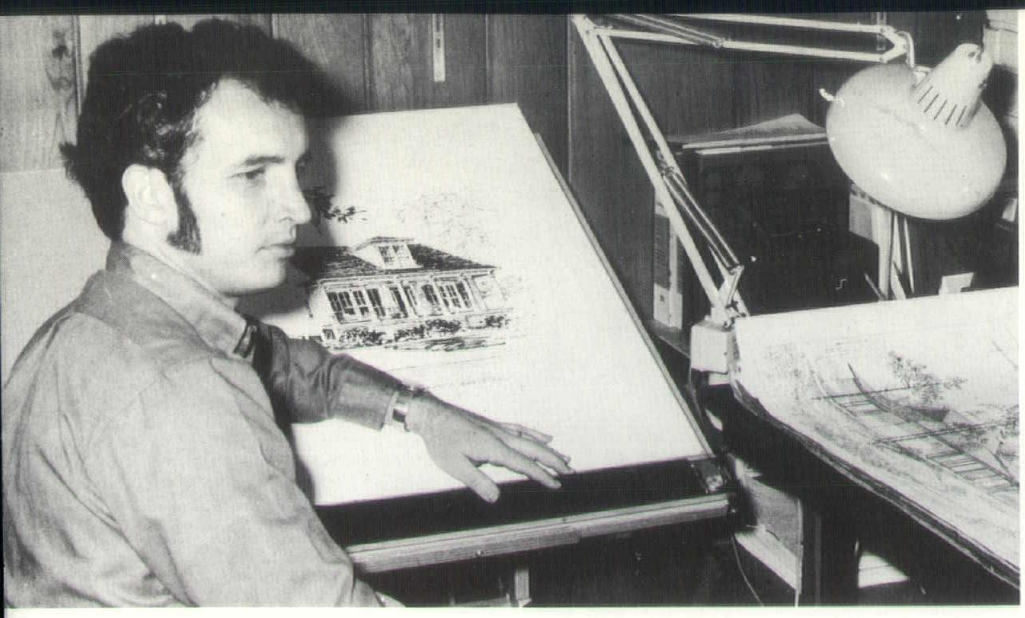
The educational specification should be considered as the owner's general statement of the functional problem which the architect is to solve. For convenience, educational specifications might be organized under five general headings:

A. Educational Philosophy and Community Objectives

B. Proposed Curriculum

C. Detailed description of Facilities (Educational view)

(Continued on page 16)



The Architect-Artist

(Editor's Note: This is the second article in a series on Louisiana AIA architects who are skilled in one or more pure art forms.)

Stanley Routh, AIA, of Baton Rouge practices architecture and operates an architectural rendering service. He is a graduate of the University of Illinois with a B.A. in 1956 and an M. A. in 1958. In 1957 he earned the Ryrson Traveling Fellowship to Europe. In 1958 he attended the famous Artists School of Commercial Art.

Routh says that he began his rendering business to develop his ability to delineate design ideas more effectively. He recognized the need for owners to visualize their building projects realistically rather than through stylistic techniques which only architects and other aesthetically sophisticated viewers can understand.

His hobby of sketching local landmarks has led to the printing of folios of 26 Baton Rouge buildings of note.

design trend feature

The sky's the limit for sidewalks in a growing array of U. S. cities.

Pedestrian crossings that arch buildings, span streets, separate vehicles from walkers, and unite buildings or whole parts of cities above street level are completed, under construction, or proposed in such diverse cities as Reno, Memphis, Atlanta, Denver, Minneapolis, St. Paul, Cincinnati, Rochester, N. Y., Springfield, Mass., and Washington, D. C., reports The American Institute of Architects.

"Given an improvement in the economy and more mortgage financing for construction, I'd say we will see a tripling or quadrupling of elevated passageways in this country in the next 10 years," predicts Brock Arms, AIA, of Glencoe, Ill. Arms was the architect who designed pedestrian bridges and walkways that will link 40 buildings in the Rosslyn complex at Arlington, Va., across the Potomac River from Washington, D. C.

These trends are spurring construction of above-grade sidewalks:

★ A marriage of private owners and city planners to jointly plan downtown renewal.

★ Growing use of air rights.

★ Efforts to ease congestion on streets.

★ A tendency to treat urban development as a super-block, district, or zone instead of a collection of individual buildings which may not relate to each other efficiently. The AIA calls this concept urban design and says it requires teamwork by design professionals, support by land owners and city staffs, and understanding by citizens.

"Originally Arlington County looked at the pedestrian bridges as a solution to Rosslyn's vehicle and people traffic crush," explained Richard Arms, AIP, former county planning director. "Now, we see the overhead sidewalks as much more, as a unifying force, tying the development together, making it work." Now Arlington is using the same idea in its Crystal Mall office zone along Jefferson Davis Highway.

"What these connections can do" in a reviving older part of a city "is to provide a quick and easy way of overlapping the old with the new," notes George Marcou, AIP, a Washington planning consultant who includes elevated sidewalks in his plans in Rochester, Springfield, and Washington, D. C.

A San Francisco owner who wanted to unify two old cold storage warehouses into wholesale showrooms discovered it would be cheaper and quicker to construct a $120,000 five-level steel and glass pedestrian bridge than to persuade citizens to vacate an alley. The tasteful bridge by architect Albert Aronson, AIA, and engineer Otto Avvakumovits was one of 12 projects cited as outstanding last year by the American Institute of Steel Construction. The alley is still open to traffic but, no one drives through it now.

Cincinnati, St. Paul, and Minneapolis probably have the most extensive plans for elevated walkways.

By 1973 the Ohio metropolis expects to have a 12-block second-story pedestrian concourse which will cost from $12 million to $15 million. Already three blocks of the system are built and a fourth is under construction. "Just like an octopus, the central spine will have legs and can grow in several directions," points out Paul Ashworth, graduate architect on Cincinnati's urban development department. The old river city "has a very narrow street system and a very compact business district." Thus, the second-level sidewalks, which open to hotels, stores, and parking, have great attraction said architect Willard C. Pistler, Jr., AIA, who designed the Stouffer Cincinnati Inn that opens on the concourse. "We wanted to maintain this tight business area which brings convenience to office workers, shoppers, and convention goers, and we also had to separate trucks and cars from pedestrians, so the concourse evolved," he explained.

Cincinnati and St. Paul are paying for the skywalks out of urban renewal funds. Minneapolis' extensive system so far has been purchased by private land owners and building developers. Other cities use a combination of public and private money, and all require some form of contribution from private owners.

St. Paul is organizing a 12-block downtown, second-level pedestrian system which goes to and through some key buildings. In 1968 the skywalk scheme received a national design award from the Department of Housing and Urban Development. Including bridges and payments to land owners, walking above street level throughout the central business district will cost St. Paul from $4.5 million to $5 million. Two of the skywalks are completed and two more will be started this summer. "We look at them as normal sidewalks, as a public right-of-way, even though they're not at street level, and the city maintains them as it would sidewalks," said Donald W. Cosgrove, chief of planning for the city's urban housing-renewal authority. He said the overhead sidewalk loop should be finished by the end of 1973.

Almost 10 years ago Minneapolis started moving pedestrians through the Minnesota winters and above traffic by way of enclosed, heated street bridges. The passageways go to banks, insurance office buildings, parking, shops, a large department store, and a major hotel. The city now has seven skyways. "We could end with 55 street crossings," says City Engineer Clayton A. Sorenson. "The key is how you connect them. You have to go through buildings. You have to convince businessmen that the passages create new areas of rental space and higher rentals." Sorenson thinks Minneapolis can prove this. Two of the bridges — graceful slivers of glass and steel — won a 1970 National Honor Award for design excellence from AIA for the architectural firm, The Cerny Associates Inc. of Minneapolis.

Although the city has a skyway plan — charting where it would like the crossings to move — it does not demand uniform architecture. "Each one is individually designed," noted Sorenson. At Rosslyn, St. Paul, and Cinncinati, however, the overhead walkways share a common design. "My job at Rosslyn,"

Highrise Sidewalks

recalls Brock Arms, "was to design a bridge which could be lengthened or raised, could link dissimilar architecture, and still be simple and attractive." At St. Paul, architect Bruce A. Abrahamson, AIA, designed the exposed steel pedestrain concourse so it would appear simple "and universal to successfully connect buildings of various styles," said Cosgrove.

Pedestrian crossings can be used for more than movement, as shown by Florence, Italy's famed Ponte Vecchio bridge which contained shops as early as the 1300's. Two service crossings astride Illinois tollway segments near Chicago have large restaurants as well as service stations. Between Denver's Hilton Hotel and May-DF Department Store a bridge supports a restaurant. Denver's new exhibition-convention hall is connected to its auditorium by a bridge which also offers a restaurant. Cincinnati's elaborate one-mile system of second-story sidewalks already invites strollers to a small, landscaped plaza atop a truck delivery depot.

Shops, eating facilities, ticket agencies could be located adjacent to many of the upper-level sidewalks being planned. At Reno, a three-story Visitors Center has been proposed which would span historic Virginia Street near the start of the Nevada city's tourist-gambling quarter. Urban design students from the University of California at Berkeley presented the concept to RENOvation Inc., reports Edward S. Parsons, AIA, a RENOvation trustee and president of AIA's Nevada chapter. The center would cost from $500,000 to $750,000.

Elevated sidewalks are being planned in some cities as extensions of platform development, which uses air rights. Memphis' 16-acre Operation Breakthrough site, where HUD and private companies will erect housing units as part of a nationwide drive to manufacture factory-built, quality shelter, is in a bowl, site of old railroad tracks. Louisville architects F. R. Louis, AIA, and A. R. Henry, AIA, proposed elevated sidewalks which will carry residents from the platform over parking to recreation and transportation outside the bowl. George Washington University in the national capital's Foggy Bottom neighborhood is considering uniting a new library and faculty office building, over parking, by means of pedestrian bridges which would be extensions of open decks. "It would be cheaper to close streets," admits planner George Marcou, "but that can take a great deal of time and the effort often is not successful."

"You want to provide these connections in ways that maximize the movement and pleasure of people," notes Marcou. He includes pedestrian bridges and walkways in plans for Bay State West stores, parking, offices, and a motel at Springfield, Mass., in Rochester, N. Y., to connect Midtown Plaza and Xerox headquarters to parking, and in New Orleans to open the Mississippi River promenade to French Quarter visitors.

A spectacular sidewalk in the sky has connected the Wrigley Building's two sections in Chicago since 1931 at the 14th floor, but it is not open to the public. San Francisco's Hilton Hotel has just installed a 41-ton steel walkway from its 16th floor to a rooftop swimming pool for use of guests.

Atlanta's Peachtree Center has become perhaps the top tourist attraction in town by offering the public 766 feet of carpeted aerial walkways, including two that are 22 stories in the air connecting the Gas Light Tower to the Merchandise Mart and the Mart to the main Center building. Architect John C. Portman, Jr., FAIA, expects additional walkways as Peachtree Center expands. Beside providing an alternate traffic route, the eight to nine foot wide carriers also "provide a needed visual connection," said Portman.

Cost of aerial walkways is but a small fraction of overall project costs, says Portman. It has ranged from $10 to $100 per square foot for his crossings. The Rosslyn pedestrian bridges from 12 to 15 feet wide have run $75,000 to $110,000. "The cost is really minute when you think of a $5 million building," says Marvin F. Weissberg, the key Rosslyn developer. Minneapolis' skyways "use to cost around $80,000 apiece. Now, they're running $100,000 but some are costing double that because they're bigger and more intricately detailed," said Sorenson, Cincinnati figures its elaborate concourse, which runs through alleys, costs around $1 million per block.

"There's no question this will be done more" as cities struggle to revive, thinks Sorenson.

It's going to become a competitive development. Building owners will have to install the walkways just like air conditioning," predicts Arlington's Richard Arms.

"It will become a necessity. The issue will become a matter of how well the sidewalks are treated, whether they are carefully thought out and designed."

Rosslyn walkway designer Brock Arms points out "it does require official help from local government to make this happen. First, the great barrier between officialdom and private developers has to be overcome. The places where overhead circulation has occurred are places with aggresive architects and property owners." New York City, for example, the nation's most densely populated, has few pedestrian bridges. They've been proposed and there have been opportunities to install them. Max O. Urbahn, FAIA, an AIA Director, explains: "Manhattan is parcels of real estate islands. This makes implementation of an overall plan, which would include better pedestrian circulation, difficult."

"The problem is to get all 40 property owners, at say a place like Rosslyn, to behave like brothers," notes Richard Arms. "I guess it takes a little government muscle" in the form of new zoning, tax incentives, a mix of urban renewal, "to do that."

"In the past we've divorced all these things — circulation, building, public services. Now we've suddenly got enough examples to see the only way we're going to reinforce urban life is to integrate these systems," says Brock Arms.

A Ready Reference for Architects When Specifying Materials

CONTINUING SUPPORTERS OF THE LOUISIANA ARCHITECT MAGAZINE AND/OR THE LAA CONVENTIONS

Accoustical Materials
Owens-Corning Fiberglas

Brick and Masonry
Acme Brick Co.
Elgin-Butler Brick Co.
The McDougall Co.

Building Specialties
Alumaglass Corp.
Richard B. Geldert
Doug Harper & Co.

Ceramic Tile
Misceramic Tile

Communications Systems
Executone Systems Co.
Interstate School Supply Co.
South Central Bell

Concrete Products
Louisiana Concrete Masonry Producers Assn.
Louisiana Concrete Products Co.
Portland Cement Assn.
Zonolite-Grace

Electric Service
Investor-Owned Electric Power Companies

Flooring
La. Assn. of Torginal Dealers
Polymar - Terrazzo Systems Corp.
Gregory-Salisbury & Co.

Furniture
Clarence J. Dubos & Sons, Inc.
General Equipment Manufacturers
Interstate School Supply Co.
Knoll Associates

Hardware
Hill Harris & Co.
John Worner & Sons, Inc.

Insulation
Owens-Corning Fiberglas

Laundry Eqiupment
Pellerin-Laundry Machinery Sales Co.

Lighting
Lightolier - Lighting Inc.
Gregory-Salisbury & Co.

Metal Products
Gregory - Salisbury Co., Inc.

Millwork
Baker Manufacturing Co.
Ronald A. Coco, Inc.

Paint
Devoe Paint Co.
Mobile Paint Manufacturing Co.

Photography
Dave Gleason
Frank Lotz Miller

Plastic Surfacing
Formica Corp.

Roofing
Associated Waterproofing
Doug Harper & Co.
North La. Roofing & Sheet Metal Contractors Assn.
Zonolite-Grace

Ventilating Systems
Doherty-Silentaire

Wood Products
Central Creosoting Co.
Ronald A. Coco, Inc.
U. S. Plywood

New Ideas in Education Continued

D. General architectural characteristics

E. Special Considerations

Be brief. Be specific. Think in terms of future goals. Think in terms of education, not construction.

A typical educational specification might include the following:

A. Educational Philosophy and Community Objectives

1. Will this school have a particular educational philosophy, or goals, of its own?

2. To what extent will the school be used by the community?

3. Are changes occurring in the community which might influence long range educational objectives?

4. What relation will this school have to other educational, recreational or cultural facilities in the area?

B. Proposed Curriculum

1. Anticipated enrollment — now? future?

2. Which grade levels (or other designation) will be included?

3. What broad areas will be included in the school program?

4. Will any part of the program be experimental?

5. Complete list of program offerings.

6. Describe staff organization.
Team teaching?
Home rooms?
School-within-a-school?

7. Minimum and maximum instructional groupings. In what subject areas?

8. To what extent will school be "student-centered," as opposed to "subject-centered?"

9. Special methods, techniques, machines, media.

10. Typical day's program at each grade or ability level.

11. What extracurricular activities will take place?

12. Will there be a continuing education program?

C. Detailed Description of Facilities.

1. Describe in detail, activities which will take place in each subject area (history, math, etc.) and in each service area (administrative, library, kitchen, etc.)

2. What will normal class loads be in each subject area?

3. What are the desired plan relationships between areas?

4. What spaces will be needed for individual study? Small group study? Large group study?

5. What are detailed equipment and storage requirements in each instructional and service space?

6. If an auditorium is planned, how will it be used?

7. Describe internal communications requirements.

8. What are short-range and long-range programs for site development? Physical Education? Instructional? Parking?

9. Are there special environmental requirements for any spaces (lighting, heating, ventilation, acoustical)?

(Continued on page 18)

Where did designers find 3000 square feet of extra floor space in this hospital tower?

If you said in the structural framing, then go to the head of the class.

Preliminary investigations showed that a reinforced concrete frame would require columns from 32 to 40 inches square. However, with high-strength structural steel framing, each column was trimmed down to 20 inches square, including fireproofing. Add together the useful space gained around each column and multiply it by the number of floors in the tower—the result is 3000 more square feet of usable space, plus more flexibility in room arrangement.

Taking a highly practical approach, engineers wrote specifications for the structural steel in terms of minimum yield strength, not specific ASTM grade designation or proprietary name. They developed load tables, coupled with alternative column designs, that maintained section properties yet provided variations of material thickness and yield strength. Thus, the appropriate steels were selected by the fabricator on the basis of availability and economy. For example, because Armco High-Strength C-50 Steel is available in thicknesses greater than the 1½-inch maximum in ASTM A 572 Grade 50, the steel fabricator was able to optimize on it in some cases instead of more expensive 50,000 psi minimum yield strength steels.

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ARMCO STEEL ARMCO

St. Luke's Episcopal and Texas Children's Hospitals, Houston. Associated Architects in joint venture: Foy Martin—Staub & Rather, Houston. Structural Engineers: Francis J. Niven & Associates, Houston, and Joe T. Strother, Associate Engineer, Houston.

New Ideas in Education Continued

10. Miscellaneous considerations:
Safety factors — fire alarm systems
Bus loading
Landscaping
Storage lockers and coat racks
Floor, wall, ceiling materials
Security factors
Display facilities and tackboards
Color
Classroom and work sinks, drinking fountains
Shower rooms — toilet rooms
Clock system — program bells
Outdoor lighting
and many, many others.

D. General Architectural Characteristics

1. Are there any specific general architectural characteristics desired in the school?

2. Are there existing buildings in the community which might influence the architecture of the school?

3. Are there special requirements of circulation?

4. In the design and arrangement of instructional space, how important are modifiability, versatility, flexibility, and expansibility?

5. Physical comfort?

6. Windows?

7. Acoustics?

8. Temperature Control?

9. Lighting levels?

10. Architectural finishes?

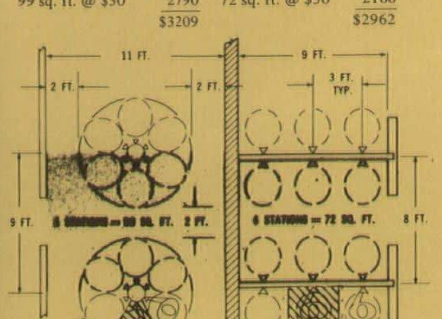
E. Special Consideration

1. List here in detail any special educational requirements, not described above, which may have a bearing upon the planning of the school.

Someone once said that, in order to solve a problem, you first have to determine what the problem is. If our schools are to be properly designed for the future, this, then, is what we must do.

If you didn't get to the 1969 LAA Convention in Monroe, this is what we included in our display.

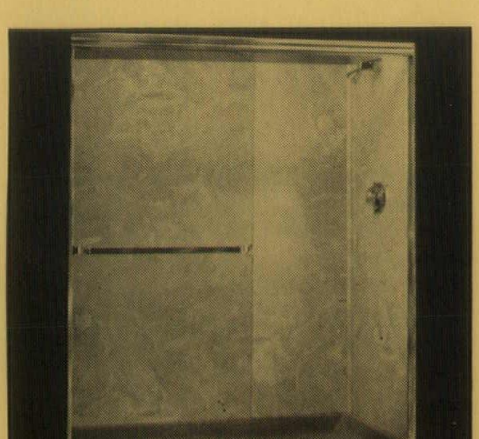
6-STATION COLUMN		6-STATION IN-LINE	
Acorn 765B87, list	$ 419	Acorn 335-6, list	$ 586
		371, list	20
		382B, list	146
		Floor drain	50
99 sq. ft. @ $30	2790	72 sq. ft. @ $30	2160
	$3209		$2962



D.

ACORN

SHOWERS



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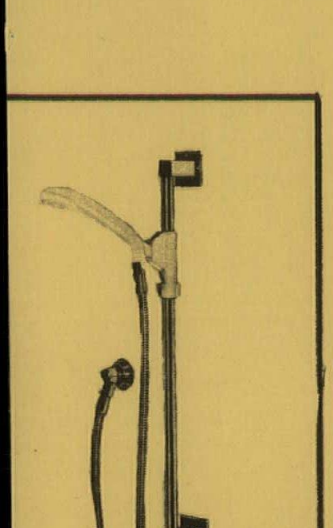

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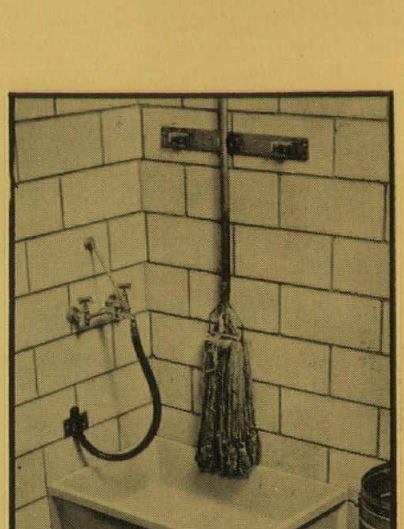
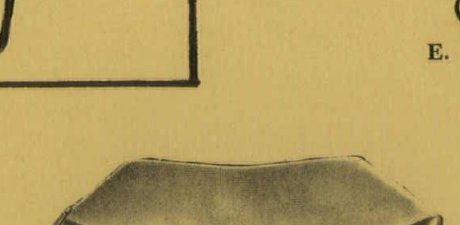
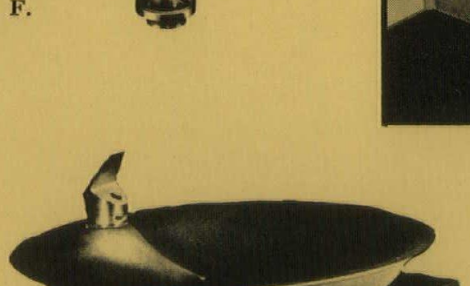


H.



A.



B.

A. Haws Model 7J drinking fountain with hard anodized cast aluminum receptor
B. Haws Model 7C fountain, hard anodized in cast aluminum
C. Fiat Trintessa shower unit
D. Acorn column and in-line multiple showers
E. Nalgene cup sinks
F. Nalgene flanged sink
G. T&S Model No. B-925 shower spray
H. Fiat Mop Service Basin

R. B. "DICK" GELDERT

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