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Walk a Mile in My Shoes

by Francis P. Bennett
Director of Wayne County Planning Commission

There is a new breed of contemporary folk music which provides one of the few bridges across the generation and communication gaps that trouble us all. If I could turn on your stereo and ask you to listen to “Walk a Mile in My Shoes” and then play “Leave Them a Flower”, I would have said it all as far as introducing the subject of Regional planning. Since that can’t be done, an editorial — much less entertaining — will have to suffice.

The Architects of Michigan — being one of our alert elite — will be familiar with the names of the agencies engaged in regional planning in the southeastern corner of the state. Many will even be aware of the particularly appropriate timing of this issue of the Bulletin since the Metropolitan Fund, on January 28, held its annual meeting and is seeing a changing of the guard; and SEMCOG, and January 31, also held its election with new officers emerging; and TALUS turned its keys over to SEMCOG on January 31; and SEMTA has just receive promise of its first major grant of funds; and the final volume of the Doxiadis
studies is almost due. Crucial times of responsibility — and promise — for each. What better time for a Regional Planning Issue of the MSA Bulletin.

Surely the justification for planning on a regional basis can be accepted without belaboring. Air pollution, sonic booms, water pollution, soil erosion, congestion, and an endless list of other problems have no respect for Municipal Boundaries (And in our area, we must add 'International' Boundaries). The impact of what today seems to be arbitrary boundaries emphasized when we remember that back in our early history. City Limits were usually established "way out in the country" — they were regional in the context of their time.

Surely the environment is regional. "So go ahead and plan for its upgrading. Get busy, you regional planners. In fact, get busy 'immediately' because without regional plans, the local communities can't get Federal grants for local programs. Without regional plans for sewer and water and storm drainage by October 1, 1970, we can't get the Federal help we need to meet our Michigan Water Resources Commission deadlines on complying with water quality standards. Hurry."

"You mean we have a mandate to solve our regional physical environmental problems?"

"Yes, hurry. Right now. It's the only sensible thing to do."

"And how about such problems as more equitable tax policies and transportation subsidies for low-skill workers and equal funding for education. These are regional problems which planners can work on."

"O.K., Hurry, but with all deliberate speed."

"And a solution for low income housing at proper densities and a solution to the reasons for the exodus from the central city and a halt to the paralysis of fear and polarization — regional problems too, ones that affect the physical and social and psychological environment. Shall we work on these?"

"Well, if you don't hurry too much."

I think you will find in the following pages the considered views — non unanimous but considered — of those who have the regional perspective on such tough but urgent issues as the quality of the total 'environment'; the economics of providing it; the proper balance between regional goals and decentralization of decision making; the proper balance between technology and democratic processes; these and more. And they want to believe in the future.

Samuel Jackson, Assistant Secretary for Metropolitan Development, told SEMCOG, at its Annual Assembly, that "The time has come to make the Comprehensive Planning Process a relevant dynamic for solving the problems of the '70's in such a way that the people and the technicians will 'together' shape the assumptions on which plans are based. — Our states are united, but our people are divided. Can the dynamics of planning be channeled into preventing divisiveness?"

Back to theme song of this editorial: — Walk a Mile in My Shoes.
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Design Objectives of the Detroit City Plan
Commission for the Seventies

by Charles A. Blessing, FAIA
Director of City Planning,
Detroit City Plan Commission

In the 20 years since the completion of Detroit's first comprehensive Master Plan, Detroit has experienced the most active two decades of urban development and redevelopment of any period during the past 100 years. While extensive urban growth accommodating the rapid expansion of the automobile industry during the early part of this century no comprehensive plan had been prepared to guide this growth.

As the fifth largest city in the Nation, Detroit has developed one of the most comprehensive approaches to urban change of any city in the Nation. More than 30 urban renewal projects including redevelopment, rehabilitation and conservation of housing and redevelopment for business and industry are in various stages of execution. Detroit, since 1950, has made great progress in civic improvements generally. It has constructed the largest convention facility in the nation as a part of a major civic center on the riverfront. It has under construction at the present time a Medical Center with commitments already for nearly one-third billion dollars worth of central teaching, research and care facilities serving the entire metropolitan region.

Detroit has in the past 20 years seen a small city teachers college grow into one of the three major State universities. Wayne State University now has a student enrollment approaching 40,000. Detroit has advanced far in the development of two residential communities — Lafayette Park and Elmwood Park which will have a population of approximately 30,000 people. Other projects include light industrial, office and commercial, and institutional development. The Cultural Center is proceeding under a comprehensive plan with major additions to the Art Institute, Public Library, Historical Museum and important private development such as Merrill-Palmer Institute and the School of Arts and Crafts.

The important thing to note is that with a vast range of projects large and small, Detroit in the early 50's accepted the responsibility for a comprehensive Master Plan of Urban Development which would relate, if the freeway investment is included, more than $1 billion worth of public and private work to the central idea of a comprehensive city plan. During the past two decades all of Detroit's development work has proceeded in a manner consistent with the Master Plan as far as the overall concept of land use and circulation relationships are concerned.

The most important new element in the development of American cities generally during the last few years has been a recognition by Congress and by the cities that in the future, all planning will proceed with maximum possible involvement of citizens throughout the planning and development process. This understanding was formalized by the Housing Act of 1968, which set up procedural guidelines for the development of Model Cities.
At the present time, the City of Detroit is pursuing its first year of Model Cities Program with funds to the extent of $20 million. The general framework planning for the Model City area of 10-square miles with a population of 159,000 people has been assigned to the Detroit City Plan Commission. The Model City Program, approved by the Department of Housing and Urban Development includes funds for the preparation of a comprehensive social plan, the primary intent of which is the development of practical working procedures for the involvement of the citizens of the Model City area in the establishment of social goals, priorities and plans which will best reflect the objectives of the citizens.

With the above background in mind, comprehensive city planning in Detroit looks to the decade of the 70's as the most important decade in the development and redevelopment of the city. While planning has matured as a comprehensive function during the last two decades, a national concern for quality in the environment has recently been assigned the highest priority of the Federal government. The urban environment is now recognized as a social and physical environment and the quality of the environment has been equated with the quality of urban life.

Detroit is in the forefront in response to this new and innovative concept and has in its Inner-City Concept Plan a guide for the total three-dimensional physical transformation of the city. Each of the many projects, large and small, included within the comprehensive concept framework will be developed as a constituent element of the larger physical environment in human and social terms as well as in physical environmental terms. The comprehensive plan thus stresses the integral relationship in the inner-city of the central business district, the Civic Center, the Medical Center, the Cultural Center, and the Wayne University campus and the relationship of all of these to the transformation of the inner city as the finest residential, commercial and institutional environment in the metropolitan area.

With the new emphasis of metropolitan planning focusing on a planned concept including organized new towns as the most logical direction for suburban growth, the City of Detroit is approaching its renewal program with a concept of new towns in town.

In an overall sense, the concept guiding the future growth of the inner-city recognizes the new role of the Woodward Corridor, extending between the Chrysler and Lodge freeways, from the Detroit River to and including the New Center as a new type of urban core containing facilities for business, for conventions, for institutional uses for health, education and cultural and for related housing needs.

Because of the strong commitment to comprehensive planning during the past three decades, it is probable that no city in the United States has a sounder or more creative conceptual framework to guide the inevitable change during the next three decades than Detroit. Within this framework with man as the measure, and with the commitment for a new partnership of citizens and city, each project whatever nature will find its rightful place so that the ultimate result will be a rebuilt inner-city to provide many of the vital and basic services for the Nation's fifth largest urban region of which over the next 30 years can become a new, imaginative, planned, regional city to serve an anticipated population of as much as 10 million people.

In all of the planning during the past three decades, Detroit, the role of the architect along with that of the planner and urban designer has been a major factor shaping the concept of Detroit for the Year 2000. A partnership has been and will continue to be a three way partnership — the city, the citizens and the design professions.

Detroit is involved in a new renaissance which should create one of the world's most ideal urban environments. Added excitement and promise are reflected in Detroit's recognition of the importance of its relationship to one of America's most beautiful rivers. With a comprehensive plan for its 16-mile riverfront, Detroit looks forward to a dramatic return to the river with a balanced program of development of recreational, residential, civic and commercial and industrial development leading to Detroit's destiny as the Nation's finest riverfront city.

During the past three years, Detroit under a planning grant from the Department of Housing and Urban Development in Washington, has been pursuing the development of a Master Plan for the Central Business District. The plan made to Detroit provided for a total planning budget of more than $500,000 which is the largest central city planning grant to date. The comprehensive program has included, as basic factors, the investigation of land use, circulation, environmental quality, seasonal weather characteristics, attitude surveys, market feasibility studies and basically a three-dimensional design concept. It has for many years been recognized that the most strategic point in metropolitan Detroit where the city relates to the river is the central business district itself, which now relates to the river in a Civic Center area of more than 100 acres. A recent decision has been made to locate Detroit's new 60,000 seat stadium on the waterfront property just west of the Civic Center on the abandoned railroad yard of the Penn Central Railroad. A dramatic concept will physically relate the stadium to the present convention facilities of Cobo Hall and will include provision for multiple purpose facilities such as hotels, motels, office buildings, housing and possible institutional uses. The stadium itself will be closer to the heart of the central business district than in cities of comparable size. The commitment of the City of Detroit to a dramatic complex of Civic Center, Convention Center and multiple use riverfront stadium is widely recognized as holding promise for development of perhaps the nation's most effective riverfront activity area, all within a short distance of the heart of the Central Business District.

The accompanying sketch shows a preliminary concept for the relation of the riverfront stadium to the Central Business District as a whole.

Public Transportation for the 70's — and Beyond

by Wilbur R. Thompson, Chairman of the Board
Southeastern Michigan Transportation Authority

The Southeastern Michigan Transportation Authority was created by the Michigan Legislature late in 1967 to plan, develop and operate a comprehensive system of public transportation for the region encompassed by the counties of Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne. Formal Staff operations began in September, 1968.

Its governing board is a nine member board appointed by the governor from nominees submitted by the boards of supervisors of the six counties and the mayor of Detroit and the Southeast Michigan Council of Governments. The Authority is financed by gifts, grants or loans from local, state and federal agencies, and it may accept funds from private sources. It may set rates and fares for such
transportation systems as it may operate; it has limited power to sell revenue bonds. It has no power to levy taxes or impose involuntary assessments on constituent local governments.

The Authority's mission is to halt and reverse the decline of public transportation in the region.

All indicators suggest continuing and substantial growth in population and economic activity in the region. If that growth is to be sustained — and justified in terms of satisfaction and quality in the lives of the people who live in the region — the region must have a planned and balanced transit transportation system.

No single mode will meet that need. Present-day traffic congestion, despite new miles of freeway and improved highway, demonstrates that the automobile by itself cannot do so. The prospect of ever-increasing leisure and diversity in people's activities suggests that mass transit alone cannot, either. A carefully designed mix is required.

We have the auto and a substantial network of facilities for its use. We do not have, except in outmoded and faltering form, the public transit system needed to complement it. The task of the Transportation Authority is to remedy this imbalance.

The initial steps toward that end are laid down in the legislation, first priority was given to an examination and evaluation of the bus companies now operating in the region, as a basis for their acquisition and consolidation into a unified and improved regional system.

This project, now virtually completed under a $120,000 Federal-State-Metropolitan Fund Grant, produced a recommendation that the Authority proceed to acquire eight carriers, including Detroit's DSIR, and a 10-year projection of capital and operating costs for a consolidated system.

The report states that farebox revenue will not be sufficient to support operations of an adequate bus transit network, and recommends that a substantial and continuing source of outside revenue be found.

Preliminary negotiations for acquisition have been opened with several of the carriers. We do not have, except in outmoded and faltering form, the public transit system needed to complement it. The task of the Transportation Authority is to remedy this imbalance.

At that point the need will arise for substantial funding to support the cost of actual design and engineering work on the system. These costs are well beyond the Authority's present financial capacity.

For these costs and for the cost of construction and operation of a transit system, a financing system must be developed. Present and prospective Federal mass transit programs provide a substantial amount of money for planning and construction (though not for operating subsidies).

But a significant state and/or local contribution is required to obtain this Federal assistance, generally on the order of one-third of total project cost.

A number of states, regions, and cities have availed themselves of Federal mass transit funding in large amounts by providing local matching shares. San Francisco, for example, a region with less than three-quarters the population of the Southeastern Michigan region, has received over $121 million in Federal Transit grants, as against a total of $12 million received here. Michigan and this region have hardly begun to utilize this source of assistance.

The pressures of urban and regional growth will shortly confront the state and the region with the necessity for major decisions about the future shape of public transportation in the region, which means, to a considerable extent, the shape of everything else in their future.

SEMCOG . . . A Symbol of Regional Cooperation

The Southeast Michigan Council of Governments, established January 1, 1968, is a voluntary association of local governmental jurisdictions working together to seek cooperative methods of economically and effectively resolving common regional problems. Many of the major environmental problems of today, and of the future, cannot be adequately dealt with by individual local government action; those problems must be handled on a truly regional basis, with the more than 300 governmental units in this region combining total resources to cope with regional challenges far beyond their individual capabilities.

Further, there are many opportunities for making maximum use of tax dollars, manpower, and facilities through a system of planned cooperation among the units of government in a region. SEMCOG is the association serving the Southeast Michigan region (which includes Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties). SEMCOG not only studies regional problems, but they offer recommendations and implementation methods of resolving a host of environmental problems within both public and private sectors.

There are five divisions within SEMCOG: Education, Membership Services, Social Services, Planning Services, and Public Safety.

The Education Division is set up to specifically render service to the member school districts within the region. Also, within this framework, the division has promoted communication and cooperation among area governmental units and educational boards. The Education Division is currently undertaking Action Programs in the areas of paraprofessional training, student involvement guidelines, education in drugs and drug abuse, early childhood education programs and technical education support and coordination (adult education, manpower programs, work-study programs, community college programs, vocational schools, etc.).

Membership Services: All the functions of SEMCOG are geared toward serving the needs of member jurisdictions. First, cooperative activities will be developed through which governments may realize certain economies. Specifically joint purchasing activities will be examined and refined; data
processing facilities will be conducted so as to identify additional areas where joint or cooperative activities are appropriate.

Second, mechanisms will be developed through which member governments may be regularly provided with technical and other information which may be advantageous to regional activities. Technical memoranda and reports will be prepared for member governments; regional planning and research findings and recommendations will be distributed; and such other work that will be necessary to keep member governments fully informed of critical regional problems and issues and their potential solutions.

Within the area of Social Services, work will focus on the development and refinement of a system of social indicators and social accounts for more effectively measuring the impact of public investments on the general well-being of the citizens of the region. Social indicators and social accounts will be developed to identify key social ills and the appropriate actions to eradicate those ills in the Detroit metropolitan area. This Division is also placing major emphasis on further developments of: Model Cities, Comprehensive Health, and Housing.

The Planning Division carries on a continuing process of research and reporting on the region's growth and development patterns, using key statistical materials regularly for use by local planning agencies. During the past year, many governmental agencies of the Region have been involved in undertaking new planning and construction projects. Applications for federal grants-in-aid to assist these projects in most cases, by Congressional Law, require review by the areawide planning agency, which is SEMCOG's Planning Division. They have devoted a significant amount of work and effort to local governmental agencies by providing review and comment in many project applications. In 1969, alone, they reviewed 115 local applications for federal planning and construction assistance.

The Planning Division has also been helpful to local governments in the areas of urban planning, open space and recreational land planning, public work projects, and many others.

The exhaustive TALUS study (Transportation and Land Use Study), a special project of SEMCOG's Planning Division, represents five years of extensive research and prepara-

ded as early as 1952 and a highway plan in 1958, the latter based on the pioneering 1953 Detroit Metropolitan Area Traffic Study. Region-wide refuse disposal, recreational areas, water and sewer, flood plains and other plans and studies followed.

The Detroit Regional Transportation and Land Use Study (TALUS) grew out of a long-time concern of the Regional Planning Commission and the recommendations of a Special Mayor's Committee on Transportation, commissioned in 1963 by Mayor Jerome P. Cavanagh. After nearly a year of study design work on the part of a widely representative technical study team, the project was officially begun in July 1965, with Irving J. Rubin as Director. The study was organized as a special project of the Regional Planning Commission, (now the Planning Division of the Southeast Michigan Council of Governments) as the contracting agency, with a separate staff and a directing Administrative Committee. TALUS owed its existence and success to public officials and community leaders throughout the region who recognized the urgent need for a viable comprehensive plan to guide public and private development for the target year of 1990.

Committee, TALUS owed its existence and success to public officials and community leaders throughout the region who recognized the urgent need for a viable comprehensive plan to guide public and private development for the target year of 1990.

The Thrust and The Trust of Regional Planning

by Paul M. Reid, Director, Planning Division Southeast Michigan Council of Governments

The idea and the need for regional planning in southeastern Michigan pre-dated the formation of the Detroit Metropolitan Area Regional Planning Commission in 1947. For two years, an organizing committee of public officials and concerned citizens had labored to establish a regional planning agency under state enabling legislation. Their earnest efforts came to fruition when Governor Kim Sigler appointed the area's first regional planning commission. A director and staff were recruited in 1948 and a regional planning program was launched.

Over the years, a number of significant functional plans for the area were developed toward the achievement of a comprehensive regional plan to guide and channel the anticipated urban growth. A regional land use plan was pro-
It was acutely recognized that haphazard urban sprawl plagued all the people and enterprises of the region. Intensive efforts to relieve the severity of our current problems and the planning of orderly growth for the years to come are essential to offset our folly of the past and to reap the harvest of constructive and regenerative forethought. The critical challenge is to enable future generations to enjoy a more satisfactory environment, to move about with greater ease and safety, to be free of crowded schools and parks, to breathe clean air and swim in clean water, and to be able to have a broader choice of both type and location of housing, with access to good schools and recreation facilities, to job opportunities, shopping areas, and cultural and entertainment centers.

A first and major task of TALUS was to gather, assemble and analyze information describing the fabric of life styles of Detroit region residents in order to isolate those elements pertinent to where and how people live, work, play, shop, use land and move about. Most important of such data-collection activities was "at home" interviews conducted in every 25th household, and covering a little over 100,000 families in the region. Another important element was an on-the-road interview survey that covered the drivers of 90,000 vehicles moving in the seven-county area. These data had double value in that they had as a comparison base the 1953 traffic study. Factual trends could thus be identified, measured and evaluated.

Various other kinds of important data were also assembled, mapped, and analyzed, covering water and sanitary sewer services, recreational facilities, manufacturing, commercial and other economic activity areas, residential land patterns and densities, fiscal resources, etc. TALUS, by basing its proposals on facts, has endeavored to combine reason with imaginative foresight in forging for consideration plans for the future for consideration by the governments and residents of the region. In producing a comprehensive 1990 plan for land use, transportation and major facilities, the project has evaluated alternative patterns of land use as well as alternative balanced transportation networks and programs. Each was assigned varying relative roles for the movement of people and goods to the private vehicle and to public transportation systems, including mass transit.

In August 1969, the preliminary 1990 comprehensive regional development plan was released for consideration. During the rest of the year, the TALUS staff presented this initial proposal to a number of groups and organizations throughout the region for their reactions, comments, and suggested modifications. The results of these meetings, along with intensive in-staff work and consultation with staffs of involved agencies in the region, are now being utilized to formulate the "final" 1990 comprehensive regional development plan. This step is anticipated to be accomplished by June 1970. As of January 1st, this continuing work has been undertaken by the Planning Division of the Southeast Michigan Council of Governments. It is expected that the Council will conduct a series of public hearings throughout the region before undertaking to adopt the plan.

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Make sure Detroit's fastest growing mechanical contractor quotes your next job, whether it be heating, plumbing, air conditioning or fire protection systems.
Scurlock Opens New Office

Charles W. Scurlock AIA, Architect, has opened an office for the practice of Architecture and Planning at 218 West Walnut Street, Kalamazoo. Scurlock, a ten year resident of Kalamazoo, has been for the last four years a partner in Noordhoek/Scurlock/AIA of Kalamazoo, and was, prior to that, a Project Architect for Louis C. Kingscott & Associates, Inc., also of Kalamazoo. He is a 1958 graduate of the College of Architecture and Design at the University of Michigan and has done graduate study in Architecture and Urban Design at the Massachusetts Institute of Technology. A member of the American Institute of Architects, he has been a member of the Michigan Society of Architects. Prior to coming to Kalamazoo, Scurlock was employed by architectural firms in Detroit and Boston. Licensed as an architect in Michigan since 1958, he also holds registration in New York and New Jersey. In 1967, he served on the Housing sub-committee of the Kalamazoo CHUDAC committee.

Summer Institute on Facility For The Arts Announced

The First Annual Summer Institute on Facilities for the Fine Arts and a concurrent Summer Festival of the Arts will be held August 3-7, 1970 at Calvin College in Grand Rapids according to an announcement by Dr. William Spoellhof, president of the college. The Institute and Arts Festival will be sponsored jointly by Calvin College and Bolt Beranek and Newman. BBN has been acoustical and theatre consultant for many educational and community facilities throughout the country.

Details of the program are not yet available, but leading national authorities in the fields of planning, funding and operating facilities for the visual and the performing arts will present lectures and workshop sessions. The summer festival of the arts will present laboratory versions of the performing arts, and special exhibits will be on display. The conference is planned for educators in art, music and drama, music and theatre directors, facility owners, architects, and managing directors of galleries, museums and fine arts facilities. The entire program will take place in Calvin College’s recently opened and air-conditioned Fine Arts Center on the new Knollcrest Campus.

Further information and registration materials may be secured by writing to Prof. Harold Geerdes, Calvin College Fine Arts Center, Grand Rapids, Michigan 49506.

Minority Scholarships Created at MSU

A Scholarship fund to encourage students from racial minority groups, particularly blacks, to major in urban planning has been created at Michigan State University.

"Urban planning is an area of marvelous opportunity for the black undergraduate," said Prof. Myles G. Boylan, Director of the MSU School of Urban Planning and Landscape Architecture, in announcing the new scholarship program.

The $3,000 annual fund, donated by a Southfield city planning firm, will be allocated to four students, preferably juniors and seniors, each year.

All recipients will be encouraged to get on-the-job experience in their chosen career by working during summer vacations at Vilican-Leman & Associates, Inc., the donor firm, Prof. Boylan said.

The scholarship awards will be made in the amount of $750 per year, the equivalent of tuition, fees and books for a state resident.

According to Prof. Boylan, "these awards will help make it possible to supply highly-trained professionals of minority races to work on one of the most critical problems now facing our cities — urban renewal."

Applications from interested students should be sent directly to the School of Urban Planning and Landscape Architecture at MSU.

MJJK Announce New Associates

Manson-Jackson & Kane, Inc., Architects in Lansing, announce the appointment of George H. Richards and Bruce Chadwick Walter II, AIA, as associates with the firm.

Richards received his Bachelor of Science from Western Michigan University, his M.A. from Michigan State University, and is completing work on his Ed.D. at Michigan State University. Richards was principal for one year and Superintendent of Schools at Okemos for 16 years. He is a member of the Michigan Association of School Administrators, American Association of School Administrators, Michigan Association of Supervision Curriculum Development, Association of Supervision Curriculum Development, Phi Delta Kappa.

Walter received his Bachelor of Science at Michigan State University and his Bachelor of Architecture at the University of Michigan. He received his Architectural Registration in the state of Michigan in 1967 and joined the firm in 1968. Walter is a member of the East Lansing Rotary, Lansing Torch Club, Model Cities Transportation Task Force.

Pierce, Wolf, Yee Appoint New Associates

The senior partners of Pierce, Wolf, Yee & Associates, Engineers and Architects announce the appointment of Keith S. Bauman, AIA and Arman Kitapci, P.E. as Associates of the firm; Fred Hildebrandt, P.E. has been appointed Operations Manager. Bauman and Kitapci have been with the firm since 1967 and hold the positions of Project Architect and Assistant Chief Structural Engineer, respectively. Hildebrandt brings a wealth of experience in engineering and architectural coordination and construction management to the firm. Prior to joining PWY he was Vice President-Operations of Harley, Ellington & Associates, Inc.

Great Lakes Fabricators Elects New Officers

At the Annual Meeting of the Great Lakes Fabricators and Erectors Association held at Northland Inn, the following officers and directors were elected for the fiscal year beginning May 1, 1970: President — A. E. Wetter, 1st Vice-President—John H. Busch, 2nd Vice-President — Mich-
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two major laboratory buildings and a cafeteria for the National Institutes of Health. The award was received by James R. Livingston, AIA, vice president of SHIG.

The project embraces two laboratory buildings, one a six-story 248,000 square foot building for the National Cancer Institute which will serve as a support facility to cancer research in universities and laboratories throughout the world and a five-story 217,000 square foot building for research for the National Institute of Mental Health and the National Institute of Neurological Diseases and Stroke. The cafeteria is a one-story building attached to the others by tunnels.

The buildings are all designed to provide for horizontal expansion to meet future increase of required areas. Primarily they are constructed of precast exposed aggregate concrete with tinted insulated glass.

In executing the project the greatest challenge presented to the architect was the successful combining of the rigorous functional requirements of laboratory building with effective esthetics.

O'dell, Hewlett, Luckenchach to Design Ortonville School

O'dell, Hewlett and Luckenchach Inc., have been named to design a new senior high school for the Brandon School District in Ortonville.

The firm will also design an addition to the Belle Ann Elementary School in Ortonville, according to action taken in December by the school district.

Both school projects will be financed by a $3 million bond issue approved by voters in a special election last December.

International Night at C.S.I.

The fourth "International Night" will come into being on March 10 at the Engineering Society of Detroit building when members from Toronto, London and Windsor, Ontario meet with the Detroit Chapter, Construction Specifications Institute to break bread.

Following cocktails at 6:00 P.M. and dinner at 7:00, the group will reassemble to hear a combined talk by J. Anthony Vilar and David S. Wexler from the Chicago Publication, "Building Construction". They have recently returned from an extended tour of Great Britain, France, Germany, Sweden, and parts of Russia.

Subject matter is "European Building Systems" and subject matter will cover current trends in these countries as compared to techniques now used in the U.S. and Canadian construction.

Subject matter is "European Building Systems" and subject matter will cover current trends in these countries as compared to techniques now used in the U.S. and Canadian construction.
Among the dignitaries from Canada will be the President of Specifications Writers of Canada, William Cluff and National Director Lloyd Boddy of Toronto; President of the London Chapter, Charles H. Gillin and Matt Klepac, President of the Windsor group. Robert DeVriese heads the Detroit Chapter. Architects, Specification Writers and others in construction may attend by calling George Sommers at 563-3000 for reservations.

Distributors Form Organization

A new organization to be known as the "Michigan Chapter of NAAD" (National Association of Distributors & Dealers of Structural Clay Products) was recently formed by several local and out-state brick dealers. The purpose of this chapter will be to create and develop goodwill in every way possible for the structural clay products industry and to encourage a wider use of structural clay products. Officers are as follows: President, George Krueger of the Lincoln Brick Co., Grand Rapids; Vice President, John Bradyke of Colonial Brick Co.; Secretary, Jack E. Morrison of Colonial Brick Co.; Treasurer, William Graf of Robie Brick & Supply Co., Ann Arbor, Michigan.

Stock School Plan Bill Introduced in the House

On January 28, the House Committee on Education introduced the following bill in Lansing:


Section 1. Act No. 269 of the Public Acts of 1955, as amended, being sections 310.1 to 310.984 of the Compiled Laws of 1918, is amended by adding section 273 to read as follows: Sec. 273 (1) (The Superintendent of public instruction shall prepare standard plans for the construction of all school buildings hereafter constructed in this state. The plans shall be complete working plans and shall specify the architectural design of the building, structural specifications, interior furnishings, fixtures, plumbing, electrical wiring, heating, ventilation and roofing.) (2) (Standard plans and specifications shall include plans for prefabricated construction, both fixed and portable. "Portable" means structures capable of being disassembled and transported from a location or site for reassembly and use at another location or site.) (3) (The superintendent of public instruction shall furnish to an educational district, according to its need, sets of plans upon request and at cost.)

In response to this, MSA President Bill Lyman, sent the following letter to members of the House Committee on Education and the Senate Committee on Education:

We have received a copy of House Bill No. 4007 which would authorize the Superintendent of Public Instruction to prepare and furnish at cost upon request by any school district standard plans and specifications for school buildings.

In one newspaper report on the proposed bill, it was noted that the "strongest opposition to the bill is expected to come from architects." The strongest opposition may well come from architects but not for the reason that might be expected.

The stock-plan idea for school buildings has been around for a long time. Many states have tried stock plans and practically all have abandoned them. To my knowledge, only one state, New York, still offers stock plans. To date, only two buildings have been built from these plans, prepared at a cost of several millions of dollars.

Enclosed is a sizable assortment of literature relating to the stock-plan idea. I hope you will study it thoroughly.

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If all of it were to be summarized a few paragraphs, it would go something like this: The substantial savings in architects' fees claimed by its sponsors have seldom been realized in practice. The cost, in architects' fees, adapting stock plans to specific locations and conditions has approached the cost of a regular fee. Stock plans have not always resulted in lower construction costs. In many instances costs have been higher, particularly where the stock plan was several years old. Stock plans have tended to make for less competitive bidding.

The use of stock plans would discourage the continuing search for more economical school construction which, since World War II, has been jointly carried on by school administrators and architects. It should be pointed out that school construction costs have been at a considerably less rapid rate than most other types of construction. The stock-plan idea assumes that educational philosophy and techniques remain static. We know this is not the case. Educational programs and methods are changing as rapidly as construction techniques. Stock plans would not permit many of these changes to take place. As one disillusioned California state official put it, "A stock plan is a stock plan only once." Where they have been used, stock plans have provided solutions to hypothetical problems which, in fact, did not actually exist anywhere. Each community has its own "input factors" which should determine the physical characteristics of the schools it builds: educational program, site configuration and size, and budget. Stock plans don't end themselves to these variables except at prohibitive, self-defeating costs.

On behalf of the architectural profession in Michigan, I urge you to give thoughtful consideration to the effects of the proposed legislation. We do not believe it to be in the interest of good education, good architecture or good economics. All the evidence of the past twenty-five years would indicate just the opposite.

A similar letter was sent to officers of following state organizations urging the support of their organizations in opposition to the proposed bill. Your comments and questions are invited; we urge you to write or call your Senators and Representatives to inform them of the position of the profession on the subject of stock plans for schools.

Ellis/Naeyaert Expands

A company reorganization, to meet the needs of expanding business, has been announced by Ellis/Naeyaert Associates, Inc.

Operating structure of the company has been separated into two divisions: The Architectural Division, headed by Philip A. Nicholas, AIA, vice president and Director; and the Industrial Division headed by J. Edward Genheimer, vice president and Director. G. Edward Travaskis, vice-president, will work in conjunction with the two divisions in the new post of Director of Production Control.

In addition, Ellis/Naeyaert has named 14 key employees as associates in the company, their diverse backgrounds extending the range of in-house specialties. According to President Roger Naeyaert, this move will broaden the management level, allowing clients to work directly with a company principal on their projects.

The reorganization follows the long-range expansion plans of the firm's original seven associates. It will help meet the needs created by the company's quick growth, which brought Ellis/Naeyaert into Michigan's top ten architectural-engineering concerns last year, just five years after its founding. For 1970, the company forecasts billing of $2,500,000, a 20% increase over last year.

Nicholas, Director of the Architectural Division, has been with the firm since its founding. In his new post he will be responsible for commercial and institutional work, such as schools, hospitals, office buildings and utilities. He is a member of the AIA and the Michigan Society of Planning Officials.

Genheimer, Director of the new Industrial Division, came to E/N last year from Giffels and Rosetti where he was vice-president. His division is responsible for plant design construction and modernization, manufacturing systems and facilities, and industrial administrative analysis. He is a member of the American Society of Military Engineers and the Newcomen Society of North America.

The list of new associates at Ellis/Naeyaert includes James Beebe, Manager, Design Department; James Battey, Project Manager; Richard Leichter, Assistant Manager, Architectural Department; Edward Golota, Manager, Electrical Department; Edward Adamie, Manager, Contract Administration; Bruce Reno, Project Manager; and Douglas Adams, Manager, Architectural Coordination.

Other new associates are George Baylerian, Manager, Architectural Department; William Methner, Manager, Civilian Department; William Krell, Manager, Structural Department; Robert Comstock, Manager, Mechanical Department; A Robert Bliven, AIA, Project Manager; Alan Ameel, Project Manager; and Fabio Trindale, Manager, Industrial Department.
Flint Firm Reorganized

Gilford E. Gibbs, A.I.A., announces the reorganization of his architectural practice. James Saule, A.I.A., has been named as a principal in the firm and the name of the organization has been changed to Gibbs, Saule & Associates, Architects, with offices at 7922 Porter Road, Grand Blanc, Michigan 48439.

Saule attended the Universities of Arkansas and Illinois, and received his Bachelor of Architecture Degree in 1960. He has had varied experience in educational, commercial, residential and governmental projects in Illinois and Michigan.

The firm, which began in 1956, is currently involved in college, educational, religious, commercial, residential and industrial building projects, and has received eight national and local citations for building design.

Letters

Dear Ann:

I have enjoyed receiving your Journal at my office, 1650 West Market Street, Akron, Ohio, 44313, for the last two years. I have my Honorary Membership Certificate proudly displayed behind my desk right under the one received with my Fellowship, BUT — on Page 10 of the Roster Issue, you list me on Portage Path.

Anyway, the best to you and your new officers, and may it be a most successful decade for you all up north.

Sincerely,
Joseph Tuchman, FAIA

Michigan Water Resources
Commission Steven T. Mason
Building, Lansing, Michigan

Gentlemen:

On behalf of the Saginaw Valley Chapter of the American Institute of Architects we would like to lend our support to the City of Saginaw and affected townships within the county relative to classification of the Tittabawassee River. This Chapter feels most strongly that the Tittabawassee River is and should be one of the greatest natural assets that this area now has and can develop more fully in the future. All architects in the Institute on a national and state level as well as locally are most concerned with the preservation and improvement of natural resources such as the Tittabawassee River. We therefore urge that you immediately take steps in this direction and assist this movement by properly reclassifying the Tittabawassee River.

Very truly yours,
James A. Spence, Jr.
President, Saginaw Valley Chapter AIA

Editor's Note:

Congratulations on your sense of P.R. (Public Responsibility)

Mr. Wiliam Lyman,

Your letter to the membership dated January 13, 1970, regarding the 1970 MSA Convention has just come to my attention.

I hasten to correct the first sentence in the second paragraph which reads, "This will be the first MSA Convention to be held in Grand Rapids." At the conclusion of my term as president, the Society Convention was held in Grand Rapids, (I believe the year was 1940).

If I recall correctly, the convention was headquartered at the Pantlind Hotel, and Bronson Gamber was elected to succeed me as president at that meeting. The National Convention of Lady Bowlers was held in Grand Rapids at the same time, and those in attendance will always remember the noises made by bowling balls being rolled the full length of the hotel corridor at all hours of the night and banging into somebody's door at the end.

A gay time was had by all.

Sincerely,
Kenneth C. Black, AIA

Editor's Note:

Is that when the Architectural Bowling Leagues were formed?

Obituaries

Bernard J. Levin

Bernard J. Levin, P.E. died February 8, 1970, after a prolonged illness. He was a graduate of Wayne State University with a B.S. in Mechanical Engineering and was registered as a Professional in the State of Michigan.

He had been a partner at Holforty Widrich O’Neill — Levin, 1964 to 1966, a Senior partner of Levin, Pierce & Wolf, Consulting Engineers, 1958 to 1964, Chief Mechanical Engineer for C. L. Toonder & Associates, 1956 to 1958, and also held positions as Mechanical Engineer with Yamasaki, Leinweber and Assoc., Architects and O’Dell, Hewlett & Luckenbach Architects.

He was a member of the American Society of Heating, Refrigeration and Air Conditioning Engineers, American Society of Mechanical Engineers, National Society of Professional Engineers and Associate Member of the District Heating Association and the Detroit Chapter of American Institute of Architects.

Mr. Levin was born May 10, 1913. He is survived by his wife Bernice and four daughters Linda, Ellen, Diane and Susan and his parents Mr. and Mrs. Abe Levin.

John MacKenzie

John MacKenzie founder of the firm MacKenzie, Knuth & Klein Architects, Inc. died January 3 in Flint. He was 88 years old.

A native of Muir-Of-Ord, Ross-shire, Scotland, he received his architectural training in Inverness.

He came to America in 1906 and worked in New York City as an architect. He later was a map maker for the Western Pacific Railroad and worked in the engineering department of the Denver and Rio Grande Railroad in Denver. MacKenzie also worked architectural offices in Portland, Ore., and Vancouver, B.C. He came to Flint in 1919 and started his firm the same year.

He was a member of First Presbyterian Church and a member emeritus of the Flint Area Chapter, AIA, and the MSA. He served as an officer and director of the Flint Area Chapter of the AIA.

Classified

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Architectural firm has opening for Architectural Secretary. Applicant must be over 21 years of age and must be familiar with bidding procedures, contracts, change orders, payment applications, specification, etc. Typing ability required.

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Send resume to Box No. 101, 28 West Adams, Detroit 48226.

CORRECTION

Dean Reginald Malcolmson, AIA, Detroit Chapter Corporate member was not listed in the January issue of the Bulletin.

Detroit Chapter Corporate member Frederick J. Bidigare’s name was incorrectly spelled in the January Roster issue.
Clouds of smog hover over our cities. Cities once crowned by canopies of stars. Grime on our windowsills and soot in our eyes no longer surprise us. And we bring tiny babies out of sterile hospitals into an atmosphere so polluted, plants choke on it in a matter of weeks.

America, the beautiful. Our America. The crisis isn’t in our cities; the crisis is in our hearts. With a change of heart, we can change the picture. American Institute of Architects
Michigan Builds...

The Monthly Bulletin is pleased to begin a new continuing feature, Michigan Builds.

New Projects pictured on the following pages have been supplied to us over a period of several months and are only a few of the many new projects now under construction.

Your contributions to this continuing feature are encouraged.

Clausen Building North
Robert H. Isler, AIA

Payton and Richard
Medical Clinic
Straub, Fan Dine and Brown, Architects

Pineview School
James K. Hasmian
Associates

Mt. Hope Lutheran
Church
Jack Weston Yops, AIA
CALENDAR

March 17  WALD – 10:30 A.M. Detroit Institute of Art Tour Rembrandt
           11:30 A.M. Luncheon meeting – The Armory.
April 21   WALD – Bus Trip to Romeo, Michigan
           Aleen Anvil – weaving display.
May 22    WALD – Willistead Art Museum – Windsor, Ontario, Tour and Luncheon
June 21-25 National AIA Convention
           Boston, Mass.

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