

Season's Greetings OCULUS

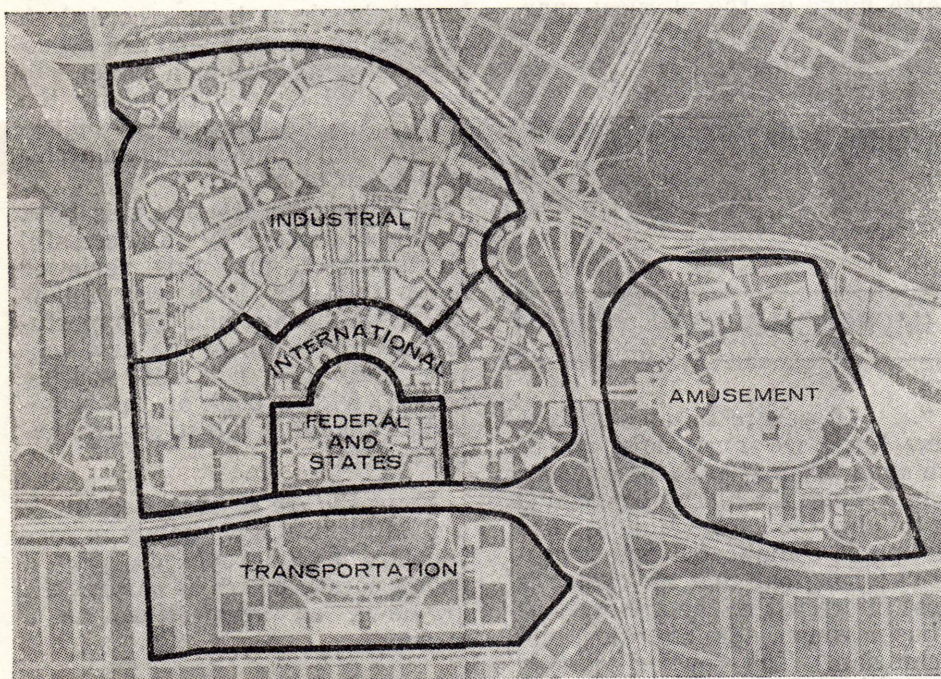
NEW YORK CHAPTER AMERICAN INSTITUTE OF ARCHITECTS



DECEMBER 1960

WHAT KIND OF NEW YORK WORLD'S FAIR?

Part II



AREA PLAN OF 1964-1965 FAIR

by P. WHITNEY WEBB

In 1964, the second New York World's Fair will open its doors to an estimated 70 million visitors from all parts of the world. These visitors will come to see exciting new architecture, to learn of technological progress in transportation, communications and industry, to sample the culture of many nations—and to be delighted and amused. Much of the success of the Fair will depend upon the abilities of architects to express in exciting innovations of progress the search for permanent peace.

The site for the Fair consists of some 650 acres in Flushing Meadows Park. The basic concept will take advantage of existing utilities and traffic patterns laid down for the 1939 Fair. Five major areas have been clearly defined for Industry, for international exhibits for Federal and State Governments, for Transportation, and for Amusements (see cut). Within these areas exhibit space has been divided into individual lots not exceeding 50,000 sq. ft. In the Transportation section, larger plots are permitted because of the nature of the exhibits; both Ford and General Motors, for example, have each requested 7 acres.

It has been estimated that \$500 million will be spent by individual exhibitors in the construction and operations of their pavilions. How does an architect go about getting a commission? On this point the Fair Corporation, headed by Robert Moses, is very explicit: com-

missions are to be obtained solely through exhibitors, not through the Fair itself. It is, of course, advantageous for each exhibitor to retain an architect before leasing any space so that the architect can

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LECTURE ON ACOUSTICS

On November 15 Mr. Robert B. Newman of Bolt, Beranek and Newman, acoustical consultants, brought his audience up-to-date in the field of architectural acoustics by his informative talk "Acoustics Today." Reiterating the oft-forgotten adage, "buildings are for people," Mr. Newman reported briefly on the "boners" that architects are still committing through ignorance or neglect of the rudimentary principles of barrier mass and impervious seal around spaces to be isolated.

Warning the architects not to expect any miracles, he decried the ballyhoo approach to such wall coverings as Curan, as well as ultra-sonic screens. Even the flexible partitions dreamed of for the ideal school building leave much to be desired as sound barriers and come at considerable premium.

The fallacy of using average coefficient wall ratings, which do not adequately reflect reduced performance at certain frequencies, was illustrated in discussing the effect of stiffness as opposed to resilience or "floppiness" in partitions material.

Advanced research in the field of auditorium acoustics has revealed the need for re-assessment of the absorptive ratings of the audience, since space between individuals, which varies with the number of occupants, materially effects their absorptive coefficient.

While direct sound transmission is always preferable, this may be inadequate and electronic amplification must then be resorted to. The amplifying system developed for the tent of the Cambridge Drama Festival employs a multitude of small speakers in a battery to achieve a flat directed beam of sound controlled from a prominently exposed console and timed to reach the listener a fraction of a second after the direct sound wave to achieve the illusion of naturalism.

OCULUS

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NEW YORK CHAPTER

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WHAT IS A CITY?

When the opportunity presents itself to provide through national exposure on a T-V program greater understanding on the problems of our cities, it would be assumed that the network would provide a clear and meaningful message. When, for example, the only definition of a city is "a place where automobiles get into traffic jams," the network is doing half its job and missing its chance to develop a well informed audience. As true as the statement may be, it only tends to do what the traffic jams do—keeps us stuck in the same place and mentally prevents our moving forward.

Starting off with the above definition a recent T-V presentation entitled "Big City—Tomorrow," last November 21, a documentation on Brasilia and Philadelphia, had little to do with the various elements which make up a city, and didn't even approach the way in which Brasilia or Philadelphia have proceeded to solve the problem of automobile traffic within a city.

To leave the audience with the impression that the new Capital of Brasil is filled with dust storms, old fashioned water faucets, dirty-faced children playing on construction sites and stealing goodies in the supermarket is a distortion which emphasizes a temporary construction situation and bypasses an opportunity to intelligently describe the purpose and meaning of Brasilia.

In the thousands of feet of film shot on location, little of the scale

of the city, the traffic pattern or the planning concept was defined. The fact that Brasilia was built for certain very special purposes, as both the capital and the door opener to the country's rich interior, was not stated clearly.

Philadelphia, in contrast, is an old city which was rapidly decaying until an energetic and dedicated planning commission took hold, and rescued it by a massive redevelopment program of the communities, central business district, and a well functioning traffic pattern. The emphasis again was on so-called "human interest," and played down were the elements which make up the physical characteristics of the "city."

By providing a "show" instead of a true documentation the network lost a great educational opportunity.

P. J. G.

IMPROVING NEW YORK

"... If we are to do justice to New York, we must make use of the most talented architects rather than a handful who can be counted on to 'play the game.' Building has become so complicated and expenditures so great that an owner is most interested in the architect as a businessman, administrator, and technician. The owner *merely* hopes his architect is also an artist. The architects have contributed to this sad state of affairs by apologizing for any visual and spatial concerns, and calling themselves everything except artists. The architect has lost status and often is not given sufficient time for study of a proposed project. Once the owner has decided to build he is anxious to have the highest income from the new building and to minimize the total lack of return during the demolition and construction period. This haste is reflected in the quality of the architect's work, for he no longer feels that he is 'building for the ages.'"

"The public has shown that it appreciates that which is really good, such as Rockefeller Plaza, Seagram, Lever House, and the Manufacturers Trust. One remembers that Venice was created by a great commercially minded society, but beauty was important to them. A society gets only that which it demands."

Paul Rudolph in "The Changing Face of New York"

BOOK REVIEW

Your Future in Architecture by Richard Roth, AIA (Richard Rosen Press—159 pgs., \$2.95).

A gap has been filled with the publication of this reference-text by Richard Roth (our active and distinguished chapter member). Very little in the way of a handy guide has been available until now. The book is intended to provide high school and college students with an understanding of what the profession of architecture encompasses. Mr. Roth's experience and knowledge have been recorded so that young persons who are thinking of architecture as a career will be assisted by understanding the sort of responsibilities, job opportunities and qualifications an architect needs to meet.

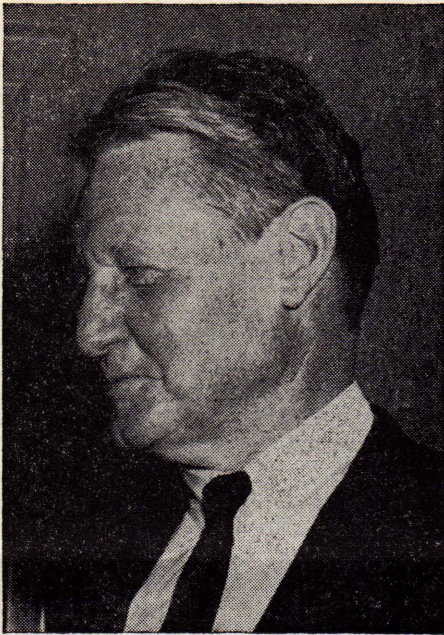
It is appropriate that this book has been written by so successful an architect, and this reviewer hopes that Mr. Roth may follow up (after he has had an opportunity to rest up after his first venture into the field of writing books), with a book on the architect's expanding role in an expanding society.

Your Future in Architecture is a good book to have handy in case you are asked some day, by a young person where he can get the low-down on architecture as a career.

The Solomon R. Guggenheim Museum—Architect: Frank Lloyd Wright. (Horizon Press, Inc., \$1.95, clothbound \$3.95). *Timed with the first anniversary of the opening of the Guggenheim Museum.*

Architecture should be judged and appreciated by walking through it in order to experience the intentions of the architect, just as it is in music, where one should listen to a piece in order to appreciate the emotional impact the composer intended. Usually, when a book is written about a building, it fails because of its two dimensional limitations. However, this book will come as close to giving the effect which is experienced, to those who are unable to see it in person. The photographs have been taken with understanding and appreciation and make the introduction of the architect and his extensive statements on his concepts, quite secondary to the result which he so ably created.

PURVES RESIGNS



EDMUND R. PURVES

Scheick to Succeed Purves as AIA Director

As his many friends in New York know by now, **Edmund Randolph Purves**, FAIA, has resigned after 11 years as Executive Director of the AIA, to be succeeded by **William H. Scheick**, AIA, currently vice president of Timber Engineering Co. and former Executive Director of the Building Research Institute. Scheick, a Carnegie Tech and University of Illinois graduate and a LeBrun Scholar of 1932, taught architecture at Oklahoma A & M and Illinois, and has practiced residential architecture and served as a consultant to Parents' Magazine. Purves has agreed to continue during 1961 as AIA Consulting Director, advising on staff matters, touring AIA regions to strengthen communications between the Octagon and the field, and representing the Institute abroad in international professional conferences. The New York Chapter joins in expressing its gratitude and continuing best wishes to both men.

GRUZEN HEADS DRIVE

Chapter member **B. Sumner Gruzen**, FAIA, has been named co-chairman of the New York Muscular Dystrophy drive to help enlist the support of members of the architectural and engineering professions in the fight against this crippling, fatal disease, which annually counts thousands of children among its victims.

GUEST COLUMN

EDITOR'S NOTE: *Each month we shall endeavor to print a guest column prepared by one of our members. It is intended that this page be used as a forum in which views and ideas on timely matters may be exposed. This month we have invited Victor Gruen to prepare a review of the recent symposium on Urban Design, sponsored by the Architectural League on December 8, 1960.*

THE NEW ART OF URBAN DESIGN ARE WE EQUIPPED?

by VICTOR GRUEN

The theme: **THE NEW ART OF URBAN DESIGN — ARE WE EQUIPPED?** was touched upon by the speakers in the beginning, but as soon as Catherine Bauer Wurster, Ernest van den Haag, Jose Luis Sert, and Louis I. Kahn had to start wrestling with the realities of our times, the discussion turned to the one problem which at this time influences all thinking concerning Urbia: the problem of the inundation by automobiles.

Mr. Kahn proposed making the automobile the hero of the piece. He started with the correct assumption, that the rivers of traffic which stream toward the town center should have harbors or docks at their termination. They should be allowed to come in, but not through.

From this correct thought process, he arrived at the conclusion that these harbor installations should give a new possibility to architectural expression in the form of round towers which would surround the city center like fortifications that once surrounded the medieval city. He felt that by dramatizing these structures a new kind of architectural expression would be evolved.

The trouble with his thinking, I believe, is that Mr. Kahn wishes to dramatize something which should be underplayed. Transportation is a public utility, just as sewerage and water supply are. Utilities are backstage functions necessary for sanitation, hygiene or mobility, but backstage functions should be seen, heard or smelled as little as possible. The important architectural expressions of a civilization which deserve the name, and which are entitled to monumental treatment, are those which have to do with the highest cultural and spiritual activities of the times: namely, buildings serving the government, the spirit, education, and the arts. To make the watertower or the sewage plant or the garage the monument of a city would be to manifest that in a nation's culture the water closet is more important than the book.

Mr. Ernest van den Haag was placed in a position where he had to defend his belief in discouraging the use of the automobile from criticism that his view was reactionary, sentimental and an effort to turn back the wheels of history. He stated, finally, that after considering the plans for the future, he feels obliged to prefer the past.

Mr. Van den Haag is on the right track, and it is unjust to accuse him of being reactionary; he should never have been trapped into defending his position against this premise. What he proposes is actually a logical historical development and he is really the true progressive. The history of urban development shows clearly the trend of separating utilitarian features from humanitarian ones by means of putting them either vertically on different levels or horizontally into separated areas. Separation has been a concept of civilization from earliest times. Originally, the peasant and his family shared their home with their animals; eventually they moved the pigs and cows out of the living room. During the era of primitive urban development, sewers and water and drainage and railroads moved on the surface, intermingling with the humanitarian expressions of life. Progressive urban development has always expressed itself in increased separation. Sewers and water lines, electric conduits and telephone lines, and, finally, railroads were effectually separated from human functions either by being put underground or into strictly delineated outlying areas, as in the case of railroad marshalling yards and airports.

An increasing and more effective separation of automobile traffic from human functions of life is only a logical progression of urban development. Just as sewers were put underground once the stench became unbearable and the dangers to life, limb, health became serious

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TRAVEL IMPRESSIONS OF LEBRUN FELLOW

Travel with us as we record some impressions of Lebrun Fellow Hugh Brown on his recent trek through Europe. A visit to Corbusier's Villa Savoia found it converted into a clubhouse for young people, though its condition was not good. "I could still be happy with the space movements inside and up and the still new living pattern. The Chapel at Ronchamp was for me an experience unequaled. It is a thing of life, alive, which has been done justice by no photograph that I have seen. I arrived on the hill where the evening lighting added more splendor to the gracefully sculptured shape. I watched the sun rise on it the next day and saw it in a cold spring rain. Every angle holds a surprise for the viewer. The plasticity of the form creates a space as beautiful as the form itself." Hugh found Milan the most modern and rapidly expanding city he visited in Europe. "This is especially true in the vicinity of the central station. This area holds the magnificent Pirelli, a beautiful solitary shape in the sky." A day on the Greek Island of Mykonos, called the "Island of Corbu" by some, is remembered as "a small village of white, low buildings, tiny streets and sculptured shapes that could easily have been a background for Ronchamp. The feeling was that of walking in a large sculpture, every corner held a surprise." Apparently, it still seems to be raining every day in Germany and Hugh found German architecture to be generally massive and faced with heavy materials: "Masses and shapes are severe and geometric. Openings are arranged in geometric patterns. I discern influence from the U. S. or a controlling machine economy in the use of metal curtain walls or masonry imitations. The most pleasant commercial buildings are tall slab forms, usually with an open or glass enclosed stair attached."

AIA-PAN-AM CONVENTION

The American Institute of Architects has invited the Pan American Federation to hold its 11th congress in Washington, D. C., in 1965, in conjunction with the AIA's own annual convention. AIA President **Philip Will, Jr.**, personally delivered the invitation to the Pan American Congress meeting in October in Buenos Aires, and it was enthusiastically received by more than 900 architects attending from 13 Latin American countries.

JAPANESE PLANNERS VISIT

Within recent weeks the office of **Kelly & Gruzen** played host to a 12-man urban renewal team of Japanese planners and public officials touring the U. S. under the auspices of the International Cooperation Administration and the HHFA Office of International Housing. Chapter member **George Shimamoto**, an associate member of the firm, was invited to repay the visit by serving as a special American adviser to a series of conferences sponsored by the Architectural Institute of Japan, and to inspect housing developments and urban renewal programs being started in that country. George has already left on his six-week tour, which will also involve arrangements to import materials and components for a 275-acre motel, restaurant, and tourist showplace being designed by Kelly & Gruzen for a site in Cortland, N. Y., on Route 129 between Croton Dam and the Taconic Parkway.

CHRISTMAS POSTSCRIPT

Apparently what used to be a friendly exchange of greetings or, at the most, a trifling novelty or souvenir from Contractors at Christmas time, has become so inflated a custom that gifts of substantial value seem to be the rule rather than the exception.

Because of the increase in this custom in recent years, the Executive Committee proposes to all Chapter Members that when the problem of Christmas gifts comes up, that the donor be advised that his gift could be sent in the form of a contribution to the New York Chapter Scholarship Fund. Credit, if desired, can be given to the donor and to the would-be recipient.

N. Y. STATE ARCHITECTS ELECTIONS

At its recent convention in Lake Placid, attended by some 500 members and guests, the 2,200-member New York State Association of Architects re-elected **John W. Briggs** of Rochester as President, **Frederick H. Voss** of Westchester as first Vice-President, **S. Elmer Chambers** of Syracuse as Second Vice-President, **Simeon Heller** of Queens as Third Vice-President, **Martyn N. Weston** of Brooklyn as Treasurer, and **F. Allen Macomber** of Rochester as Secretary. The convention also commended State Commissioner of Housing **James W. Gaynor** for the development of a state-wide urban planning program, asked for a tightening of state education laws in architecture and state examinations in urban planning, deplored the use of stock plans for schools as approved by the last session of the legislature, and referred to committee a proposal to solicit federal and state aid for radioactive fallout protection and bomb shelters in future schools erected in the state.

FOR RENT

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C O M I N G E V E N T S

JANUARY 23, 1961, Monday, 12:30 p.m., Gallery A
Nominating Luncheon
Guest Speaker: Trevor W. Rogers, Regional
Director New York State

JANUARY 24, 1961, Tuesday, 5:15 p.m., Gallery A
Technical Committee Lecture
Guest Speaker: Julian E. Garnsey
Topic: Color for Modern Architecture

FEBRUARY 10, 1961, Friday, 7:00 p.m.
94th Anniversary Dinner Dance
The Metropolitan Museum

GUEST COLUMN (Continued from Page 3)



ARE WE EQUIPPED?

enough to worry the community, so the time has now arrived when the identical threats exist in ever-increasing degree in relation to automobile traffic.

Mr. Van den Haag proposed that we should tax the automobile industry out of business and, thus, eliminate the problem. He was attacked as being unrealistic by other members of the panel who noted that we live in the Automobile Age, when everybody loves the automobile, and that it cannot be expected that an instrument which allows the individual such mobility will ever be given up. Here the discussion switched far away from logic and became, as is so often the case in public meetings, a display of rhetorical fireworks. A number of thoughts occurred which would put the expressions of vocal pyrotechnics into the framework of our times:

1. It is unreasonable to expect that after the failure of Prohibition to stop consumption of alcohol, prohibition in the automotive field would be more salutary. (We would then get bootleg automobile factories in Windsor, Canada, right across the river from Detroit.) What we can, however, avoid is the unreasonable, high-pressure promoting of more and more automobiles as it occurs today on every governmental level. If the federal government were to promote marijuana with the same energy and with the same amount of public expenditure, we would today be a nation of dope addicts instead of car addicts.

2. We certainly don't want to be robbed of the possibility for private mobility, which the automobile has given us. But we wouldn't mind it at all if we could be relieved of the means of private immobility which the automobile represents in those areas in which it moves more slowly than one can walk.

3. The automobile industry has further succeeded, by its relentless and formidable advertising and publicity efforts directed towards selling more and more cars, in making the automobile much more than a means of private mobility. The automobile has become a status symbol, an outlet for neurotic feelings of inadequacy in other walks of life, and a portable financial statement. I listened once to a discussion of two Pasadena millionaires who worked in the Los Angeles downtown stock market and who both agreed that they would save time, money and nerve strain if they would use the bus from Pasadena to Los Angeles downtown. However, Millionaire A said to Millionaire B; "I can't afford to use the bus as long as you drive your fancy Cadillac downtown. Otherwise, my credit would suffer."

Thus, summarizing, one could state:

1. The problem of automobile traffic is today overwhelmingly important in all our considerations concerning urban planning.

2. The solution of the problem lies not in prohibiting the automobile from being used where it rep-

resents a useful tool for private mobility, but in excluding it from those areas and those levels of human activities where it no longer fulfills its purpose, where it achieves immobility and creates a nuisance. The aim is not elimination but separation. The planning tools for this separation are in our hands and have in fact been used effectively in relation to many urban elements, as in the regional shopping center, the creation of downtown pedestrian areas, etc.

3. A balance has to be struck in order to correct the situation which prevails today where one type of transportation, namely, public mass transportation, is being discriminated against while another which is basically less efficient and effective is being showered with public subsidies.

4. A more effective separation of the utility called traffic and transportation is not a measure which is reactionary but quite the opposite; it is a logical continuation of the increasing importance which has been given in all ages to the creation of order by relegating backstage functions to the areas where they belong: namely, backstage.

NEWS OF CONSTRUCTION TECHNIQUES

For many of our readers wishing to keep up with new and current construction techniques, the monthly publication entitled "BUILDING CONSTRUCTION" should be of particular interest. Under a new circulation policy, this magazine is being distributed to all registered architects without charge.

BC deals with practical building problems, case studies, describes and illustrates how new products, methods, and techniques are being employed not only to solve the problems, but also to affect certain savings. For example, among the many articles in the current November issue, there is one describing an economical flat roof expansion joint detail using polyethylene foam and elastic flashing material (Saralory 600). Another article illustrates the construction of a parking garage for a department store in Hempstead, N. Y., by the assemblage of factory precast and prestressed reinforced concrete components each weighing up to 11 tons. Still another article shows in detail how, in a Power Company building in North Dakota, the wire mesh reinforcing in the concrete floor slab is being employed to serve as the basic heating element for a low voltage electrical radiant heating system!

COMMITTEE ACTIVITIES

Civic Design Committee

On November 22 the Civic Design Committee's efforts in behalf of the proposed new zoning ordinance reached a dramatic climax with the conclusion of a hectic two-day hearing before the City's Board of Estimate. The New York Chapter and many of its members joined other civic groups in speaking strongly in favor of updating New York City's antiquated zoning regulations.

A few days before the hearings began, the Architects Council, made up now of small but vocal groups of architects from Queens, Brooklyn, Staten Island and the Bronx, announced that they intended to stage a last ditch fight to kill the new zoning. It became evident that the Chapter would have to act quickly and take a stronger stand than a simple reaffirming of its previous support of the City Planning Commission's final revised draft of the proposed legislation. First a strong letter to Mayor Wagner was prepared by **G. Harmon Gurney**, chairman of the Subcommittee on Zoning. In two days' time **Margot A. Henkel** obtained the signatures of 140 members of the Chapter on this letter, including the names of many with national and international reputations. Not only was this letter sent to the Mayor but, in addition, read at the Board of Estimate hearing by **Max Abramovitz**, including the full list of signatures. To say the least, it was most impressive. Among other Chapter members who spoke at the public hearing were Chapter President **Frederick J. Woodbridge**, **Arthur C. Holden**, **Francis Keally**, **William Lescaze**, **Perry Coke Smith**, **Richard G. Stein**, **Milton Glass** and **Harmon H. Goldstone**. The final speaker at the hearing was our own hard-working chairman of the C. D. Committee, **Simon Breines**. He informs us that the Board of Estimate will take final action on the new zoning ordinance in December. We will report on this in the next *Oculus*. If approved the new zoning will become effective one year later in December, 1961.

Some interesting highlights on the fight for new zoning are furnished in the following quote from a memo by Si Breines:

"The dwindling ranks of the opponents of the new zoning insisted to the bitter end that the proposed legislation had two flaws: first,

that it was 'too complicated and unworkable'; and, second, that it was 'unsound economically.' The first argument was patently wrong because many architects in the city were already using the new zoning code and finding it reasonably simple. The second point was refuted by the fact that practical-minded groups such as the Investing Builders Association came around to endorsing the zoning after originally opposing it. In this connection, the writer was able in his statement at the hearing to cite an interesting historical parallel.

"Several years ago, shortly before his death, Henry Morganthau, Sr., our one-time Ambassador to Turkey, was talking to a group of younger friends and relatives. When he learned that the writer and his partner were architects, he told this story:

"'Around the turn of the century, I was an active builder of apartment houses (the so-called "Old-Law Tenements") in the Bronx. When the 1916 zoning law was proposed for New York City, the first of its kind in the U. S., I opposed it along with most other builders and real estate people. We said it would hurt us and the city and we believed this. However, when it became obvious that the zoning was going to pass, I hastened to buy up sites and get as many plans approved under the old law as possible before the fateful date. Well, I built those houses and this was the most costly mistake of my career. Within five years after 1916, the apartments built under the new zoning with larger yards and more light and air were the accepted standard and my rent rolls went down. I hope you young people profit from my experience.'

Scholarship Committee

A very interesting and encouraging report was recently made by Chairman **H. Bourke Weigel** on a Scholarship Award to be made by this committee. The following is an excerpt from that report:

"Mrs. Scott informed the Committee that the Women's Architectural Auxiliary wished to make available, through the N. Y. Chapter, AIA, the sum of \$2,000.00 to assist one or more worthy and

needy students currently enrolled in an accredited architectural college in New York. Due to the relatively recent organization of W. A. A., problems inherent to their present situation make it necessary to sequester this sum during this calendar year. Further, at this time the W. A. A. does not feel that it can commit itself to a regular annual scholarship program of a fixed amount for a specific purpose, though present thinking indicates such will be one of its goals. Perhaps at some future date something like a LeBrun Fellowship can be established. At the moment it was stressed that all must realize this is to be a one shot operation, pending further developments.

"After considerable discussion of the several factors involved, it was agreed that the night school students at the College of Architecture, Columbia University, would comprise a most suitable field for this largesse—particularly in the final year's study when daytime attendance is required, thus lessening the wage earning possibilities. It was suggested the award should be made to one or two individuals, the need being determined by the college authorities. Sex of prospective recipients is not to be a determining factor. This subscriber was authorized to approach **Dean Charles R. Colbert** with the proposal and obtain his reaction and/or acceptance, reporting the results to Mrs. Scott for transmission back to the W. A. A. It can now be reported that Dean Colbert is enthusiastic. Believes award should be made to two or three students as determined by college, to take effect in the '61-'62 school year for students currently enrolled and continuing."

Technical Committee

At a recent meeting of the Technical Committee Mr. Merritt of Engineering News Record reported that the engineering societies have a very complete and up-to-date technical library available to all members of the AIA and the public. The Engineering News Record offices are at 330 West 42nd Street, New York City. If you have a research problem this source of information may be of great help to you. The phone number is LO 4-3000.

City Housing and Redevelopment Board — A Report

New York's newest City Agency, the Housing and Redevelopment Board, was created on May 2, 1960. Its assignment is to centralize, administer and expand the City's comprehensive publicly-aided private housing, slum clearance and redevelopment programs. In so doing, it combined the functions of some eight City agencies: the slum clearance and redevelopment program of the Slum Clearance Committee, the spot clearance, redevelopment, rehabilitation and conservation program of the Urban Renewal Board, the neighborhood conservation program of the Deputy Mayor's office, the Mitchell-Lama and Redevelopment Companies Law housing aid programs of the Comptroller's office, and the tax abatement and exemption program to encourage tenement rehabilitation program administered jointly by the City Planning Commission, Department of Buildings, and Tax Department. In addition, it is charged with the administration of a new program of direct City loans to help property owners finance installation of central heat and other rehabilitation of sub-standard property.

The Board is composed of three members: Chairman J. Clarence Davies, Jr., former Commissioner of Real Estate; Robert C. Weaver, former New York State Rent Commissioner; and Walter S. Fried, former Regional Administrator of the federal Housing and Home Finance Agency. The latter two alternate at six-month intervals as vice chairman.

Among the first concerns of the new Board, aside from the continuance of work already under way in each of its programs, has been the establishment of firm policy guidelines for the agency.

Among the most significant of these:

—That the City's housing and renewal problems should be identified in a systematic fashion consistent with sound planning as carried out by the City Planning Commission, from whose recommendations the Board will select areas for treatment, assign priorities, and determine the kind of treatment appropriate.

—That in solving the problems so identified, the Board will coordinate all of its programs so that any or all of them may be used in

combination, where appropriate, to achieve a solution.

—That the Board will always attempt to upgrade an area selected for treatment, with the object of redeveloping sites to their highest economic use. Thus, a prime site will be redeveloped for prime purposes, and such aids as tax abatement and direct City loans will be applied to projects only in those areas where such aids will stimulate an improvement in the surrounding area.

—That housing, while one of the City's most pressing problems, especially in the middle-income bracket, is not the only problem; and due attention must be given to industrial and commercial redevelopment in order to retain the businesses, which provide the livelihood for those who live in the City's housing.

—That in striving to increase the City's housing supply, attention must be given to serving a broad spectrum of income levels, so that such aids as tax abatement and City financing will be used in varying degree, to provide rentals and carrying charges in a variety of price brackets; and other factors within the proper control of government will be so varied as to further this goal.

—That the interest, support and participation of the citizenry both on the broad, city-wide level and on the neighborhood level in the programs of the Board is essential to a well-balanced program, and will be encouraged wherever appropriate.

To further these policy aims, the Board has organized its staff in eight Divisions, each charged with some aspect of its overall program, and manned with the most qualified personnel available.

Meanwhile, it is continuing on-going projects which will, in the Title I redevelopment and renewal program alone, call for Federal-City expenditures of \$50 million, starts of private construction estimated to be worth some \$724 million in the next three years—an amount which, projected over a seven-year period, should be enough to employ a labor force of 47,600 building trades workers annually.

These existing programs commit substantially all of the funds available under Federal renewal assistance program for New York. But assuming that further funds will become available, no diminution in the programs is foreseen.

WORLD'S FAIR?

(Continued from Page 1)

advise him on the suitability of land, availability of facilities, relationship to other exhibitors and nearby fixtures, such as fountains, pools, and landscaping. On these matters, the office of Fair Vice-President J. Anthony Panuch is available for consultation and assistance.

A number of basic regulations have been established: maximum height of any structure cannot exceed 80 feet; maximum building coverage is 60 per cent of the lot, with a minimum 15-foot setback at the principal circulation frontage (exceptions to the above will be considered on the merits of individual cases). Complete rules will be available by February 1961 and will include all restrictions to be imposed on design, color, landscaping and other details. A special building code for the Fair has been approved by the city's Board of Estimate and is now available through the office of Gen. William Whipple, Jr., chief engineer of the Fair Corporation, at the Fair's temporary headquarters in the New York City Building in Flushing Meadow Park. This office will assist architects and engineers in determining the location and capacity of utilities, the composition and bearing of the soil, and will advise on interpretations of the special building code. Early next year, the Fair will move to a new administration building on the site and will be better organized to help in problems of design and construction.

Following is a list of exhibitors who have already signed up for space at the Fair:

- Aluminum Company of America
- American Gas Association
- American Optical Company
- American Telephone & Telegraph Co.
- Arnold Baking Company
- P. Ballantine & Sons
- The Borden Company
- Chase Manhattan Bank
- Coca Cola Company
- Corning Glass Works
- du Pont de Nemours & Company
- Eastman Kodak Company
- Edison Electric Institute
- General Electric Company
- International Business Machines
- Institute of Life Insurance
- Liebmann Breweries, Inc. (Rheingold)
- National Dairy Products Company
- Pavilion of American Interiors
- Pepsi Cola Company
- Radio Corporation of America
- Schaefer Brewing Company
- Singer Sewing Machine Company
- Travelers Insurance Company
- Westinghouse Electric Corporation

STUDENT CHAPTER NEWS

COLUMBIA UNIVERSITY

by CARMELO CARL MASSARA

In the spring of 1961 the architectural students at Columbia University will participate in a series of "Big Four" exhibitions, lectures, and galas (cocktails, dinner, dancing), honoring Corbusier, Gropius, van der Rohe, and F. L. W. (Mrs. Wright will speak for her late husband and the other greats will speak for themselves). Dean Charles R. Colbert said: "the program is aimed at giving these great men a podium from which to address the world they have played such a large part in shaping." Retrospective shows of each master's work will be held in the Guggenheim Museum.

COOPER UNION

by RICHARD HEYDECKER

The architectural students of Cooper Union will attend a week-end conference which will be held at the Green Engineering Camp (the old Hewett estate in N. J. which belongs to C. U.) shortly after the first of the year. The purpose of the conference is to familiarize the students with basic architectural practice. A series of talks will be given, followed by question and answer periods. Conference lecturers will be Deans Candida and Shaw of C. U., Richard Stein, Taina Waisman, also of C. U., and Professors Knowles, Davis, and Kallman, the latter of the Columbia Univ. Dept. of Architecture. The conference will be attended by both upper and lower classmen.

THEODORE IRVING COE, FAIA

The Chapter joins architects everywhere in mourning the death last month of former New Yorker Theodore Irving Coe, FAIA, 88, Technical Secretary of the AIA Washington staff. Born and educated in New England, Mr. Coe came to New York about the turn of the century to supervise the erection of the Hotel St. Regis for the firm of Trowbridge & Livingston, later became office manager for Howell & Stokes, and chief inspector for the city's fire prevention bureau. He also served for six years as office manager for Carrere & Hastings before going to Washington in 1932 to supervise construction of the U. S. Supreme Court building for Cass Gilbert, subsequently joining AIA headquarters there.

M E M B E R S H I P

WELCOME NEW MEMBERS

The New York Chapter extends its warmest welcome to the following new members:

Corporate

Gerhard Grange

CANDIDATES

Information regarding the qualifications of the following candidates for membership will be considered confidential by the Admissions Committee:

Corporate

William K. Frizzell
Eiji Ninomiya
Seymour Daniel Gurlitz
Sylvan L. Joseph, Jr.
Robert L. Knapp

Associate

Bernard Maurice Deschler

Sponsors:

{Jonathan F. Butler
{J. Armand Burgun

ADDITIONAL COMMITTEE APPOINTMENTS

Host Chapter Committee to N.Y.S.A.A.
Convention—1961

David L. Eggers, Chairman
C. Gates Beckwith, Vice Chairman

N. Y. State Fair—1961

Morris Ketchum, Jr., Chairman

STUDENT CHAPTERS

The New York Chapter extends its warmest welcome to the following students of Columbia University and Cooper Union.

COOPER UNION—A.I.A. STUDENT CHAPTER
TOTAL: 31

President
Heydecker, Richard
Vice President
Kardeman, Harry
Secretary-Treasurer
Zelvin, Joe
Acker, Edward
Baresich, Kenneth
Block, Jacob
Blom, John
Brown, Lance
Buckenmaier, Adam
Calabrese, Frederick
Coveney, John
Costa, Vincent
Joseph, Jack
Kaneps, Uldis
Kern, Joseph
Kwartler, Michael
Korman, Henry
Medure, Peter
Merle, Jean-Pierre
Novak, Michael
Ojamaa, Mart
Reis, Charles
O'Neill, Paul
Piken, Richard
Salzburg, Nina
Schoenzeit, Benjamin
Selbert, Arthur
Steinglass, Ralph
Stupplebeen, David
Vivona, Charles
Williams, Dennis

COLUMBIA UNIVERSITY — A.I.A. STUDENT CHAPTER — TOTAL: 119

SECOND YEAR
Edward Arch
Charles Durbrow Baker
Michael Lawrence Borrow
John Allen Bowstead
Walter John Butke
Robert DeGraf
Richard Alston Drever
Constantine Economou
Enrique Garcia-Gutierrez
John Hunter Hanna
King-Ming Hsu
Alan Harvey Lapidus
Representative to N. Y. Chap.,
A.I.A.

Christopher Moomaw
David James Nahon
John T. O'Connor
Harry David Farnass
Roger Dallas Philip
Robert John Rossi
Robert W. Schaedel
Timothy Franz Schmiderer
William B. Selan
Leonard Serota
Myron Buron Silberman
Edward MacLean Simms
Robert Von Zumbusch
Cleveland Stuart White, Jr.
Olga Wroblewski

THIRD YEAR

Matthew Thomas Abruzzo, Jr.
Andrew D. Alpern
Joseph H. Aronson
Neil Robert Berzak
Warren Arthur Dingleman
Robert Doerner
George Erdstein
Alec Frost
Thomas J. Gilheany
Herbert J. Graff
Lutz Horst Kummé
Stephen J. Lennard
Robert S. McLandress
Carmelo Carl Massara
President and Representative
to N. Y. Chap., A.I.A.
Stephen Louis Michels
David Pass
Raymond Francis
Mitchell Saradoff
Geysa Sarkany, Jr.
Kenneth Alden Soldan
Lydia Strauss
Samuel Morton Tolkin

FOURTH YEAR

Richard Bartman
Leopold Berman
John M. Colombo
James Falick
Maxwell Feinbloom
Luellen Fields
David Evan Glasser
James Leonard Groom
Richard C. Jordan
Wallace Kaminsky
David J. Kaufman
Ellen G. Kurzman
George Mann
Herbert Mark
John Burns Mooney
John J. Orofino
Arthur John Pettorino
Joseph Shein
Edward Northmore Simons
William James Slack
Heino Tammerk
Frederick J. Trost, Jr.
John Cantwell Ziegler

GRADUATING CLASS

Kamal Mohamed Abou-Hamda
Morton Arthur Bernstein
Gale Hullock Brooks
Mrs. Linn E. Cowles
John J. Deans
Elam L. Denham
Richard Mansfield Foose, Jr.
Gordon Barry Gasson
Dale Jovoh Hutton
Mahesh Chander Kaushik
Theodore Wilson Litzenberger
Gabor Janos Meril
Robert Gene Price
Donald Ivan Singer
Jack Solka
William Todd Springer
Weldon Cecil Steward
Geoffrey Philip Webber

EVENING SCHOOL

Franklin Alexander
Rudolph M. Arsenico
Roy Marvin Bertelsen
Alek Bhark
Earl Ronaud Bouligny
William Chan
Dennis B. Clark
Francis S. Crowley
Philip Isham Danzig
Hirsh Finkelstein
Richard A. Fisher
John F. Foerster
Carl E. Gompper
Robert Harkness
Roman Jacuszko
Vaidotas Jakas
Stanley Kennedy
Thomas M. Lowrie
George Lumley
William W. Meyer
Robert Myrin
Guley Ozerman
Milutin Petrovic
Landon M. Proffitt
Robert Heydler Rowan
Alfonso Vincents
Charles Vogelstein
Robert Vos
Paul J. Wilks