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ARCHITECTURE/4
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SCAIA
REVIEW OF ARCHITECTURE
1965

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EDITOR’S NOTES

Trying to pick up the loose ends after Stuart Boesel, has moved on emphasizes the excellent job he has done during the past years. I am looking forward to continuing the magazine and hopefully, on the same high level of standards. Stuart has accomplished a great deal during his term as editor; Review of Architecture is one of the best state magazines published. To continue this good job, I must have the interest and cooperation of the members of the AIA who are represented by this magazine.

In the future I hope to be able to run a few interesting and timely articles. The next issue will be devoted to all levels of education in the state. If your office has any school, from nursery to college, that would be appropriate for this issue, please send any information you have.

Dates to remember are:
October 9—Fall Meeting at Holiday Inn, Florence, S. C.
Rufus Lewis, Chairman
January 28-29—Winter Meeting at Francis Marion Hotel — Charleston, S. C.
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State AIA Awards will be made at this meeting — news on this will be forthcoming.

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The new commercial terminal building at the Columbia Metropolitan Airport is a part of an overall redevelopment of the existing airport. New runways, taxiways, airplane ramps and access roads are already constructed and in use. Private aviation facilities are under construction.

A Weather Bureau building and fire station/maintenance complex are in planning. Construction should begin soon on a new control tower designed for and built by the Federal Aviation Agency. All of this is aimed at providing central South Carolina with a complete and diversified facility to handle "Jet Age" demands.

The new terminal is located at approximately the center point of the new runway. It is sited on a slope which rises to the north from the airplane parking ramp; thus a passenger drives to the north side of the building, walks through the building and descends one level on the south side to reach the airplane parking level. This change in level has advantages: service areas are located on the lower level and vehicles circulate at the airplane ramp level, one level below passenger and public areas; views from the upper level are enhanced by being raised above the level of the field.

The core of the terminal building is a two-story-high "mall" running north to south shown in the illustrations. The concept is borrowed from the many new shopping center malls. The center of the mall is occupied by seating for passengers awaiting flights. The seating is set amidst large planting areas and a fountain and is surrounded by the main walkway circulation. Surrounding the two-story mall are the various public-serving activities of an airport terminal: the restaurant, coffee shop and tavern at the south end overlooking a spectator garden and the airplane ramp; rest rooms, baggage pick-up counter, auto-rental counters and a small concession area on the east side; a large...
View of Terminal from one of two passenger concourses.

ARCHITECTURE/20
general merchandise shop, insurance counter, coin-operated
vending machine group, bank and stairs to the lower floor occupy
the west side; the north end opens to the long car loading loggia
occupying the entire front of the building. The idea is to make
waiting or walking through the terminal as pleasant and interest-
ing as possible.

The "L" wing to the west is fronted by the ticketing lobby;
line offices of Delta, Eastern, Southern and Piedmont occupy
the south side behind the ticket counters.

The lower level at the front of the building is occupied by
ditional public rest room facilities, airport management offices,
chanical areas and large unfinished spaces for future expand-
ion of public and airline office areas. The lower level is bisect-
by a vehicle underpass used by service traffic. To the south
this are the kitchen areas under the restaurant-coffee shop
space on the upper level.

Provisions are made in the planning of the building for a
ure baggage pick-up wing to the east along the north facade
acing the airline wing to the west. Where and if required,
ce will be added around the upper level of the mall to house
ch requirements as rented office space. Access to this space
be from a balcony surrounding the upper level of the mall.

The upper second story part of the mall rises through the
in roof. The sloping exterior walls of this block are sheathed
blue porcelain enamel. The flat roof of the main building is
ne in a pattern formed by two colors of stone topping. Roof
ges are white porcelain enamel. The exposed concrete frame
he building is painted a white both on the interior and ex-
ior. Oversize brick are used for exterior and interior walls,
accent materials of fine plywood panellings, vinyl wall cover-
s, sculptural tile, etc. at feature areas. Public areas of the
iding are floored with quarry tile in keeping with the garden
acter of the mall.

The route of the passenger to the boarding concourses takes
through garden areas — a general theme of the building.
concourses are fully enclosed for their entire length for the
tection and comfort of passengers. Aircraft at the Columbia
inal will be too diversified in type in the foreseeable future
allow for specific airplane boarding systems (such as second-
d direct bridge access) to be incorporated in the original
ing. Requirements for such features in the future will be
ed by remodeling the concourses.

Fronting the building is a large reflecting pool with fountains.
pool is set in a large lawn area planted with trees around
vehicles sweep up to the front of the building.

John Talbert Associates of Wilmington, North Carolina, are
engineers for the airport; they designed all the airfield, the
system and exterior utilities. Richard K. Webel of Roslyn,
ing Island, is the landscape architect. He designed the plant-
within the building as well as all of the exterior planting in-
ing large areas of reforestation.

Mechanical engineers for the work are Durlach, O'Neal and
ins and Associates; electrical engineers are Holladay, Cole-
a and Associates. Julian Shand is the structural engineer.
s N. Upshur, A.I.D., designed the interior furnishings.

Harlee-Quattlebaum Construction Co. was the general con-
or for the building. General contractor on the landscaping
struction surrounding the building was John F. Chick. Jack
ille Associates were contractors for the interior furnishings.
The new terminal and airfield facilities were formally dedi-
d the last of May this year; the terminal building was opened
operation two weeks before that date. The cost of the ter-
plex was slightly less than 1$4 million dollars. This
es the cost of landscape construction and the interior fur-
ings, but does not include landscape planting or kitchen
ment. The building contains approximately 100,000 square
of enclosed floor space.
"Granby Tavern" - named for first settlement in this area is the Cocktail Lounge.

Terra Cotta Mural by Susan Meredith of Columbia.

Catherine Rembert's Copper Sculpture in Airport Restaurant.
Clemson Growth Typifies
S. C. Campus Expansion

On this and the following page are illustrated areas where expansion is prominent at Clemson University. All parts of the campus are effected by the university's growing pains. Enrolling freshmen for the fall term this year will form a class 10% higher than that of last year.

A great portion of this expansion is in housing facilities; however, classroom space and university facilities services are getting additional facilities.

The new library is the major structure under construction. This library expresses the shift of the campus center. Not too many years ago the geographic center of Clemson was Main Hall and the open mall between it and Riggs. Now, the center is the new library, on the site of the old motor pool and directly behind the amphitheatre.

In the next issue of SCAIA REVIEW OF ARCHITECTURE an article will be devoted to new campus planning throughout the state. A close look will be taken at the expansion of these higher educational plants and the master plans for them (or their lack of master plans). Clemson University is only an example of our state's expanding schools, but it is expanding with the aid of a comprehensive master plan.

Identification of Clemson's new buildings are: (1, 2, 3) New Undergraduate Library, Lyles, Bissett, Carlisle & Wolff — Architects; (4) Recently completed classrooms, Baker & Gill — Architects, J. L. Young — Associating Architect; (5) Landscaped courtyard of Architecture Building, Ed Pinckney — Landscape Architect; (6, 7, 8) New women's housing, Hallman & Weems — Architects; (9) Internal Combustion Laboratory, Lyles, Bissett, Carlisle & Wolff — Architects; (10) Additional men's housing, W. E. Beeman & Assoc. — Architects (11) Motor pool and campus shops (out of picture to left, new motor pool shops, Califf & Nieder — Associated Architects); (12, 13) Renovation to Industrial Engineering Building, Lyles, Bissett, Carlisle & Wolff — Architects.
INTERSTATE HIGHWAYS CAN CREATE CITY ENTRIES

Gates as entrances to cities and towns, as such, may well be out of date. However, we cannot discredit their usefulness nor the need for them or a successful substitute. On several roads entering Clemson, there still stand stone pilasters marking the entrance to the small college town.

Agreed that today's vehicular motivation has changed scale relations so that such a gate as Clemson's is insignificant from today's speeding automobile.

Our present interstate highway has eliminated the slow approach to towns that wandered through the outskirts of a town until reaching the density of the town center. We can now continue at 65 mph until we descend via an exit into the city center. Though these highways have allowed the obsolescence of village type entrances, they have opened new possibilities that must be utilized.

There are many ways that city entrances can be achieved along these speedways. Some of these solutions also can deliberately move the vehicle, which could be virtue enough.

Rhythm plays an important role in this new scale on the highway. Repeating objects that are regularly spaced are effective controls as well as recognizable patterns that change pace. Rhythm can be achieved with repeating trees, simple road surface, and at night, change in light intensity.

Practical entrances to our state's cities are readily available now. Interstate highways I-20, I-26, I-85 and those yet to be annexed, have cut through woods and open land leaving natural vistes on either side of the road. Wide median strips have been left with the existing plant growth allowing light protection. These have created pleasant roads, and more than one park-like entrance to a town.

With a little planting the scene bottom right could be greatly changed.

This does not last long, as can be readily observed on the road from Greenville-Spartanburg to Columbia. Four years ago it was a picturesque drive. Now on the Columbia end of the road it has deteriorated by urban sprawl from the state's capital. Warehouses, commercial structures, and ill-planned housing projects have cluttered the landscape that once was beautiful. It is too late to take some corrective measures. In Connecticut, Merritt Parkway is a lush and pleasant road. Roadside planting effectively screens the unwanted view. There is less fusion along the road from signs and clutter, and there is assurance in traveling the road.

When traveling the roads around our towns and now along our interstate highways we might ask ourselves what right have these few individuals to impose ugliness on all of the state's people.

Measures have been investigated and are underway to beautify the entrance to Columbia from the Interstate 26 to Elmwood Avenue which has the dome of the state hospital as its axis. Some of these proposals have been for landscaping, others as sculptural monuments or fountains and some of the proposals are for a combination of these methods; anything will be worth its effort if planned properly.
Entrance Scheme for New Haven, Connecticut from Connecticut Turnpike.

ARCHITECTURE/28
Robert Venturi, a Philadelphia Architect, is a graduate of Princeton and a fellow of the American Academy in Rome; he has been a design critic at Princeton, University of Pennsylvania and Yale. His own home was recently shown in the May issue Progressive Architecture.

‘Though he has built little his long standing commitment to on-straightforward’ architecture, as well as his continual location of mannerist precedent have earned him a number of disciples especially in Philadelphia and in the bay region of San Francisco.

This fountain by Venturi is a design solution to the recent Philadelphia fountain competition. It is a prime example of the relating at one point to the pedestrian at close range, and a second point the automobile-pedestrian long range vista.

WATER ACTIONS

The central jet, 50 feet high, relates to the scale and the axis of Benjamin Franklin Parkway. Its constant stream is shielded from the wind by the inner surface which is concave, and is set off by the dark background of the enclosure. From most parts of the plaza only the reverberation of the great jet within the artificial grotto is evident.

The outer surface which is convex, accommodates a constant sheet of water issuing from a weir near the top and continuously dripping from its lower edge into the pool so that the boldly lettered legend HERE BEGINS FAIRMOUNT PARK is glimpsed through a screen of droplets. This waterfall, with the polished elongated letters, relates to the scale of the individual on the immediate plaza.

LIGHTING

1. The central jet is spotlighted by quartz lamps recessed in the base.
2. In the winter months incandescent lamps with amber lenses flood the angular maze of the core structure with yellow light. The central space is dark.
3. The angled base is floodlighted by amber-lensed incandescent lamps. This continuous band contrasts with the looming dark body above and, at close range, illuminates the legend.

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ARCHITECTURAL STUDENTS' WORK COVERS WIDE FIELD AT CLEMSON UNIVERSITY

First Year Design Projects - comparing a two-dimensional drawing with its three-dimensional form.
FIFTH YEAR STUDENTS CONDUCT STUDY OF SUMTER

During the course of Architectural Education at Clemson, one of the ten semesters is delegated to the study of city planning. Each year the fifth year students program and develop a study for one of South Carolina's towns. In recent years studies have been made of Columbia, Greenville, Anderson and Florence; this past year the study was Sumter.

Sumter is a county seat; it is located in the very center of South Carolina. Situated in the middle of a triangle connecting interstate highways. Sumter is closely related to Columbia, Charleston, and Charlotte.

Sumter county had a 74,941 population in the last census and a fair percentage of these live in or are directly influenced by the Sumter metropolitan area. Sumter county has an area of 665 square miles. It is served by rail, bus and air (through Columbia's new metropolitan airport). The city boasts about 80 industries and is a shopping, governmental, military and industrial center.

Sumter officials expressed an interest in collaborating with the School of Architecture in the development of Civic Design Studies for the guidance of their community and its center. Sumter, interestingly, was the first city in the United States to adopt the City-Manager form of government. It has a permanent planning staff and a sound municipal government.

Students spent the semester in four periods of work: (1) study of planning theory, (2) group investigations of the town, (3) individual sketch plan studies and (4) development of town design. Final projects of the semester were specific building studies by the students.

Faculty members involved in this study were Dean Harlan McClure, Kirk Craig and Cliff Marshall.
Sketch of Town Plaza.

Sketch showing shopping areas.

Proposed shopping street - Team 3.
A second group's plan of proposed Sumter Center.
STUDENTS STUDY OLD FURMAN CAMPUS

Each spring students on 2nd, 3rd, and 4th year levels in the School of Architecture are arranged in vertical studios. This year the five groups studied uses for the now vacant old campus of Furman University, located close to Greenville's central business area. This property is heavily wooded, with undulating land, sloping down to Reedy River. From the hill an excellent view may be had of Greenville's business and shopping center. The site has a package of approximately 30 acres.

The five teams studied varied proposals for this site. (1) Means' studio developed a progressive patient care medical center with 600 beds; this proposal was suggested by the United States Public Health Service as a means of more efficiently caring for hospitalized patients. (2) A Medical college complex with all educational facilities and some housing was explored by Kaufmann's group. (3) Appropriate housing usage comprised of row houses, town houses and apartment towers were developed by the studio of Kenneth Russo. (4) A community junior college was the topic of Reep's studio; it was to be a municipal facility and a pedestrian precinct. (5) Joe Young's group proposed a central urban activities center.
A medical college - Anders Kaufmann, Assistant Professor of Architecture.

A housing scheme - Kenneth Russo, Instructor in Architecture.
A community junior college - Richard Reep, Assistant Professor of Architecture.

An urban activities center - Joseph L. Young, Professor of Architecture.
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Robert O. Vickery Submits Thesis On Computer Center

Each fifth year student's final project in the School of Architecture is a thesis of his own choice. Robert O. Vickery, from Plumbia, developed a Data Processing Service Center for Columbia to be located near the new city post office.

This center would offer basically three services: (1) Computer time sales machine rental on an hourly basis. This would aid companies whose needs are not justified in owning their own system. (2) Custom tailored programs — the usual business services. (3) Problem solving — the firm contracts to solve problems requiring imagination and insight.
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The Clemson Architectural Foundation has entered its ninth year of service to the art and science of architecture in South Carolina through strong support of the educational program in architecture and building at Clemson University. Mr. Ralph McPherson, Architect, of Greenville, South Carolina, completed his term as President on June 30 and was succeeded by Mr. T. J. Bissett, Columbia, South Carolina, on July 1.

Mr. McPherson, in summarizing Foundation activities during the past year, describes in glowing terms several events and programs in architectural education that could not have been possible without Foundation aid. He also praised Mr. Bissett's strong support of Foundation programs and long service to the South Carolina Chapter of the American Institute of Architects.

In outlining the Foundation program for the year, he said that thirteen distinguished lecturers and critics had visited the School of Architecture during the 1964-65 academic year. These speakers, all famous in their several fields of specialty, included such persons as Dean John Burchard of the Massachusetts Institute of Technology and Dr. Mario Salvadori of Columbia, covering a range from the visual arts and city planning to architectural structures.

All speakers and programs were arranged to enable members of the South Carolina Chapter of the American Institute of Architects to attend and appropriate invitations were issued. Three of the scheduled events were to be on hand in conjunction with the Winter Meeting of the South Carolina Chapter of the American Institute of Architects held at Clemson University on the 29th and 30th of January. These three events were Professor Victor Nuyay of Princeton University; Samuel Kruse, FAIA, Architect, Miami, Florida; and Niklaus Morgenthaler, Architect, of Berne, Switzerland.

The architectural faculty has expanded nearly three-fold since the School was reorganized ten years ago, and although the faculty now retains men of diverse capabilities on permanent tenure, certain areas of specialty cannot be covered. The visiting critic program enables the students to hear and work with famous people with unusual capabilities from around the world. The exhibits appearing in the Rudolph Lee Gallery of the School of Architecture during the fall term were enabled through Foundation funds to visit hospitals throughout the region. Fifth year students were enabled to make frequent trips to Sumter, South Carolina, with Foundation funds. These were later completely covered by a $1,000 contribution from the City of Sumter to the Foundation.

Field trips continue to be an important part of the educational program in the School of Architecture. These trips are carefully coordinated with the work in the architectural design studios. Fourth year students involved in a major hospital planning program in the fall term were enabled through Foundation funds to visit hospitals throughout the region. Fifth year students were enabled to make frequent trips to Sumter, South Carolina, with Foundation funds. These were later completely covered by a $1,000 contribution from the City of Sumter to the Foundation.

Fifth year students had a terminal field trip to Philadelphia and New York during spring recess, and student representatives attended National Students Conference in Washington, D. C., last Thanksgiving and the students' portion of the American Institute of Architects convention in Washington, D. C., in June.

Mr. Bissett has promised that the new administration will continue these important projects and expand Foundation activities in keeping with the expanding responsibilities of the School of Architecture and its growing importance in the state and region.
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