In the 1860s, a block of cast iron and brick warehouses on Louisville’s bustling waterfront was an epicenter of the bourbon industry. Today known as Whiskey Row, the block is in transition with a mix of new development on one end of the block and blighted abandonment on the other. Located a block away from a major new arena, two thirds of the landmarked block remains boarded.

The Chicago Plan Commission broke down the last barrier for the so-called Navy Pier Flyover to move forward. The pedestrian bridge will provide safe passage from Ogden Slip to Jane Addams Park, with a small branch splitting at Illinois Street and dropping down at Navy Pier Park.

On February 15, Kansas City, Missouri’s City Plan Commission in a three to two vote denied a proposed office building in the coveted Country Club Plaza, a 55-acre outdoor retail, residential, and office mixed-use district. The eight-story, $58 million, 192,000-square-foot building was proposed to go on top...
After 25 years of the Daley regime, change has come to Chicago. The Windy City has a new big-name, strong-armed mayor. While mayor-elect Emanuel has thrown himself into the life of the city and its people with gusto (how many El stops did he visit!), we know frustratingly little of his specific plans, and he’s been especially silent on how he plans to approach the city’s architecture, planning, and transportation in the future.

This evasive approach could be calculated. It’s smart politically, but it also makes it hard to say what that means for the city’s built environment. After quarter of a century of one administration, there are undoubtedly a lot of cobwebs to shake out (and one hopes, some sensible spending cuts and cost savings that can be easily implemented). Still it is distressing that after so many years of top down politics, Emanuel seems to be emulating Daley’s “just trust me” attitude. The press and other watchdogs must not accept this at face value. There’s too much at stake for the country’s third largest city.

Still there are signs of a more forthcoming Emanuel to come. As of press time, a member of the mayor-elect’s transition team just resigned due to fairly minor ethics violations on a previous job. The efficiency of her departure, and the frankness with which it was handled, is a refreshing contrast to the lack of transparency and clouds of corruption and cronyism that hung over the Daley administration.

Certainly Emanuel’s experience and connections at the federal level and within the White House have the potential to benefit the city, even in these times of austerity. The story broke last week that Governor Quinn has asked Amtrak to look into creating a high-speed rail connection from downtown to O’Hare, likely along the new corridor to St. Louis. This would link the metropolitan area’s two largest employment centers with a rapid, highly efficient connection, a tremendously sensible idea (and one that has previously appeared in AN Midwest). Rahm’s federal experience will no doubt make leveraging the funds and know-how to make that connection easier. One hopes that similarly innovative thinking can be applied to spurring the redevelopment of the city’s public housing—demolition of large swathes of it likely contributed to the city’s steep population drop, particularly in the African American population.

Improving transit and bolstering struggling neighborhoods on the West and South Sides—even if it means a slight shift of attention away from the Loop—will go a long way toward jumpstarting the city as a whole. That’s the right way to extend Daley’s admirable legacy in improving the city’s built environment, while priming the city for a dynamic and prosperous next quarter of a century.  

ALAN G. BRAKE

GOLDBERG’S DESIGNATION OMITTED

I would like to offer a correction to Julie V. Iovine’s excellent article “Not So Fast” (MWAN 01_02.09.11) about efforts to save Bertrand Goldberg’s Prentice Tower. She wrote that none of Goldberg’s buildings have been granted landmark status. However, Goldberg’s 1966 Raymond Hilliard Homes public housing development in Chicago at the corner of Cermak and State streets was granted national landmark status by the Department of the Interior in 1999, prior to its rehabilitation and exterior preservation by Holsten Development and architect Liseck & Biederman. Chicago and the architectural and preservation community should take heart that they have an excellent precedent in their efforts to save and adaptively reuse Goldberg’s Prentice Tower.

ALEC LISED
LISEC & BIEDERMAN, LTD., CHICAGO

CORRECTION

In our feature “South Side Story” (MWAN 01_02.09.11) we neglected to identify Ross Barney Architects as the designers of the University of Chicago Hospitals Parking Structure and Clinic. We regret the error.

ROSS BARNEY ARCHITECTS

UPHOLDING THE PLAN continued from front page of an existing two-story parking deck and would have replaced the 100-unit Neptune Apartments. The project had been recommended for approval by the city’s Planning and Development Department and had the support of the local Chapter of the American Institute of Architects.

What the proposal did not have, however, was the support of the community. A coalition of activists from across the city formed the “Save the Plaza” group soon after the initial proposal, designed by Rule Joy Trammell + Rubino of Atlanta was released last summer. The city asked for revisions to this and a second proposal at which time the owner of the entire Plaza, Raleigh, NC-based Highwoods Properties—upon the urging of the primary tenant of the proposed building local law firm Polsinelli Shughart—brought in the local firm of architecture. Peter Sloane, principal of 360 and a board member of AJA Kansas City, explained, “We had to take something that went away and make it as good as we could.”

The 360 proposal sought to preserve the integrity of the two-story Balcony Building, address the city’s Plaza Urban Design and Development Plan, and create a more integrated pedestrian experience. Architects 360 used materials to integrate the building to the Euro-styling of the Plaza and introduce a grand staircase from 47th Street up to a new public gathering space atop the existing parking structure that would act as an overlook and front entrance to the building. The firm also sought to bump the massing with glass and by angling the eastern side to match the curve of the irregular block.

The Plaza Plan, and the underlying zoning that is used to implement it, is at the center of the controversy. “The Plan is more of a wish list for the plaza,” staff planner Larry H. Stice, told the commission at the hearing. “The zoning supersedes the Plan.” To which the crowd boosed. The proposal requested an amendment to the Plan and a rezoning. “The Focus Kansas City Plan, Westport Plan, and Plaza Plan all state that this site is to be residential, and specifically that there is no use other than retail and office, used materials to integrate the building to the Euro-styling of the Plaza and introduce a grand staircase from 47th Street up to a new public gathering space atop the existing parking structure that would act as an overlook and front entrance to the building. The firm also sought to bump the massing with glass and by angling the eastern side to match the curve of the irregular block. The Plaza Plan, and the underlying zoning that is used to implement it, is at the center of the controversy. “The Plan is more of a wish list for the plaza,” staff planner Larry H. Stice, told the commission at the hearing. “The zoning supersedes the Plan.” To which the crowd boosed. The proposal requested an amendment to the Plan and a rezoning. “The Focus Kansas City Plan, Westport Plan, and Plaza Plan all state that this site is to be residential, and specifically that there is no use other than retail and office, used materials to integrate the building to the Euro-styling of the Plaza and introduce a grand staircase from 47th Street up to a new public gathering space atop the existing parking structure that would act as an overlook and front entrance to the building. The firm also sought to bump the massing with glass and by angling the eastern side to match the curve of the irregular block. The Plaza Plan, and the underlying zoning that is used to implement it, is at the center of the controversy. “The Plan is more of a wish list for the plaza,” staff planner Larry H. Stice, told the commission at the hearing. “The zoning supersedes the Plan.” To which the crowd boosed. The proposal requested an amendment to the Plan and a rezoning. “The Focus Kansas City Plan, Westport Plan, and Plaza Plan all state that this site is to be residential, and specifically that there is no use other than retail and office, used materials to integrate the building to the Euro-styling of the Plaza and introduce a grand staircase from 47th Street up to a new public gathering space atop the existing parking structure that would act as an overlook and front entrance to the building. The firm also sought to bump the massing with glass and by angling the eastern side to match the curve of the irregular block.
It’s no secret: Eavesdrop loves a party. And, therefore, it should be no surprise we hate nothing more than to miss out on a good time. Thanks to the flu, we were not able to attend GET LO-DL, the second anniversary party for the Object Design League. ODL, the once-fledgling now-established organization that promotes experimental and object design in Chicago, hosted a dance party in its newish space straddling Pilsen and Chinatown. The invitation promised a make-out-worthy fog machine, so the ODL folks—including Caroline Linder, Lisa Smith, and Michael Savona—can breathe a sigh of relief that Eavesdrop was down for the count and can’t dish on who went home with whom or what designer trashed another’s lamp, calendar, balloon, ironic mom-jeans, or tchotchke.

NAPOLEONIC NAME COMPLEX

Napel Hatray Danker Kagan McKay Penney Architects might not have been Chicago’s largest firm but it had the biggest-ahem-name... until now. Apparently, it was—cough, cough—shortened to just Napel Hatray. Thank goodness, because NDHKM+P certainly did not have the ring of NKOTB or PYT or LMNOP. And as if that wasn’t enough, Eavesdrop heard that Jim Nagel is taking an indefinite leave of absence, retiring to his winter abode. No, that doesn’t raise any eyebrows. Just like when Chelsea Clinton’s new banker-cum-ski-bum husband, Marc Mezvinsky, abruptly quit his high-paying job to ski the slopes out west. Downsizing and extended vacations: bad. Shortened, easier to remember: good.

FLYOVER IS UNDER

continued from front page

moment runners, bikers, and tourists must jam together and navigate cars to access the pier or continue along the lakefront trail. The project, to be completed in three phases, is expected to cost $45 million. The city studied the problem for years and engineered a basic plan before calling in architect Muller-Muller to arrive at a more aesthetic solution. At first glance the renderings blend the bridge with the highway infrastructure of Lake Shore Drive, leaving much of the design in the detailing. “This whole scheme came long ago,” said senior design architect David Steele. “We wanted it to be fairly lightweight and not a heavy infrastructure.” The city had to buy air rights from Lake Point Tower, residents wanted to protect the deck garden from runners who might want to jump from the path to take a break. Muller-Muller quelled concerns by building perforated aluminum “petals” that canopy out over the walkway. Each square petal is about four feet wide and that canopy out over the walkway. Each square petal is about four feet wide and tilts up to a slightly different angle from its neighbor, creating a wavelike composition. Once the path passes the parapet, the guardrails resume their original form and can’t dish on who went home with whom or what designer trashed another’s lamp, calendar, balloon, ironic mom-jeans, or tchotchke.

Flyover is under

continued from front page

washes over the path, so smaller lights in the vertical supports need only flood the footpath below.

At Lake Point Tower, residents wanted to protect the deck garden from runners who might want to jump from the path to take a break. Muller-Muller quelled concerns by building perforated aluminum “petals” that canopy out over the walkway. Each square petal is about four feet wide and tilts up to a slightly different angle from its neighbor, creating a wavelike composition for cars heading north. The city had to buy air rights from Lake Point build the structure. Once the path passes the parapet, the guardrails resume their original form until Grand Avenue. There, designers added another flourish: colorful metallic cutouts of bikes festoon one side of the bridge and runners’ legs decorate the other. The first phase is set to begin in 2012.

TOM STOELKER
**PAVED PARADISE continued from front page up after decades of neglect. In a blow to preservationists and the local landmarks commission, the city has granted its demolition, to take place this May during the National Trust for Historic Preservation's National Preservation Month. Preservationists have banded together to again stir up public support against demolition, and Porter said they are considering asking a court to intervene and open up the settlement. "The goal is to get rid of the current plan and create a new one that forces the preservation of the facades," he said. Preservationists have already made compromises, realizing the buildings themselves likely will be destroyed. "I don't want to save the facades," Porter said. "But it sure beats a blank lot."**

**DETOIN UNVEILS INCENTIVES TO LURE POLICE BACK TO CITY HOMES**

**Safer Havens**

In 1999, Michigan revoked mandatory residency for the city's municipal employees, allowing police to live where they wanted, including a migration to the suburbs. On February 7, Mayor Dave Bing announced a program to lure back officers. Project 14 derives from police code 14: a return to normal operations.

Using $30 million from Detroit's $41 million portion of the stimulus, "Neighborhood Stabilization Fund," the city will purchase and refurbish homes in two Detroit neighborhoods. According to the Detroit Free-Press, city officials chose the East English Village and Boston-Edison neighborhoods because they are near good schools, community centers, and parks. Project 14 aims to deter crime, raise the tax base, and fill vacant properties. Bing also believes it could be a model for similar programs. "We hope this serves as a call to action for corporations, organizations, and individuals to live where they work," the mayor said. "Detrotiters want to live in safe, clean neighborhoods. They deserve nothing less."

One of the criticisms of the project is that the neighborhoods selected are already reasonably safe. A Detroit Free Press op-ed pointed out that the program will not do much to "overcome the high negatives associated with city life" or "attract enough officers to make a significant difference." However, the paper did praise the program for taking tax-reverted properties held by the city and getting them occupied.

And if officers aren't swayed by the offer, others might just jump at it. The program brief states that any qualifying individual may apply to become a homeowner through the Neighborhood Stabilization Program. Qualified homebuyers must provide a $1,000 cash down payment, pay out of pocket for renovations above the standard package, and make monthly payments towards a mortgage. Depending on the size of the home and mortgage, these payments should be from $500 to $1,000, and the home must be worth at least $40,000 and $80,000. Interested buyers will apply through the Detroit Land Bank Authority (DLBA) and will select a home from an approved list of what's available, including details of their terms of renovation and any other features.

Another initiative from the mayor's office, the Detroit Works Project, is still working on an incentive-to-move program for other Detroit residents intended to move people from neighborhoods to newer ones. In the 12- to 18-month planning stages, this group has been holding community meetings with residents since it launched last September and is working on identifying which neighborhoods should receive investment. Project 14 can be viewed as a cautious first step, and with it the city hopes to counter the negative press and resident paranoia over forced relocation programs such as those implemented in the 1960s that demolished homes for highway construction.

**SARAH F. COX**

**THE ARCHITECT'S NEWSPAPER MARCH 9, 2011**

**UNVEILED**

**EARLY CHILDHOOD CENTER**

One of the goals of the new University of Chicago Laboratory Schools’ Early Childhood Center is to make sure that the children have easy access to the outdoors. "We went through a lengthy research process with the school looking at the future of education," said Joe Valerio, a principal at Valerio Dewalt Train. "With the young students we found a need for unplanned spaces and access to the outside."

The youngest pupils—three to five years old—are located on the ground floor near a shared courtyard and in individual 15’-by-20-foot enclosed yards off the classrooms. First and second graders on the floor above have a view of the Lake Front and the Museum of Science and Industry, as well as proximity to a green roof play area that will mix artificial turf for active play along with live, planted borders.

The building’s most dramatic element is a cantilevered porte-cochere with a glass-walled library above, which will offer expansive views. The project represents a step forward for the Lab school and also a major change: it’s the first time the youngest students have been separated from the older students on the main campus. The existing school campus was already too crowded to allow for further expansion, so the architects worked with the school to identify possible development sites. They settled on the Doctor’s Hospital site, a contested parcel of land at the corner of Stony Island Avenue and the Midway Plaisance, once slated for a hotel development that neighbors vehemently opposed. Nursery schoolers through second graders proved much more palatable to neighborhood residents, and the project was swiftly approved.

**ASB**

Architects: Valerio Dewalt Train Associates and FGM Architects
Client: University of Chicago Laboratory Schools
Location: Chicago
Completion: Spring 2013

**SUMMARY**

**Whiskey Row and its cast iron buildings.**

In seven buildings being designated local landmarks in June 2010, preventing demolition except for safety emergencies and economic hardship. The non-profit Downtown Development Corporation also issued an independent report suggesting that, while decayed, the buildings were salvageable. "If Whiskey Row is demolished, it would be the first group of individually landmarked buildings in Louisville history to be torn down," said Stephen Porter, a Louisville attorney and preservationist.

Cobalt Ventures sued the City of Louisville last year to raze the buildings after its demolition permit was denied. "The facts and circumstances of the case were always based on the concern for the safety of the community and nothing else," Blue said in a statement. After taking office in January, Mayor Greg Fischer settled the case with Blue on January 31, citing fears that a federal judge could order an emergency demolition with no provision to save the facades. The mayor proposed allocating a minimum of $450,000 toward potentially saving the facades. Chris Poynter, the mayor’s spokesman, said this figure could increase. "We’re in difficult financial times, so it can’t be a huge number. We didn’t feel a maximum was necessary."

The transaction must be approved by Metro Council. Jim King, Metro Council President told Louisville alternative weekly LEO, "You would find in general that we prefer preservation as opposed to recreation. The council might approve an expenditure to preserve the facades if the city has ownership of them." According to the settlement, Cobalt Ventures will be issued a demolition permit after a 90-day stay, bypassing landmarks and overlay district review. In that time, the city will fund a study determining the feasibility of keeping or rebuilding portions of the facades. Blue would also be allowed to build a surface level parking lot on the site for five years, which could be extended if development plans don’t materialize, according to Porter, requiring the review of the overlay district which denied the original demolition plan. "Mayor Fischer’s pro-business attitude is already apparent, and he’s less than 30 days into his administration," Blue said in a statement.

Porter is disturbed by the decision’s implications on preservation moving forward. "The language of the deal is terrible. This is a harbinger of bad things to come," Porter said. "It sets a precedent. If a developer can’t get what he wants in the schools, he can just sue the city in an attempt to scare them."

Preservation groups have banded together to again stir up public support against demolition, and Porter said they are considering asking a court to intervene and open up the settlement. "The goal is to get rid of the current plan and create a new one that forces the preservation of the facades," he said. Preservationists have already made compromises, realizing the buildings themselves likely will be destroyed. "I don’t want to save the facades," Porter said. "But it sure beats a blank lot."
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CHICAGO LOSES POPULATION AMID MIXED REGIONAL CENSUS REPORTS

Urban Tally

The 2010 census figures showed a surprisingly large drop in Chicago’s population, down over 200,000 people since 2000. The drop was most dramatic in the city’s African American population, which fell 17% overall. The drop has left planners in the Windy City looking for an explanation and pondering what it means for planning in the future.

“We were definitely surprised,” said Randy Blankenhorn, executive director of the Chicago Metropolitan Agency for Planning (CMAP). “Any time you see population decline in the central city, it’s something to be concerned about.” For CMAP, the job of analyzing the United States Census Bureau figures have just begun.

The pronounced drop in the African-American population may highlight specific planning and demographic issues. “We definitely need to look at what’s going on in our African-American population,” he said. “Are we not providing enough jobs, or adequate housing?” The census period, for instance, coincides with the Chicago Housing Authority’s “Plan for Transformation,” which eliminated almost all of the city’s high-rise public housing towers, and replaced them at significantly lower densities with low-rise mixed-use neighborhoods. And while the towers have come down, many of the new neighborhoods have yet to be developed. “While we think the overall direction of the Plan for Transformation is the right one, we will definitely be looking at the impacts of the plan and the overall picture of public housing,” Blankenhorn said.

In addition to the weak economy, high crime, poor schools in the South and West Sides are also likely contributors to the falling population in those areas. “It’s not just a Chicago economy, it’s a Midwest economy, and national and global economy,” he said.

In spite of the sharp change in the figures, CMAP does not foresee a major shift in planning policy, or a continuing decline along the lines of other major cities in the region. “Planned shrinkage is not something we plan to consider in Chicago,” he said. “We need to continue to grow. We need to maintain a balance between the city and the suburbs. Everything works better when you have a healthy central city.”

The picture in the rest of the Midwest, though partial, is mixed. While the Midwest has undoubtedly suffered in the economic downturn, with the continuing loss of manufacturing jobs, population decline was not universal across the region, with some cities posting significant gains. Indianapolis gained nearly 60,000 people since 2,000, growing to 820,445 residents. Des Moines, IA, also grew slightly, gaining nearly 5,000 people for a total population of 203,433. Meanwhile St. Louis lost nearly 29,000 thousand people. Figures for Minnesota, Wisconsin, Ohio, and Michigan are still being tallied.

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- Indianapolis gained nearly 60,000 people since 2,000, growing to 820,445 residents.
- Des Moines, IA, also grew slightly, gaining nearly 5,000 people for a total population of 203,433. Meanwhile St. Louis lost nearly 29,000 thousand people.
- Figures for Minnesota, Wisconsin, Ohio, and Michigan are still being tallied.
RIVERFRONT REBOOT continued from
front page California-based landscape architects Tom Leader Studio and Boston-based Kennedy & Violich Architects (TLS/KVA) as the team charged with masterplanning and redesigning 5.5 miles of the Mississippi riverfront.

The team’s RiverFirst concept prevailed over proposals by Ken Smith, Stoss Landscape Urbanism, and Turenscape. Leader and Kennedy Violich have also collaborated on the recently opened 19-acre Railroad Park in Birmingham, Alabama. While the proposal is full of specific plans and detailed analysis, Kennedy Violich Architects principal Sheila Kennedy emphasizes that the plan is about a series of systems, not about specific sites. This approach reflects the organizers’ projected 30-40 year build-out for the entire riverfront.

“We organized the proposal around the themes of Water, Health, Mobility, and Green Economy,” Kennedy said. “We aim to improve water quality, the health of the ecosystem as well as that of nearby residents, and improve connections to and across the river.”

Among the team’s ideas: creating artificial wetlands at key run-off points to filter and remediate stormwater, and constructing floating islands built on rafts of recycled water bottles with the excavated fill, which would serve as wildlife refuges. “The Mississippi River is the superhighway for migratory birds in North America,” Kennedy said. “So we think we could create habitats and greatly increase opportunities for bird watching.”

The proposal also aims to maintain existing industries, encourage new green industries, and increase public access in and around industrial sites. The principals are looking at precedents, such as the port in Rotterdam, where industrial and park uses coexist. The idea of relocating industries in favor of a sanitized riverfront seems, to Kennedy, unnecessarily expensive and disruptive. “You’re just moving the issue somewhere else,” she said.

A series of “knot bridges” — parasitic pedestrian and cyclist paths suspended from existing concrete bridges — would bring people closer to the water and the river’s edge.

The team is also looking at innovative revenue generating schemes like opportunities to pick fruit at orchards along the highway or downloadable smart phone applications with detailed analyses of wildlife and water conditions. Another possible scenario would extend the historic Fairview Park down to the river via a cap over the highway, converting it into a green space for urban agriculture projects.

The design team expects to refine their proposal and zero in on specific sites, funding plans, and phasing strategies over the next four to six months.

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Spanish furniture company ABR has turned its Latten stackable chair into a shelving system. Formed from six chairs and a frame of two horizontal and four colored vertical posts, the assembly is held together by transparent plastic zip ties. Colors of the vertical posts may be chosen by the client.

www.abrproduccion.com

2 Riveli Shelving
Lake & Wells

Designed by Chicago-based Lake & Wells founder Mark Kinsley, Riveli is an adaptable shelving system for displaying art and objects. The units are composed of wall-mounted base kits and aluminum shelves, which pivot open and close with a resisted-drop movement and are customizable with interchangeable artwork, presentation surfaces, mirrors, or upholstery.

www.rivelishelving.com

3 Oblique Bookcase
Nolen Niu

The patent-pending Oblique Bookcase (and accompanying Oblique Tower) are designed to fit neatly together, allowing them to act as room dividers in a variety of spaces. Polished stainless steel prevents gloss-painted MDF or wood veneers from chipping, creating a discreet base for stability without compromising the look. The ¾-inch MDF bookcase and tower can be coated to match any color swatch or veneered with one of six wood options.

www.nolenniu.com

4 Vita
MDF Italia

MDF Italia’s universal shelving system is made of square modules fitted with a variety of interchangeable shelves and cabinets, and includes an online design tool to find the best configuration. Mounted and legged designs are available with optional cable management for electronics. Made from MDF, modules are available in matte or white lacquer, with the matte option available in yellow, sand, and light blue.

www.mdfitalia.it

5 Sto Cubo Grows
Sto Cubo

To celebrate its tenth anniversary, STO CUBO commissioned Cologne light artist Regine Schumann to design two new versions of its modular shelving system. Available in black or un-dyed MDF with aluminum clips, the design features luminescent acrylic drawers that appear milky white then glow green or blue in the dark. A second version includes fluorescent acrylic drawers that glow neon green, orange, or red in daylight. Both are available in three formats with a maximum of 150 drawers each.

www.sto-cubo.de

6 Front Page
Kartell

Rethinking the magazine rack, Kartell’s Front Page takes its inspiration from a book’s leaves blowing in the wind. Curved plastic forms a fan of shelves on which newspapers and magazines can be displayed or stored. The plastic is available in transparent crystal, smoke, yellow, pink, and red, or matte black or white.

www.kartell.it

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GRAY AREAS

Protocols for gray water recycling could soon become much clearer for U.S. consumers. Working with product manufacturer who have recently pressed in Europe and Asia, NSF International, the non-profit, non-governmental standard developer for product certification is likely to release new standards for gray water treatment systems sometime in the coming year.

The new standard, called NSF 350, would “establish minimum materials, design and construction, and performance requirements for onsite residential and commercial reuse treatment systems,” according to the organization’s website. The standards would address residential systems that treat all wastewater from a home, in addition to those that treat only gray water from laundry or bathing.

That’s good news for companies like Hansgrohe, who is hoping to bring its Pontos AquaCycle 2500 system to the United States in the near future. Released last year in Europe, the system is designed to work mainly in 30 to 60-person residential buildings, offices, and hotels by treating about 500 gallons of gray water per day, as well as integrating rainwater and heat recovery systems. Though Pontos is in its second generation in Europe, “We have been hesitant to import it until we have a standard for the quality of the gray water,” said Lars Christensen, Hansgrohe’s director of product development. This hasn’t stopped the company from developing government-funded pilot projects in Virginia and California that will move forward with or without new standards.

With the NSF standard set to reach a notice. The Chicago Department of Transportation recently received a $3.2 million grant from the federal government toward testing a new bicycle path on Stony Island Avenue between 69th and 77th Streets. The extra-wide bike lane includes a barricade of concrete planters separating bikes from car traffic. The protected path is intended to address biker concerns about safety, and the mile-long tract, expected to open in 2013, will be treated as something of a pilot project. If all goes well, perhaps more of the substantial lanes will come to the city. Quinnsems poised to have developed the reputation as a bike-savvy public. At least the Feds sat up and took notice. The Chicago Department of Transportation recently received a $3.2 million grant from the federal government toward testing a new bicycle path on Stony Island Avenue between 69th and 77th Streets. The extra-wide bike lane includes a barricade of concrete planters separating bikes from car traffic. The protected path is intended to address biker concerns about safety, and the mile-long tract, expected to open in 2013, will be treated as something of a pilot project. If all goes well, perhaps more of the substantial lanes will come to the city.
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- $500,000 to 1 million
- $1 to 5 million
- $5 million

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- 1-4
- 5-9
- 10-19
- 20-49
- 50-99
- 100-249
- 250-499

*Must provide RA number or firm letterhead
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The year 2010 was no banner year for anything, but even with the sluggish economy some wonderful buildings opened, boasting innovative structural engineering, rich materials, and refined forms. Looking back at the year, we’ve selected some of the region’s best projects, all in Chicago or by Chicago-based architects, and asked them to share the names of the collaborators, sources, and consultants that made these projects stand out.

In addition to being part of the initial design and planning team for the vertical expansion, Walsh Construction faced the very real challenge of building 300 East Randolph. The foresight in their planning and strength of their leadership were key to making this unprecedented project of building on top of a fully occupied tower a success.

Joe Dolinar, Goettch Partners

“As general contractors on Gary Comer College Prep, Norcon did a great job delivering a high quality product in a compressed construction schedule and under challenging site conditions.”

John Ronan, John Ronan Architects

“Magnusson Klemencic Associates Engineers were great to work with on the Columbia College Media Production Center. For being a single story building, there are a lot of structural concerns, and some pretty substantial founda- tions on a tight urban site with fairly sandy Lake Front soils.”

Margaret Cavanaugh, Studio Gang Architects

“Elara Engineering was instrumental in realizing the complex mechanical concepts of the Klarheck Information Commons.”

Devon Patterson, Solomon Cordwell Buenz

“Goettsch Partners”

Compiled by Alan G. Brake, Aaron Seward, Linh Thoi, and Cindy Yevon Chun.
RC Aluminum did wonderful work. Their perforated metal panels on the base of the Env't have a sculptural presence. The quality of the work is exceptional.

Joe Valerio, Valerio Dewalt Train

“We had a great relationship working with Thermomass on the University of Minnesota Deluth Civil Engineering Building. They recommended Hanson Structural Precast as a highly qualified local precast concrete manufacturer to work with. Collectively, we were able to achieve the look as well as performance we desired out of the precast panels. Thermomass in turn provided us with thermal imaging post-construction to support the performance results.”

Kimberley A. Pattn, Ross Barney Architects

RC Aluminum
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WEDNESDAY 9
Lecture
Sheng Tsao
Ecotourism System
Carrying Capacity Based on Stakeholder Interaction
11:45 a.m.
208 Old Music Hall
202 South Columbus Mall
Department of Urban and Regional Planning
University of Wisconsin-Madison
Madison, WI
uprl.wisc.edu

SYMPOSIUM
Construct Cincinnati 2011
5:00 p.m.
Sharonville Convention Center
11355 Chester Rd.
Cincinnati, OH
www.csicincinnati.org

Cleveland Engineering Society 59th Annual Design & Construction Conference
7:00 a.m.
LaCentre Conference & Banquet Facility
25772 Detroit Rd.
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www.cese.net

FILM
A Girl in a Fallowed Here:
Women Architects in the Studio of Frank Lloyd Wright
12:15 p.m.
Lecture Hall Gallery
Chicago Architecture Foundation
224 South Michigan Ave.
Chicago
caf.architecture.org

THURSDAY 10
LECTURE
Nicholas Kalogeresis
The Challenges of Historic Industrial Sites
12:00 p.m.
AIA Chicago
35 East Wacker Dr.
Chicago
www.aiachicago.org

Dhiru Thadani
The Language of Towns & Cities
6:00 p.m.
Lecture Hall Gallery
Chicago Architecture Foundation
224 South Michigan Ave.
Chicago
caf.architecture.org

SYMPOSIUM
Kid-Friendly Cities, Oh, the Places You’ll Grow!
4:00 p.m.
Dorsey & Whitney
50 South 8th St.
Minneapolis, MN
minnesota.uill.org

SATURDAY 12
LECTURE
Andrea Green
Outdoor Living: Creating a Garden Room
10:00 a.m.
Morse Studio
Chicago Architecture Foundation
224 South Michigan Ave.
Chicago
caf.architecture.org

John Mark Hertzberg
Lecture
Author Talk: Frank Lloyd Wright in Racine
1:30 p.m.
Lubar Auditorium
Milwaukee Art Museum
700 North Art Museum Dr.
Milwaukee, WI
www.mam.org

Victoria Young
Lecture
The Mid-Twentieth Century Church: Medieval Modernism?
2:00 p.m.
Pilsbury Auditorium
Minneapolis Institute of Arts
2400 3rd Ave. South
Minneapolis, MN
www.artmia.org

WEDNESDAY 16
LECTURE
Jonathan Boyer, Chris Dillon
Harper Court and the New 33rd Street
12:15 p.m.
Lecture Hall Gallery
Chicago Architecture Foundation
224 South Michigan Ave.
Chicago
caf.architecture.org

THURSDAY 17
LECTURE
Kara Broderick
Glazing in Green Building
12:00 p.m.
Chicago Bar Association
321 South Plymouth Ct.
Chicago
www.aiachicago.org

FRI 
LECTURE
Architecture in Art
12:00 p.m.
Gallery 100
Art Institute of Chicago
111 South Michigan Ave.
www.artic.edu

SUNDAY 20
LECTURE
WITH THE KIDS
Busy Buildings
11:00 a.m.
Chicago Architecture Foundation
224 South Michigan Ave.
caf.architecture.org

TUESDAY 22
SYMPOSIUM
Don’t Let Green Design Cause Red Ink
8:00 a.m.
AIA Kansas City Office
1801 McGee St., Ste. 100
Kansas City, MO
www.aiakc.org

WEDNESDAY 23
LECTURE
Afroza Olshansky
The Wicked Opportunity
11:45 a.m.
208 Old Music Hall
925 Bascom Mall
Department of Urban and Regional Planning
University of Wisconsin-Madison
Madison, WI
uprl.wisc.edu

LECTURE
Matali Crasset
Hyperlinks: Architecture and Design
6:30 p.m.
Fullerton Hall
Art Institute of Chicago
111 South Michigan Ave.
www.artic.edu

THURSDAY 24
LECTURE
James Wolfinger
It Was Nothing Short of War: Street Railways and the Spread of Class Conflict in Early 20th Century Philadelphia
5:30 p.m.
Chicago History Museum
1601 North Clark St.
Chicago
www.chicagohistory.org

Bernhard Mendes Burgi
A Conversation with Charles Ray on Hinoki
6:00 p.m.
Fullerton Hall
Art Institute of Chicago
111 South Michigan Ave.
www.artic.edu

Carol Richard
 journalism/ross@illinois.edu
LECTURE
Architecture: Ross Street House: Wisconsin’s First LEED Platinum Home
7:30 p.m.
Monona Terrace Community & Convention Center
1 John Nolen Dr.
Madison, WI
www.mononaterrace.com

Emily Piloot
Plan City: Emily Piloot on Designing Social Impact in 7:00 p.m.
Indianapolis Museum of Art
4000 Michigan Rd.
Indianapolis, IN
www.imamuseum.org

SATURDAY 30
LECTURE
Jen Masengarb
What Style Is It and Why?
Residential Architecture in Chicago
6:00 a.m.
Mavis Arts & Event Center
121 South East St.
Indianapolis, IN
www.aiaindiana.org

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The Nelson-Atkins Museum of Art
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JITYSH KALLAT: PUBLIC NOTICE 3
Art Institute of Chicago
Chicago
Through May 1

Public Notice 3 marks the American debut of contemporary Indian artist Jitysh Kallat. Situated in the Grand Staircase of the Art Institute’s main building, designed by Boston architecture firm Shepley, Rutan and Coolidge in 1989, this site-specific installation marks two key events that each occurred on September 11th. Kallat frames these events—the First World Parliament of Religions in 1893 and the terrorist attacks at the World Trade Center and the Pentagon in 2001—as a comment on religious tolerance, or intolerance. The artist highlights a speech given by Swami Vivekananda at the parliament, which was held in Chicago in conjunction with the 1893 Columbian Exposition where the Hindu leader made an appeal for religious tolerance on a global scale. That speech was given in what today is the Institute’s Fullerton Hall, located adjacent to the staircase, giving the LED displays of Vivekananda’s words that playing out on the risers a physical and historical connection to the space. Kallat programmed the text—which inspired the audience to have tolerance for their fellow humans—to appear in the colors of the Department of Homeland Security’s by now familiar color-coded alert system developed after the 2001 attacks.

FRANK LLOYD WRIGHT: ORGANIC ARCHITECTURE FOR THE 21ST CENTURY
Milwaukee Art Museum
700 North Art Museum Dr.
Milwaukee, WI
Through May 15

Architect Frank Lloyd Wright is the single subject of the Milwaukee Art Museum’s new exhibit. Organic Architecture for the 21st Century, which celebrates the 100th anniversary of Taliesin, Wright’s Spring Green home and studio, also marks the debut of 33 never before seen drawings by the renowned architect, which celebrate the 100th anniversary of the architect’s Spring Green home and studio. The Nelson-Atkins Museum of Art presents the American debut of contemporary Indian artist Jitysh Kallat. Situated in the Grand Staircase of the Art Institute’s main building, designed by Boston architecture firm Shepley, Rutan and Coolidge in 1989, this site-specific installation marks two key events that each occurred on September 11th. Kallat frames these events—the First World Parliament of Religions in 1893 and the terrorist attacks at the World Trade Center and the Pentagon in 2001—as a comment on religious tolerance, or intolerance. The artist highlights a speech given by Swami Vivekananda at the parliament, which was held in Chicago in conjunction with the 1893 Columbian Exposition where the Hindu leader made an appeal for religious tolerance on a global scale. That speech was given in what today is the Institute’s Fullerton Hall, located adjacent to the staircase, giving the LED displays of Vivekananda’s words that playing out on the risers a physical and historical connection to the space. Kallat programmed the text—which inspired the audience to have tolerance for their fellow humans—to appear in the colors of the Department of Homeland Security’s by now familiar color-coded alert system developed after the 2001 attacks.
chosen profession became... requests for information, and between the stair details power of design to fix the you deeply believed in the idealism that was the reason so many of us chose to be architects in the first place. The book examines with illustrations the results of Cary once ran, which encourages architects to consider performing pro bono design work. Both Cary and John Peterson, founder of Public Architecture, have penned an opening pair of essays that compellingly explore the concept of pro bono. If you read nothing but those two essays, you’d have enough ideas to cause you to reexamine your own place in the profession. The heart of the book, forty stories of completed pro bono projects, is a collection of photographic enticement and prose engagement. Not only do we see these projects well photographed, but also we get the thoughts of the architects and clients in the accompanying text. How often do clients get to talk directly to the design community about their building project? The projects, spanning the range of building types, are located across America and were designed by both large and small firms. The 39571 Project, with its broad sweeping roof overhangs designed by SHoP Architects in Katrina-torn Mississippi, is reminiscent of the great practitioner of social architecture, Samuel Mockbee. Fans of Bay Area architect David Baker will find his acclaimed Tassafaronga mixed-use housing project in Oakland designed for Habitat for Humanity. Big firms like Gensler are here as well: their KIPP Academy Campus in Houston exhibits an industrial aesthetic not normally expected from the company. Implicated is the idea that the architecture profession should be making a positive contribution to society at large. While on its surface that is not a radical concept, the history of building and urban design in America is rife with examples of negative impacts. One would be hard-pressed to think of a more destructive series of projects than the Urban Renewal of the 1950’s and 60’s with its Pruitt-Igoe’s and Cabrini-Green’s. Cary has not given us a definitive answer to how architects can achieve greater purpose and meaning in our professional practice. In an era where climate change, deep recession, and high unemployment reign, we will be expected to answer how we, as designers, builders, and planners, will shape home, neighborhood, city, and country for the greater good. The final answers are not in this book; what is found within its pages are the questions and glimpes from forty architects and clients who are doing some of the work that will be necessary for our future.

GEORGE CALYS IS AN ARCHITECT AND WRITER LIVING IN SAN FRANCISCO.

If you came of age architecturally in the 1970’s like I did, you deeply believed in the power of design to fix the world’s woes. But somewhere, between the stair details requests for information, and client presentations your chosen profession became... Urban China: Informal Cities is an unconventional offering for the Museum of Contemporary Art, because it isn’t an exhibit of paintings, sculpture, or works on paper, though it has more than a little in common with Bruce Mau’s similarly “non-art” exhibit Massive Change, which was on view at the museum in 2007. But if purists dismiss it on the basis that it doesn’t present “art” the way we’re used to thinking about it, they’ll be missing a fascinating experience. While not easily digested, the show presents a picture of urban planning as a collaborative process—created by both official governmental bodies and urban dwellers themselves. It’s all viewed through the prism of China, which has urbanized in recent decades at a rate unprecedented in history. All of the material in the show is drawn from Urban China magazine, which published from 2009 to 2010 under the guidance of Chinese architect/planner Jiang Jun (now Rem Koolhaas’ China representative). MCA Associate Curator Tricia Van Eck describes the magazine as a “global think tank for artistic production and urban activism” that provided a vehicle for exploring “where and how we live.” Largely composed of text with accompanying graphics and a few representational objects, the centerpiece of the exhibition is a wallpaper dominated by a chronology of urban planning and development in China. According to Van Eck, it’s “a physical manifestation of the magazine’s pages, exploded into three dimensions.” The wallpaper’s chronology identifies trends and movements with numbered segments, each featuring color-coded sections representing parallel developments at the formal—that is, officially-sanctioned—and informal levels, which acted as countervailing forces that propelled urbanism forward. Some of the pairings are more than a bit opaque. The whole show, in fact, is all a little confusing and genuinely daunting in its density. There’s an astonishing amount of material to absorb, and it demands a lot of attention, but it’s well worth the time and effort. For the Chicago presentation of the show (it previously appeared at New York’s New Museum and LA’s Hammer—MCA’s collaborators in the Three M Project, the sponsors of the exhibit), Urban China invited Iker Gil of Chicago’s MAS studio to create a history of Chicago’s growth. In addition to computer kiosks that allow the visitor to peruse thousands of images that appeared in the magazine, there’s also an interactive feature in which visitors are encouraged to leave comments on sheets of lined paper that are tacked up to the wallpaper. From the sheer volume of comments, it’s clear that those who have seen the show have embraced the notion of urban planning as a reactive, interdisciplinary endeavor.

PHILIP BERGER IS A FREQUENT CONTRIBUTOR TO AK.
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overlooks, however, those twentieth century. History often devoid of a social ideology and style—gave way to a formalism goals, as well as their formal the whole history of the avant-styles. In the first category falls fundamentally changes in

ture is marked by ruptures,

in time, in that late work confronts
the rise of the influence of mass

Architecture's untimeliness in
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entiating effect of such critiques also inspired a larger role for observational and jump-starting the drive for aesthetic innovation, as it is an effect of the stuttering

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this current sense is not so much a reflection of a change in times, of the operations of an increasingly autonomous—and pervasive—system of capital. Late capitalism describes the annexation of the political, social, and aesthetic relations of exchange. The proliferation and intensification of these relations constitutes an ever-expanding and auto-generative field of operations: an autonomy of the market. While every autonomy is premised on a disavowed heteronomy, late capital, as a program of expansion and, also, integration, subsumes this differ-

entiating effect of such critiques also inspired a larger role for observational and jump-starting the drive for aesthetic innovation, as it is an effect of the stuttering
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