The basic conceptual considerations which play a dominant role in airport design today are threefold: passenger convenience; operational capability; and expansion for the future, at a marketable first cost to the client. The requirement at Jacksonville was to design an on-line, medium hub airport at a new site in northwest Duval County, Florida, for a projected 800,000 enplaned passengers in 1975.

The design of an airport is a most demanding undertaking due to the many fixed and variable facets of functional operations that must be identified and solved simultaneously in order to achieve a flexible solution which will provide passenger convenience, operational capability and expansion for the future at a marketable first cost to the airport operator.
The solution is further complicated by the rapidly changing criteria in the air transport industry as passenger growth continues to outstrip projected growth and make it appear too conservative.

In order to achieve maximum passenger convenience, design studies revealed that (1) walking distance from car to plane should be held under 1000', (2) passengers should only change levels once, (3) aircraft should nose in close to the concourse and utilize enclosed jet loaders as the flexible A/C passage connection between aircraft and concourse at the second level only.

Aircraft and parking is located as close to the terminal as possible and yet allows for future expansion of all major functional elements: In addition, separate en-
Jacksonville International Airport

Planning and deplaning roadways were designed at the first level to minimize congestion around the terminal and locate parking between major roads so that pedestrians need not cross primary roads to reach their cars. Also provided is close-in short term parking adjacent to ticketing and bag claim lobbies, for additional public convenience.

Interior of the terminal at second level is so arranged that concessionaires and other public facilities provide maximum exposure to the public. A first for newly designed airport terminals is the carpeting of all public spaces, concourses, offices and concession areas.

ARCHITECTS & ENGINEERS
Reynolds, Smith & Hills

CONTRACTOR
The Auchter Company

INTERIOR DESIGN
W. G. Suttles, Inc.

MECHANICAL CONTRACTOR
Tompkins & Beckwith, Inc.

ELECTRICAL CONTRACTOR
Paxson Electric Co.
January 1969 / Volume 19 / Number 1

Cover Feature
2 Jacksonville International Airport
6 FAAIA Organization Chart
8 Advertisers Index
8 In Memoriam
9 We Apologize
10 The Conservation of Human Resources

Robert L. Durham, FAIA

20 Letters
22 Toward Beautiful Bridges for Florida
A report

24 Newsnotes
26 Charrette!
Paul Buisson

The Florida Architect

THE FLORIDA ASSOCIATION OF THE AMERICAN INSTITUTE OF ARCHITECTS

BOARD OF DIRECTORS
Broward County Chapter
Dona1 t T. Romano
Daytona Beach Chapter
David A. Leete—Carl Gerken
Florida Central Chapter
Jack McCandless—James R. Dry
I. Blount Wagner
Florida Gulf Coast Chapter
Edward J. Seibert—Frank Folsom Smith
Florida North Chapter
Charles F. Harrington—James D. McGinley, Jr.
Florida North Central Chapter
Mays Leroy Gray—Forrest R. Coxen
Florida Northwest Chapter
Thomas H. Daniels—Richard L. McNell
Florida South Chapter
Robert J. Boerema—George F. Reed
Walter S. Klements
Jacksonville Chapter
Albert L. Smith—Herschel E. Shepard
Charles E. Patillo, III
Mid-Florida Chapter
Wythe David Sims, II—Donald R. Hampton
Palm Beach Chapter
Howarth L. Lewis—Rudolph M. Arsenicos
John B. Marion

Director, Florida Region, American Institute of Architects
H. Samuel Kruse, FAIA,
1600 N.W. LeJeune Rd., Miami

Executive Director, Florida Association of the American Institute of Architects
Fotis N. Karousatos,
1000 Ponce de Leon Blvd., Coral Gables

OFFICERS
H. Leslie Walker, President
706 Franklin St., Suite 1218
Tampa, Florida 33602

Harry E. Burns, Jr., Vice President/President Designate
1113 Prudential Bldg.
Jacksonville, Florida 32207

James J. Jennewein, Secretary
Exchange National Bank Bldg., Suite 1020
Tampa, Florida 33602

Myrl J. Hanes, Treasurer
P. O. Box 609
Gainesville, Florida 32601

PUBLICATIONS COMMITTEE
Charles E. Patillo, III
Russell J. Minardi
Wythe D. Sims, II

THE FLORIDA ARCHITECT
Fotis N. Karousatos / Editor
John W. Totty / Assistant Editor
Helen Bronson / Circulation
Howard Doehla / Advertising

THE FLORIDA ARCHITECT, Official Journal of the Florida Association of the American Institute of Architects, Inc., is owned and published by the Association, a Florida Corporation not for profit. It is published monthly at the Executive Office of the Association, 1000 Ponce de Leon Blvd., Coral Gables, Florida 33134. Telephone: 444-5761 (area code 305). Circulation: distributed without charge of 4,669 registered architects, builders, contractors, designers, engineers and members of allied fields throughout the state of Florida—and to leading financial institutions, national architectural firms and journals.

Editorial contributions, including plans and photographs of architects' work, are welcomed but publication cannot be guaranteed. Opinions expressed by contributors are not necessarily those of the Editor or the Florida Association of the AIA. Editorial material may be freely reprinted by other official AIA publications, provided full credit is given to the author and to The FLORIDA ARCHITECT for prior use... Controlled circulation postage paid at Miami, Florida. Single copies, 75 cents, subscription, members $2.00 per year, industry and non-members $6.50 per year. February Roster Issue, $3.00... McCarthy Printers.
Commission on the Professional Society
Thomas H. Daniels...Chairman
Howarth L. Lewis, Jr. Vice Chairman

Coordination
Joseph T. Romano...Chairman
a. Chapter Affairs
b. Student Affairs
c. Membership

Rules and Regulations
Jack West...Chairman
a. Credentials Committee
b. Resolutions Committee
c. Nominating Committee

Honors and Awards
John B. Marion...Chairman
a. Craftsman Awards
b. Student Awards
c. Honor Awards

Regional Judiciary
J. Arthur Wohlberg...Chairman

Convention
Robert J. Boerema...Chairman

Commission on Education and Research
James E. Garland...Chairman
John E. Sweet...Vice Chairman

Training
John E. Sweet...Chairman

Professional Education
George F. Reed...Chairman

Research and Architecture
Tollyn Twitchell...Chairman

Practice Standards
Jack Moore...Chairman

Practice Aids
Ivan H. Smith, FAIA...Chairman

Construction Industry
Roy M. Pooley, Jr...Chairman

Consultants
Robert H. Levison, FAIA...Chairman

Commission on Professional Practice
Francis R. Walton...Chairman
Jack Moore...Vice Chairman

Design
Louis F. Schneider...Chairman

Preservation
F. Blair Reeves...Chairman

Commission on Architectural Design
Louis F. Schneider...Chairman
Charles Benda...Vice Chairman

Government Affairs
Roy L. Ricks...Chairman

Public Relations
John R. Howey...Chairman

International Relations
Hilario F. Candela...Chairman
## Advertisers Index

<table>
<thead>
<tr>
<th>Advertiser</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE AUCHTER CO.</td>
<td>17</td>
</tr>
<tr>
<td>BELCHER OIL CO.</td>
<td>19</td>
</tr>
<tr>
<td>DUNAN BRICK YARDS, INC.</td>
<td>27</td>
</tr>
<tr>
<td>FLORIDA GAS TRANSMISSION CO.</td>
<td>13</td>
</tr>
<tr>
<td>FLORIDA INVESTOR OWNED ELECTRIC UTILITIES</td>
<td>14-15</td>
</tr>
<tr>
<td>PAXSON ELECTRIC CO.</td>
<td>16</td>
</tr>
<tr>
<td>W. G. SUTTLES, INC.</td>
<td>16</td>
</tr>
<tr>
<td>TOMPKINS-BECKWITH, INC.</td>
<td>16</td>
</tr>
<tr>
<td>TRINITY WHITE, GENERAL PORTLAND CEMENT CO.</td>
<td>18</td>
</tr>
</tbody>
</table>

## In Memoriam

### C. HERRICK HAMMOND, FAIA

Mr. Hammond was President of the American Institute of Architects during the years 1928-1930. He was a fellow in the Institute and a honorary member of the Royal Institute of British Architects. He practiced in Chicago from 1907 and in Delray Beach from 1952-1960. Mr. Hammond died on January 6th, 1969. He was an emeritus member of the Palm Beach Chapter.

### EDGAR S. WORTMAN, AIA

Edgar Wortman was a Charter member and past President (1954) of the Palm Beach Chapter and Past President of FAIA. He was also a former Lake Worth City Commissioner. Mr. Wortman practiced Architecture in Lake Worth for many years and was Architect for the Palm Beach County Board of Public Instruction from 1946 to 1962.
Sailboat Bay

ARCHITECT
Thurston Hatcher & Associates, AIA

PROJECT ARCHITECT
William Ziegler

OWNER - DEVELOPER
Burton Goldberg

We apologize. Inadvertently the credits for this project featured in the December issue were omitted. It will always be the policy of The Florida Architect, whenever possible, to give proper credits to persons whose work is presented within its pages.
The Conservation Of Human Resources

Robert L. Durham, FAIA
Past-President,
American Institute of Architects

Reprinted from the report of the 17th Annual Gulf States Regional Convention, AIA. This speech was directed at the convention theme.

I can't help looking out at the window to say what a wonderful place this would have been to talk about the river. Almost every chapter in every state has a river and architects must be concerned about the way we are treating our resources. We will come back to that subject, both you and I, in the future as we attempt to talk to other civic leaders in our society.

Now I want to make it very clear that I'm not coming to you as a northerner and telling you what to do about your problems. I come from a pretty far northwest fishing village with its own problems and the remarks that I make would want to make to the 22,000 architects who are related to the American Institute of Architects.

A recent issue of the Wall Street Journal had a page one story of relevance to this convention program. The article talked about problems of social unrest and it quoted officials as blaming these tensions on "a small percentage of agitators found within any criminal group." This was contradicted by a leading sociologist who said "the tensions and pressures aren't the result of agitators but of real grievances, boredom, the tough inhuman attitude of administrators and the fact that men are thrown together in a small place that is dilapidated and unfit." Another expert said that people so confined create a fantasy world. They tend to build a social structure of their own largely concerned with power. This article was entitled "Inside San Quentin." It dealt with the problems of maintaining order in prison.

The parallel is striking and perhaps it is time that we realize that the ghetto and prison are interchangeable terms. Now I don't pretend to be an expert on the ghetto. I live in a middle class neighborhood and I pass through an area which is predominately ghetto but I am much like the rest of our membership in that we live only on the fringes of it and are only impersonally related to it.

We are beginning to realize that we're going through a period of domestic turmoil that has only two precedents in American history. Our American revolution—in which we violently overthrew our own government, and the Civil War in which our ancestors fought and died over the issue of slavery and the concept of a single united nation. The universal condition of America today is bewildering. We are in a mess at home and abroad.

Architects may be able to do something as citizens but not as design professionals. As both, however, we have an immediate duty to do something about the mess at home. Before we can do much, we must be able to understand it.

What is the black city? Is it the result of a runaway negro birthrate? Was it caused by the destructive effect of the automobile on city planning? Is it the environmental fruit of foreign ideologies? The product of agitators? You and I can discard these concepts one by one. The negro birth rate is higher but not much higher. There are simply more people in sheer numbers and negro citizens have been jammed into the center of the old city through condemnations, relocations and real estate pressures.

It's always tempting to lay some blame on the automobile. The people who built it and those who planned roads for it have much to answer for in our country. But this has not created segregation.

It is time for all of us, I believe, to rid ourselves of convenient fantasies about agitators who are foreign boogey men. It is time we faced the truth.

As Americans we have much of which to be proud. We also have much of which to be ashamed. The white community built the ghetto. We own it, we maintain it—after fashion—and we condone it by lack of action and lack of leadership and by all sorts of deceptions, deliberate and unconscious, we have kept it and its occupants where they are today.

It is pertinent to recall the words of the south's great writer, William Faulkner, who said that the white man has committed the sin of slavery and that God has put a curse on him. The curse he said was that the white man thereafter could only rise to an extent that he helps the negro to rise with him.

Now we are dealing with blunt words today because the times seem to demand them. How are we to rise again as a nation? How are we to help our cities and the people within them to rise? What can architects do? Now we can't cure poverty? Architecture does not make occupants wise or better educated.

We know, however, by personal observation and experience that the way in which spaces are designed can evoke surprise, delight or even awe. We also know that the way our rooms and streets fit around us can create despair, loneliness and frustration. We're convinced of this and we are told by a study of the Watts riot in Los Angeles that one of the causes was found to be the isolation from places of employment. Ghetto residents without cars resentfully watched the affluent zipping by on the freeway. They, however, had to travel for hours on buses to get to and from their jobs.

This sounds like planning to me or lack of it. Architects know that we can heighten learning by manipulating and controlling atmosphere, light, sound and flexibility of space. But we also know that the finest building is no substitute for a sound curriculum, good books and an expert teacher. We also know that while America is the most affluent nation in the world it has the highest infant mortality rate of any civilized country. And it is one of the few civilized nations of the western world to have wide spread
city slums. Now this sounds like our area of leadership.

What can architects do?

First, we must exercise our rights and privileges as citizens to give leadership in a democratic society. Our design talents will mean nothing if they are not applied to social goals arrived at through political action and consensus. And this, of course, is the key to community action. As architects, we can be of special help to our communities in telling them how planning and design and building skills can be brought to bear upon social problems. We can argue for use of model city projects demonstration grants, transportation studies and other helpful programs that we now pay for through our taxes. We can argue for better building codes and for better zoning ordinances and we can attempt to reduce building costs that will permit construction of new towns and villages not only outside our cities but within the cities. We can point out that effective land use planning, more enlightened tax laws, new zoning ordinances can be used for social as well as for economic purposes.

Used as levers, taxes can make it economically impossible for owners to let slum properties run down. They can reshape ghetto areas for those who wish to stay in the ghetto, let others get out and lure some of the affluent back to the city. For in truth, we can demonstrate that highways need not slash through out cities and tear them apart. Some architects have actually stopped the progress of freeways cold in their tracks until the city had time to reassess the impact of highways on city growth.

The inner disciplinary design team concept conceived by Archibald Rogers of the Baltimore chapter was recently endorsed by Transportation Secretary Boyd who has been telling engineers that they better get up to it and start understanding the new concept. This concept placed highway design in the hands of a team consisting of architects, engineers, social scientists, housing experts and other specialists who pool their knowledge for the good of the city. As Archibald Rogers demonstrated, the city also can set up a decision making team capable of receiving the multi-disciplinary design scheme. It can be a review committee or a local development corporation. The important thing is that it can bring together the representatives of agencies concerned with roads, housing, schools, parks and urban renewal programs. It also includes private interests, political, economic and social. This makes it possible for the first time for programs long held in isolation from one another to be blended together so that neighborhoods can be redeveloped intelligently.

The result of such a procedure may be a unique linear development project in a blighted area. Housing, offices, schools and parks built over and wrapped around freeways, where appropriate, might be the result. Roads may wind through tunnels under or soar over other facilities. The elements that make up city life can be fitted together into a single unified and socially oriented design.

And, by the way, the architect's fee for one of the first of these is something near 88 million dollars. It is a curious thing that the 20th century has given us wonderful new inventions to improve communication and at the same time make meaningful communication less likely. This applies to the bureaucrats who in isolation from one another now hand down money for large single purpose public works projects and apparently spend most of their time competing against each other from a bureaucratic standpoint.

It also applies to the professionals and specialists who plan, design and build. At the present time, I happen to be on a highway advisory team trying to select the route of a freeway through Seattle. And it has been very fasci-nating to discover how much there is to learn from each other.

The sociologist member of our team brought the hair of the highway engineers standing straight on end when he suddenly said, after they were talking about the cost benefit per mile, "Well, let's see, how many divorces per mile do you think is a reasonable cost for this freeway?" After they recovered a little bit, he said, "You know you can't run a freeway right through a community without affecting family life and out of this there are going to be some casualties. Now you fellows are pretty smart. You are spending millions of dollars, how many divorces per mile do you think is a reasonable cost?"

This sort of relationship between the economist, the sociologist, the ecologist and many others in the beginning of a new quality of team leadership that will become a standard part of architecture in our future years. Because this implies that the frontiers of our new architecture lie not only in new building systems, but in the successful application of design to social and economic needs.

It is possible that the great innovators of architecture in our time will not be form givers at all, as much as we admire them. But rather, those who invent political and procedural techniques for making effective design possible at all. As architects we can and we must be of great help to our communities. By creating new towns in the decrepit sections of our cities; by planning new housing; businesses, factories, schools, parks and transportation systems as single design projects, we can take manageable bites at the environmental problem.

We cannot afford to wait for new technology to come along and solve our problems, as Engineering News Record said recently, "It's time we ended the prevalent myth that some technological magic can cut the cost

Continued Page 12
of housing to a rent that the poor can afford." Edgar F. Kaiser, chairman of the President's committee on Urban Housing says, "If we could cut the construction cost of a housing unit in half," and we can't, "we would be reducing the rent by merely 12 to 15 per cent because of all the other costs, including land, operation and maintenance."

How, then, can we solve these problems? The answer, I think, is clear. Political concensus; the establishment of clear social goals; the creation of community review committees or corporations to commission and pay for large multi-purpose civic projects; the full employment of design talents to redesign our cities on a comprehensive basis with short range and long range project goals; and the guts and determination to see it all through.

What will it cost? Well, no doubt, billions. But, then, we spend billions on cosmetics, chewing gum, beer, cars and the money for those things is generated and earned in the same troubled cities. Can we afford the cost if we can spend 30 billion dollars a year to make the streets safe in South Vietnam? Is it a lesser important investment to make the streets safe in south Chicago or the streets of Seattle.

As the president of the Institute with about 52 days yet to go, I tend these days to think of our profession very much as I do about our country. We are proud of it and yet there is so much to change. I'm impressed by its vision but impatient at its blindness, and yet I feel that, like my country, my profession is coming to grips with real problems, losing its vanity and gaining judgment.

If architects ever lived in ivory towers they do not now. Our national Institute fights valiantly in congress for sensible legislation affecting man-made environments. Our chapters labor and sweat in their towns and cities to help community leaders plan and redevelop their run-down physical plants. Some chapters, and a growing number of individual architects, work in the ghetto supplying a service unique to our profession, ready to do a design study for a neighborhood.

This is not "Lady Bountiful" arriving with a basket of gifts for the poor but a sincere effort to participate in neighborhood improvement. Such work, patterned frankly after the neighborhood legal service concept, is being conducted by the architects renewal committee for Harlem; by Urban Planning Aid, Inc. of Boston; by the Newark Community Union project; by the AIA and University of California extension program in San Francisco and also Oakland and by the Hampton Foundation in Virginia, and by Saul Klibanow, AIA of the Southwest Chicago Community Council, to name a few.

We are also evolving an ambitious design assistance program in which professional teams are going into communities at their request to stimulate them to seek design services as a vital part of the solution.

Now, personally, I think it's no longer adequate to let the public run their finger down the lists of architectural firms in the yellow pages trying to seek an architect who will accept a residence for design. It would be interesting for me to ask right now among you assembled here how many of you will accept the design of a $12,000 unit unless you get a telephone call. Even fewer of us—including me—will accept a remodeling project on a residence anywhere, ghetto or suburb. It is our ambition and purpose ultimately to offer professional design service to everyone in need in the same way as our country is dedicated to making medical service available to the sick. Can we not charge according to a capacity to pay or offer our services on some basis—perhaps yet undiscovered—without charge to those who cannot pay?

The real answer has to do with the quality of environment in which you and I have to live. The question I must answer personally, "Am I doing all I can as an architect?" Are we doing all we can as a profession? We can go further and bring under-educated, under-privileged persons into our profession and strengthen society and our profession in one action.

For example, we are putting Institute money into a technicians' training program and have established curriculums for junior colleges saying that the profession must have more office help and we must have a balance between six year architects and office technicians in industrial age. We need a large force of architectural technicians very badly and we'll need them with growing urgency as time goes on. We're going to need many more architects as well if we have to rebuild an entirely new America. But at the present time, 40 per cent of our graduates are moving into industry instead of into the profession. We must broaden technician training. This cannot be done only in Washington, D. C. It has to be done at a community level and in AIA chapters like those represented in the Gulf States Region. We must create the courses and recruit the people to take them. We've got to get personal about it. That's the key to many of our problems. It's absurd for a nation to be lavishly rich and grindingly poor at the same time, to be short of workers in our profession (and we all admit that we are) and yet neglect a vast reservoir of manpower, to talk of justice abroad and then fail to provide it at home. Right now we are doing a negro church. The church board said in a recent meeting, "Now, Bob, the next time we build a church, we want you to have more negro labor on this job than we had the last time." Well, I said, "Do you want it to cost more money?" They almost threw me out, but they were patient and asked, "Why should it cost more money?" And my answer was, "If I write into the specifications that a certain percentage of the labor on this job has to be colored, the contractor who bids that job will have to charge you more money because there aren't that many building technicians in the city of Seattle. There's one electrician and two plasterers," and so forth.

Now, the point is though I have never done anything about this and yet I know the president of the carpenter's union and the plasterer's union.

In closing, I would add just this one thought: our nation was born out of oppression and bought in blood. For what reason? To realize a dream; to reconcile two somewhat contradictory ideals—liberty and union. They are observe sides of the American coin and if you'll examine the coin you'll find the final distillation of our dream. It is expressed in three words "E Pluribus Unum"—out of many one. If we accept our heritage this ideal that our forefathers died for, we'll know what to do and we'll know we must do it quickly.
Today's systems

Water heating methods have come a long way. Modern gas water heating now provides more hot water at a lower cost. Significant savings — no matter how large or small the installation. And the recovery rate is twice as fast as electric!

Do you have the latest facts on today's gas water heating systems? They're available from your local gas utility. Check the Yellow Pages.

For a free 11 x 14 print of the 1894 water heater/stove, send your name and address to: Patent, Advertising Department, Florida Gas Co., Post Office Box 44, Winter Park, Florida 32789.
OWNER MORGAN THOMAS of the deluxe 52-unit total-electric Aegean Sands Motel on Clearwater Beach says: "I chose year-round electric air conditioning because it is so well suited to our Florida climate. Clean, quiet, efficient air conditioning is a must for our type of operation. We even use the reverse-cycle principle to heat our swimming pool to a comfortable 80 degrees during the winter months."

Flameless Electric Reverse Cycle, the key to a better-business

Is there really a close relationship between comfort and profit? Ask the Florida businessmen who’ve seen the good results of electric reverse-cycle air conditioning. They’ll tell you that there’s more involved than comfort ... because the efficiency of air conditioning the flameless electric reverse-cycle way shows up in the balance sheets, too.

Electric reverse-cycle air conditioning is easy to install, economical to maintain and operate. One compact system does both the heating and the cool-

PIGGLY WIGGLEY SUPERMARKET in Panama City invites customers to shop in comfort. Jimmie Hintz, Store Manager, finds electric year-round air conditioning the perfect answer for cooling in summer and warming in winter. "Since the same unit handles both heating and cooling functions, it saves valuable space," says Mr. Hintz.

FLORIDA POWER & LIGHT COMPANY • GULF POWER COMPANY
I FOUND THAT ELECTRIC reverse-cycle air conditioning and heating offered advantages not matched by competitive systems," says Albert Miles, of the new 100-unit Holiday Inn in Plant City. "The electric system offers guests individual temperature control. Guests don’t complain of being too hot or too cool. From the Inn Keeper’s point of view, electric air conditioning and heating is economical and requires no seasonal maintenance. In addition, our restaurant and lounge is heated and cooled electrically. And we have a Total-Electric kitchen, including electric water heating — which, by the way, has definitely proved to cost less to operate than another system we had considered."

---

**Reverse-Cycle Air Conditioning:**

...affords climate all year round!

...is economical, requiring no seasonal maintenance. Offers each occupant separate controls for his own comfort. Requires no flues. Saves on cleaning and redecorating.

Now that electric reverse-cycle air conditioning is growing fast in popularity, mass production is bringing lower prices. Many models, sizes and styles are available. Get the full story from your electric utility company. No obligation. We just want every Florida businessman to know the facts.

---

Florida’s Electric Companies ... Taxpaying, Investor-Owned

TAMPA ELECTRIC COMPANY • FLORIDA POWER CORPORATION

---

J R HANDBAGS of Florida, Inc., earned the Award of Merit for Electrical Excellence for its well-designed facilities in Hialeah, which apply the Total-Electric concept throughout factory and offices including electric reverse-cycle air conditioning. Says Founder Julius Resnick, "Air conditioning in our factory has not only increased our production and profit, but has decreased absenteeism among our employees." Gene Dennis, the firm’s Secretary, concludes, "In Florida, electric air conditioning is a MUST for any manufacturing plant."
Terrazzo Floors
put a flair
in homebuilding

The use of terrazzo gives distinction to any home.

Like the use of herbs in cookery, there follows a dramatic improvement with terrazzo floors. They enhance the value of a home.

Terrazzo is a custom floor with you as the designer. Through the variation of size and proportion of the many different colored marble chips and with Trinity White in its original state or tinted, any design can be effected. The upkeep is minimum.

Terrazzo was used in the family room. And in the kitchen as shown above.

Write for color booklet showing 24 popular terrazzo samples.

A product of GENERAL PORTLAND CEMENT COMPANY
P. O. Box 324, Dallas, Texas 75221
Offices: Houston • Tampa • Miami • Chattanooga • Chicago
Fort Wayne • Kansas City, Kan. • Fredonia, Kan. • Los Angeles
That old gasser about fuel oil causing air pollution has been laughed right out of Miami Beach.

Somebody tried three years ago to prohibit use of economical fuel oil in Miami Beach. Tests showed no pollution—so the “somebody” warned of pollution “in the future.” Recently, they tried to prohibit it again. A series of tests by the Pollution Control Board again established no pollution from fuel oil. In fact, the air is just about the cleanest in America. Only two cities measure lower—and that is because they have no salt solubles.

So don’t listen to that old bull that you’d better lay off oil or face eventual forced conversion.

Oil has been, is, and will be the most efficient, safe, dependable, clean, and by far the most economical fuel.

BELCHER OIL CO.

Oil-powered equipment and fuel oil for all uses

MIAMI • PORT EVERGLADES • WEST PALM BEACH
PORT CANAVERAL • TAMPA • SARASOTA
FT. MYERS • NAPLES

FLORIDIANS SERVING FLORIDA SINCE 1915
Letters

Preservation Workshop

It was my privilege to participate recently in a workshop on preservation at the University of Florida in which your organization shared the sponsorship.

The purpose of this letter is not only to commend your interest in the subject and program but to suggest that it be used as a basis for further exploration of the subject in later workshops. Among the many groups and audiences to whom I have been exposed on numerous speaking engagements, few have measured up to the receptiveness demonstrated by this group of participants. I refer primarily to the students who attended. It is obvious that the faculty of the College of Architecture at the University of Florida have been successful in inoculating a group of potential young professionals with the type of concern for the total environment which is far more total in concept than usually found at the other schools of architecture where I have lectured. It was indeed a pleasure to find students who accept preservation problems as equally important among other concerns for the environment instead of the afterthought or expedient category to which it is usually relegated in professional training. In my considered opinion, this is a forward looking attitude which should not go unnoted and one which should be encouraged.

Sincerely yours,
William J. Murtagh
Keeper of the National Register

Public Service

The quotation on the back cover of the November issue is excellent. I would commend elected public service to all architects. The responsibilities are awesome and the effort time consuming, however the rewards of professional and personal satisfaction are great.

Very truly yours,
Donald S. Williams, AIA
Commissioner, City of Clearwater

Professional Practice

This office is in the middle of a situation which has an increasing number of parallels and perils for our profession.

Involves a considerable area of roof insulation, roofing and related water damage, resulting from delamination in the structure of a glass fiber roof insulation board, over a near flat roof, at an apparent uplift force of less than 20#.

At the time of specification, and for several years thereafter, the manufacturer positively claimed an uplift value of 60# per sq. ft. (until recently, when they dropped any catalog uplift claim). They further reiterated this claim and accepted responsibility for it on direct query before acceptance of the roofing system specification, but refused to make any definite statement about the installation, or accept any responsibility when failure occurred.

Our opinion and that of other knowledgeable people is definite, to material failure as opposed to installation deficiency.

The owner’s insurance company has joined us into a suit directed first at the roofing contractor, the roofing manufacturer, and the insulation manufacturer, in an apparent attempt to spread the load as wide as possible.

Manufacturer’s conclusions as to uplift values, apparently resulted, at least in part, from tests conducted by Factory Mutuals Insurance testing laboratory, on 5' x 9' panels clamped on all four sides and apparently without a use traffic factor. Underwriter’s Laboratories test procedure (Bulletin #52) is similar, on 10' x 10' clamped panels. These procedures have been accepted as valid for some years, and it is easy for all to miss the fact that if all roof areas were battened down at 5' x 9' or 10' x 10' intervals, skin tension values in the surface material would maintain integrity of most roofing systems over insulation at a much higher uplift force than normal job conditions.

The manufacturer of the product in question here is a big one, and I must presume that many millions of dollars ride on the question of whether the product is judged deficient. Also questioned again here is whether (1) the designer must test each and every product he uses, personally (an impossible position) or (2) be able to rely on the positively stated claims of established manufacturers and suppliers, or reputable testing laboratories.

This may become one of the “classic” cases. There is a similar one in the Miami area involving an engineer, (same material), but seemingly with enough differences to require separate consideration.

I am as adverse as anyone to unfavorable exposure, but feel that these matters need an open forum: (1) The industry wide and supported research and development program that has been so difficult to get going, (not just “Underwriter’s,” of BU. Standards), (2) More and better reporting in professional journals such as AIA Journal and The Florida Architect, of experience records, failures, minor as well as major design and construction achievements. (3) More task force gathering an dissemination of information on current procedures, systems, prices, and the like, (4) Compilation (and dissemination where useful) of legal case data, on state and national levels.

It is my opinion that national & regional legal counsel might usefully participate in certain critical suits of this nature as an observer, and in some cases as a “friend of the court” to guard against an increasing number of decisions which are invidiously unfavorable to the design professions.

I will appreciate (1) information which AIA, or individuals may have about similar experiences, (2) with observation or participation that FA & AIA deem advisable, (3) definition of better programs in FA & AIA for such matters, particularly industry wide research, than now exist.

Sincerely,
Robert E. Hansen, F.A.I.A.

P.S. Our case is set for trial February 15, 1969. We may be dismissed, but the problem remains so critical, profession wide, that a definitive hearing may be preferable from that point of view.

It also seems important to air the point of an insurance company damning professionals for accepting test procedures initiated in their own family. Some years ago, when I tried to interest the Underwriters in joining an industry wide building research program, their regional representative here stated, “The Underwriter’s wrote the building code, and will change it when they think it wise.”

Code Resolution

As a member of a local contractor’s examining board whose duties are duplicated numerous times in this area, and as one who has encountered numerous local variations on the “South Florida building code,” I am certain the recent regional convention was in grave error when it passed a resolution which, without better alternative proposal, dilutes any serious effort to create a uniform basis of building code requirements for Florida.

20 / THE FLORIDA ARCHITECT / January 1969
The rapidly increasing complexity and costliness of architectural practice and building construction should not be complicated by the backwardness of the organization we look to for assistance in reaching those important goals which only united action can gain for the construction industry.

It seems also pertinent to repeat that until the AIA can interest the bankers, builders, underwriters, manufacturers, government and ourselves in a united building research program, we will not be able to keep abreast of new technology and old problems in and out of the building codes.

Certainly one town, one region, one architect cannot afford the research needed to either write an up to date building code or keep the profession out of the fire dance imposed by unrealistic court decisions.

Sincerely,
Robert E. Hansen, F.A.I.A.

Challange to Change

This is in reference to the editorial in the September 1968 issue of the Florida Architect entitled "Challenge to Change."

The initial reaction was that this article was just an imprudent and ill-advised bit of writing based on such lack of depth that by its very shallowness it would be too innocuous to cause further concern.

However, there appear to be certain forces at work that may, because of their dedication born of selfish desires, enlist the interest of politically motivated and dissident minorities to such an extent that serious divisive acts may take place before group apathy and/or unawareness can be overcome. To avoid this, the Board of Directors of the Florida Association should promptly review all the facts developed to date and apprise their membership at large their findings and recommendations.

As Jack Moore so aptly put in in his response to the referenced editorial as published in the November 1968 issue of the Florida Architect, the Association does need to evaluate the effectiveness of our educational system as it affects our profession in this age of great change.

This evaluation, if done in depth, will unquestionably put to rest this bit of editorial shallowness and provide the profession with a better insight to ways in which the profession may better assist the universities in our state in the development of architects that will be prepared to meet the "Challenge to Change" in our fast moving economy.

Sincerely,
William D. Kemp
Kemp, Bunch and Jackson, Architects

As a recent graduate of the University of Florida, (April '67) I feel compelled to write this letter in response to your September editorial "Challenge to Change" in the FLORIDA ARCHITECT.

Today's architect is a man of many talents, his responsibilities are enormous and his participation in life and community is the reason for his being. However, and unfortunately, he does not acquire these traits overnight nor does he acquire all of them from other professionals.

I seriously doubt if a fledgling architectural student can achieve the "many additional sources of culture, in the fields of art, music and science", in a metropolitan community. The University of Florida by its very existence provides all of these cultural endeavors. But even more important to the development of these students in the arts, their participation in the fields of human development and human contacts which large metropolia can not provide for lack of time and interest.

I will be the first to agree that the "practical aspects of architecture" is one of the prime goals of architectural education, but cramming all 300 or so architectural students into a metropolia community is not the answer. The complaint that Gainesville does not offer the working opportunities because of its size is not valid—even Miami and Jacksonville couldn't handle that number of novices.

Those students who seek employment between terms are forced to leave the University—but this is healthy, not harmful. By leaving for awhile they have the opportunity to see different cities, work for different employers and establish an architectural philosophy of their own based on varied experiences, all they have to do is make the effort.

You hint in the editorial that better qualified University personnel can be obtained if the School was relocated in a metropolitan area. I have to take exception to this statement by its innuendo. After graduation I spent some time in the North, associated with graduates from all of the major institutions, located in and out of metropolia, and I can honestly and modestly say that my education was as good or superior to any of them. This I attribute to the personnel at the University of Florida.

In closing, I would like to say I think as members of the Florida Association of the American Institute of Architects it is our responsibility and obligation to support and contribute to our state's architectural education. Of course it can be improved, everything can, but relocating it for the sake of satisfying personal or political reasons is both thoughtless and short sighted.

Sincerely yours,
Jeffery A. Ornstein, A.I.A.

New Board Member

Miamian James E. Garland has been appointed a member of the Florida State Board of Architecture. Garland is a partner in the firm of Connell, Pierce, Garland and Friedman. He studied architecture and later taught the subject at the University of Florida.

James E. Garland, AIA

Executive Director,
Miami Masonry Guild

Rodney R. Antonsen, former president of the Masonry Contractors of Minneapolis and former director of the Masonry Contractors Association of America, has been appointed Executive Director of the Miami Masonry Guild.

Antonsen, who has been associated with the masonry industry for more than 25 years, will have his offices at 46 N.E. 6th Street, Miami, head quarters of the Miami Masonry Guild, Inc.

The Guild was organized recently to act as a clearing house for trade and technical information of interest to masonry contractors and suppliers.
The Bridge Beautification Committee has prepared this report after holding several meetings to exchange ideas on making our Florida bridges more attractive.

The committee represents a cross-section of Engineers and Architects in private practice, government service and the contracting industry.

We all realize that aesthetic values should have a high priority in our highway structures. However, as individual tastes can vary greatly, especially in aesthetics, it appears that there cannot be a set criteria as far as aesthetics are concerned. As we exchanged ideas we found that we all agree on the following set of rules:

(a) The rule of good order—order of systems and order of direction of lines. For bridges, order of systems means to choose a beam, truss or a frame but never mix systems.

(b) The laws of good proportion between length and height, between span clearance and depth.

(c) We should aspire to simplicity of structure and restrict ourselves to few and simple elements. We should avoid the use of gingerbread or ornamental designs.

(d) The structure must be shaped in a way to allow easy fabrication or construction. This means that the material to be used will have an influence on the design.

(e) The design must also consider economy as one of its main aims.

We feel that the greatest emphasis should be placed on our Urban Expressway System. In our cities, the highway structures are a dominant feature from many view points. How they are designed will affect their communities for many years.

The recommendations of the committee are as follows:

(1) Spans should be as long as is commensurate with reasonable economy. This will reduce the number of piers and allow us to design a more slender bridge; i.e., seven spans at 100 feet are preferred to ten spans at 70 feet.

(2) Uniform depth girders are preferred, and the fascia girders should always be the same depth. This will offer clean lines.

(3) The exterior girders should be curved to fit curve of roadway in particular for short radii. For the longer radius the exterior girder may be straight and should be set in far enough to allow a minimum of one foot between the outside face of girder and bridge coping.

(5) Piers should be designed to eliminate massiveness, and the number and size of columns should be kept to a minimum with greater use of single shaft piers and tee piers. Columns should be designed with spiral reinforcement to reduce their size and to avoid a forest of columns.

(6) Viaducts within cities crossing shopping areas with its many pedestrian activities should provide as much head-room as possible, to provide a more open feeling. In areas of long, wide viaduct, vertical clearances of twenty to twenty-five feet present a lighter, more open and more attractive over-all effect on adjacent and underneath areas; such clearances do not substantially increase the cost of structures, and should be considered where appropriate.

(7) For the long multi-span bridges for elevated highways the intermediate piers present the main aesthetic problem. Pier caps should be buried in the superstructure by moving the capping beam upward, so that its depth partially disappears. The number and distance between support spacing increased.

(8) Bridge drainage systems are to be buried and should not be visible in profile.

(9) Steel fascia girders should be freed of transverse and longitudinal stiffeners.

(10) The rubbing of concrete should be eliminated and greater control placed on the form work. This method has been used in the building industry by architects with much success. Our present specification governing the quality of the form work would have to be revised if this technique is adopted.
(11) The face of retaining walls should receive special architectural treatment. The top of the walls should be a smooth line and not a series of short tangents.

(12) The bridge railing recommended is shown on drawing number 2.

(13) The type of fence used at bridge ends should be made more attractive, and special design consideration given to the slope protection at bridge ends.

(14) Old abandoned or replaced highway structures should be removed. If not removed promptly, such structures eventually become eyesores due to improper maintenance. Although we use abandoned bridges for fishing piers, they, too, eventually become eyesores due to neglect. We should construct attractive fishing piers where required in lieu of utilizing old bridges for fishing.

(15) It is our opinion that the architectural profession can contribute substantially in our objective of making highway structures attractive and harmonious with their surroundings. A Registered Architect should be involved in the conceptual development of a project as well as in the final plan preparation. Contracts for consulting services should provide for the participation of an architect in the project, work done within the Florida State Road Department should utilize the services of a consulting architect on projects where the impact of the aesthetics of structures warrants particular consideration.

The basic construction material for Florida bridges should remain as is (precast, prestressed concrete members). Most of our recommendations can be achieved by utilizing prestressed concrete, because economies must always be a prime consideration as modifications are considered.

If we consider the development of bridge design from an aesthetic point of view, we find a preference for slender structures supported by slender piers or columns, with long lines, either straight or in smooth curves. We avoid heavy, clumsy, structures with large supporting columns. Bridge designs must be governed by valid rules for simple order and good proportions.

At the present time, the State Road Department is undertaking the design of a large expressway project through one of our large metropolitan areas (I-4 in St. Petersburg). It is our hope and desire that our recommendation be implemented in this project.

Editor's Note:
The Bridge Beautification Committee was created at the request of the FAAIA and represented by Harry E. Burns, Jr. AIA and Earl M. Starnes, AIA, along with other professional and trade organizations.
AIA-CEC Conference Set for Washington

Senators, Congressmen, Federal agency officials, and the presidents of the Consulting Engineers Council/U.S., and The American Institute of Architects will headline a national AIA-CEC Public Affairs Conference scheduled for March 18-20, 1969, at the Mayflower Hotel in Washington, D.C. More than 500 architects and engineers are expected to attend the conference which will also include visits and appointments with Congressmen on Capitol Hill on March 20. Architects and engineers from throughout the U.S. are urged to attend and participate in this second annual CEC-AIA conference designed to focus on legislative matters of interest to A-E's.

Registration will be from 3 to 8 p.m., March 18, at the Mayflower Hotel. That evening from 7 to 9 p.m. there will be a reception at the Smithsonian Museum of Science and Technology. Information concerning advance registration and details about the conference are available through: Larry Spiller, Assistant Director, CEC, 1155 15th Street, N.W., Washington, D.C. 20005, and Philip Hutchinson, Governmental Affairs Director for AIA, at 1735 New York Avenue, N.W., Washington, D.C. 20006.

Key topics to be discussed following remarks by AIA President George E. Kassabaum, FAIA, and CEC President John G. Reuter are: union control of plans and specs, revamping Federal procurement procedures, new towns and other key legislative issues of interest to the profession, A-E's and equal opportunity regulations, the Federal Government as a client, the budget and its impact on construction, grant-in-aid discussions and influencing legislation.

FAAIA Challenges Clay County

The Florida Association of the American Institute of Architects has filed suit against the Clay County Commission because the Commission had called for competitive bids from architects on the proposed courthouse-jail complex.

The authority under which the Clay County Commission acted was Chapter 57:990, Laws of Florida, as amended by Chapter 61:884, Laws of Florida, which provides that the Board of County Commissioners in all counties in the State having a population of not less than 19,200 and not more than 20,000, according to the last official statewide census, is authorized to enter into and make contracts for the purchase of materials, supplies, and services without requiring competitive bidding thereon, providing that the amount to be paid therefore shall not exceed $1,000.

In the complaint the Association filed, it is asking the Court for a declaration of rights under the statute explained in the preceding paragraph. The Court is being asked to interpret the term "services" as it is used in the statute. We thereby hope to prove that, under the existing case law in Florida, this term should not include "professional services." The complaint also attacks the constitutionality of the statute on the grounds that it is an invalid attempt to enact a local act, commonly referred to as a population act.

The Association complaint was filed on January 9, 1968 and the defendants have 20 days in which to answer the suit.

It has been learned that the Commission opened the four competitive bids on January 13 but no action will be taken to award a contract, pending the outcome of the suit.

The complaint stated, in part:

"13. Plaintiff, FLORIDA ASSOCIATION OF AMERICAN INSTITUTE OF ARCHITECTS, was created and continues to exist for the purpose of maintaining high standards of conduct for its members, who must be architects licensed to practice in the State of Florida, and was further created and continues to exist for the purpose of protecting the public at large by the maintenance of high standards of professional conduct for its members; its rights are affected by the aforesaid statute and written instrument in that members submitting bids in compliance with the aforesaid notice are in violation of the standards of professional conduct governing architects and subject to loss of membership in the Association, thereby resulting in injury to the profession and the public at large; its rights are further affected by the fact that the public at large will suffer if contract for architectural services must be preceded by competitive bidding and public notice calling for said bids, thereby impairing the status of the Florida Association of the American Institute of Architects."

A copy of the complaint may be obtained by contacting the Association’s offices in Coral Gables.
Ralph Schwartz of Ford Foundation To Head AIA Urban Affairs Center

Ralph Grayson Schwarz, a leading executive of the Ford Foundation for the past six years, has been appointed head of the new Urban Affairs Center being established by The American Institute of Architects, it was announced last month.

AIA President George E. Kassabaum, FAIA, said Schwarz would take over his new position on Feb. 1, and will be located in the Institute's headquarters in Washington, D.C.

For the past year, Schwarz has been president of the Fund for Area Planning & Development, Inc., a nonprofit organization supported by the Ford Foundation and the Rockefeller Brothers' Fund, and has represented the Secretary General of the United Nations, the U.S. Ambassador to the U.N., and the Mayor of New York City in the direction of planning activities concerned with expanding U.N. Headquarters and related facilities in Manhattan. Earlier, he directed the design and construction of the new Ford Foundation Headquarters in New York City, and was Director of Operation and Director of Building, Planning and Construction for the Ford Foundation.

Kassabaum said that as head of the AIA Urban Affairs Center, Schwarz will "lead in the investigation and development of a 'human environment' — an environment that will be compassionate and sympathetic to man — and in the development of the new architecture for that environment which will be concerned with the human and social consequences of physical design."

Schwarz said the Center "will address itself immediately to the most urgent problem of today's environment — the crisis of the inner city, and particularly that of the Negro ghetto." But he added that in the long-run, the Center will be concerned "with the total problem of achieving the 'human environment,' whether urban or rural, suburban or inner city."

The AIA president said the Center would be "action oriented," and was being established by the Institute, and supported by a large financial commitment in relation to AIA's resources, because of AIA's conviction of the importance of the physical environment in urban life, and because no other group or organization was ready or able to take on the responsibilities that have been assigned to the Center.

Schwarz said the first tasks of the Center, which will draw on all resources of AIA but will operate independently of the Institute, will put strong emphasis on finding ways to involve the architectural profession in model solutions for connecting the many disciplines concerned with the urgent problems of cities.

He said the Center's investigation of the 'human environment' will include the "definitions of the goals and procedures of public and private programs dealing with both the physical and non-physical environment," and that to accomplish this it is necessary that public and private agencies "possess a broader understanding of the capabilities of the design professions, and that the professions be better equipped to understand human needs. Thus a logical program for the Center will be research to translate human understanding into terms meaningful to the physical designer, and the definition of design criteria in terms of human needs."

Schwarz joined the Ford Foundation in 1961 as a Program Associate to coordinate overseas development in West Africa. Prior to that time he was assistant vice president of the New York Herald Tribune, and was with Bethlehem Steel Co. He is a graduate of Lehigh University, holds a master's degree in history from that institution, and has done post-graduate work at Union Theological Seminary, Columbia University, and several European universities.

His work for the Fund for Area Planning and Development, on behalf of the United Nations and the City of New York, has resulted in implementation of a plan to develop a two-block International Center by New York City, acceptance by the U.N. General Assembly of a proposal for expansion of the U.N. Secretariat, and adoption of a proposal to build the U.N. International School and an apartment complex in air rights above a Consolidated Edison substation.

USOE/AIA Educational Facilities Workshops

The AIA through its Committee on School and College Architecture, and the Office of Construction Service of the U.S. Office of Education has completed arrangements to co-sponsor eight regional workshops to be conducted by the U.S. Office of Education with an agenda that will cover —

1. Education Facilities in Community Development
2. Facilities Planning and Design
3. Techniques for Planning
4. Federal Programs Relatable to Education Construction.

With special emphasis on combined occupancies, air-rights utilization and multi-use of sites.

At each Workshop, a representative of the AIA Committee on School and College Architecture (CSCA) in the area is being charged with organizing AIA participation and attendance.

All chapters are urged to have members who have particular interest in this program contact the AIA Representative in their area for particulars, possible contributions to, or assistance for the Workshop.

Tampa, Florida, Feb. 24 - 25.
Florida South Atlantic (Ga.),
Gulf States (Ala., Miss.)
Contact: Edward G. Grafton,
AIA, 2575 South Bayshore Dr.,
Miami, Fla. 33133.
“Charrettes” drawn by big horses or by red tractors carry the hay to the barn along the deep ruts of country roads. “Charrettes” piled high with ripe fruit, brimming with fresh vegetables, laden with cut flowers beckon passerbys on Paris street corners. “Charrettes” took elegant aristocrats, a dull king and his heedless queen to the guillotine. Yes, a “charrette” is a cart in French, a handy vehicle, a prime utensil of farming, commerce and revolution.

But tell me, what has this got to do with architecture, the Mother of the Arts? We have all heard—haven’t we?—weary-eyed architects, haggard and dishevelled students of architecture utter the word panic in their voice as an explanation of their condition. They often look indeed as if they had been overrun by such a vehicle on a sixty degree slope and left in agony for a good fortnight. This interpretation, however, is not valid in the majority of cases.

As with many things, it all began in Paris. The Ecole des Beaux Arts of Paris, once the most renowned school of architecture in the world, functions in a manner very different from architectural schools in America. The School itself provides an administrative structure, general courses and grades practically all the work done in Paris and the provinces. The architecture projects, however, are studied and drawn in “ateliers,” that is, studios.

The “ateliers” group from thirty to two hundred students, each working under a “Patron,” a boss, sometimes assisted by one or several associates. A given atelier groups students of all years who elect a “massier” and other officers responsible for the operation of the atelier, which is entirely in the hands of the students. These ateliers may be situated outside the school in its immediate neighborhood or for that matter situated in any part of town.

But again, what could this have to do with charrettes? Quite a lot, quite a lot!

French architecture students draw on large sheets of paper stretched on plywood frames, the whole thing being furnished by the prosperous supply stores of the School’s neighborhood who recuperate their frames after critiques.

These frames are quite heavy and to carry them from the atelier to the School is an ordeal. So freshmen are sent to rent a hand cart. These obsolete two-wheeled and iron-shod vehicles are part of a strange Parisian commercial enterprise: the wine-coal-wood dealer who still dispenses these commodities which were essential to life in the capital in 1900. The often mustached gentleman running these establishments traditionally comes from the province of Auvergne and has an accent which proves it. Imagine a sort of bar where you can down a glas of Beaujolais, pick up a neatly tied pack of kindling wood, a fifty kilo bag of coal and . . . rent a charrette!

The panels are loaded into the cart, a freshman put between the handles, two behind to assist and the strange caravan shouts its way through noon traffic to get its load to the School in time for the deadline.

The meaning of charrette—a cartload of projects—was soon extended to include these frenzied moments in the life of an architect when he struggles to meet a deadline, when sleeping and sitting down become impossible luxuries.

The nature of architectural work is such that to the last minute efforts are concentrated on the design itself, on the idea often at the expense of the time necessary for the drawing phase, the presentation or rendering as architects call it. This last-ditch effort to finish on time often involves one or several sleepless nights where mental anguish, a part of creative work, is made more unbearable by physical exhaustion.

But strangely enough, a charrette is not an unhappy moment in the life of a student architect. The effort and misery shared in common, the bad joke which sounded so good at four o’clock in the morning, a gaze into another similing haggard face, the morning cup of coffee, the tremendous relief when the last line has been drawn, all these more than make up for the sheer torture of giving birth to the project. And architects all have a masochistic trait in common: they like their pain.

“Charrettes” in Paris are a bit more colorful than in Miami: the atmosphere of shouted commands, frightened freshmen, tracing paper bonfires drying the washes, the century-old and very loud songs accompanied by the battered brass of the atelier’s band, is downright uproarious. When the last drawing has gone, all students and their professor drink a generous toast to the departed charrette and the wretched freshmen are put to work cleaning the mess.

Charrette!

by PAUL BUSSON

Paul Buisson, Associate Professor of Architecture, University of Miami, is a Graduate of the “Ecole Nationale Superieure Des Beaux Arts” in Paris.
This is an angle photograph of an actual panel 17' wide.

It began over 500 million years ago . . . in a quarry outside Mineral Bluff, Georgia. Through the ages, it adapted to a multitude of earth changes. Today, it is a fine-grained mica schist that has remained remarkably adaptable. It breaks into slabs of any desired thickness (stocked only in ½" thickness) . . . or cut and saw it to any shape. Variety is infinite. No two slabs show the same color shades . . . they range from greens and bluish-greens through yellows, browns and chocolate tones. Blend them to produce striking, artistic effects. This unusual stone is ideal for veneering . . . future uses are unlimited. It took over 500 million years for Zyrian Stone to reach such perfection of beauty and facility. It was worth the wait.

DUNAN BRICK

DUNAN BRICK YARDS, INC.
1818 North 7th Avenue
Lake Worth, Florida
(305) 582-5760

P. O. Box 5
Miami, Florida
(305) 887-1525
Design may be unimportant in a backyard tree house, but when you need a building that works with you, not against you; when you’re interested in reducing operating and maintenance expense; when you’re interested in comfort, class and beauty; when your company’s image is at stake, then you need an architect. But be sure he has the letters AIA after his name. These letters signify that he has pledged to practice the profession of architecture according to the mandatory standards of the American Institute of Architects.