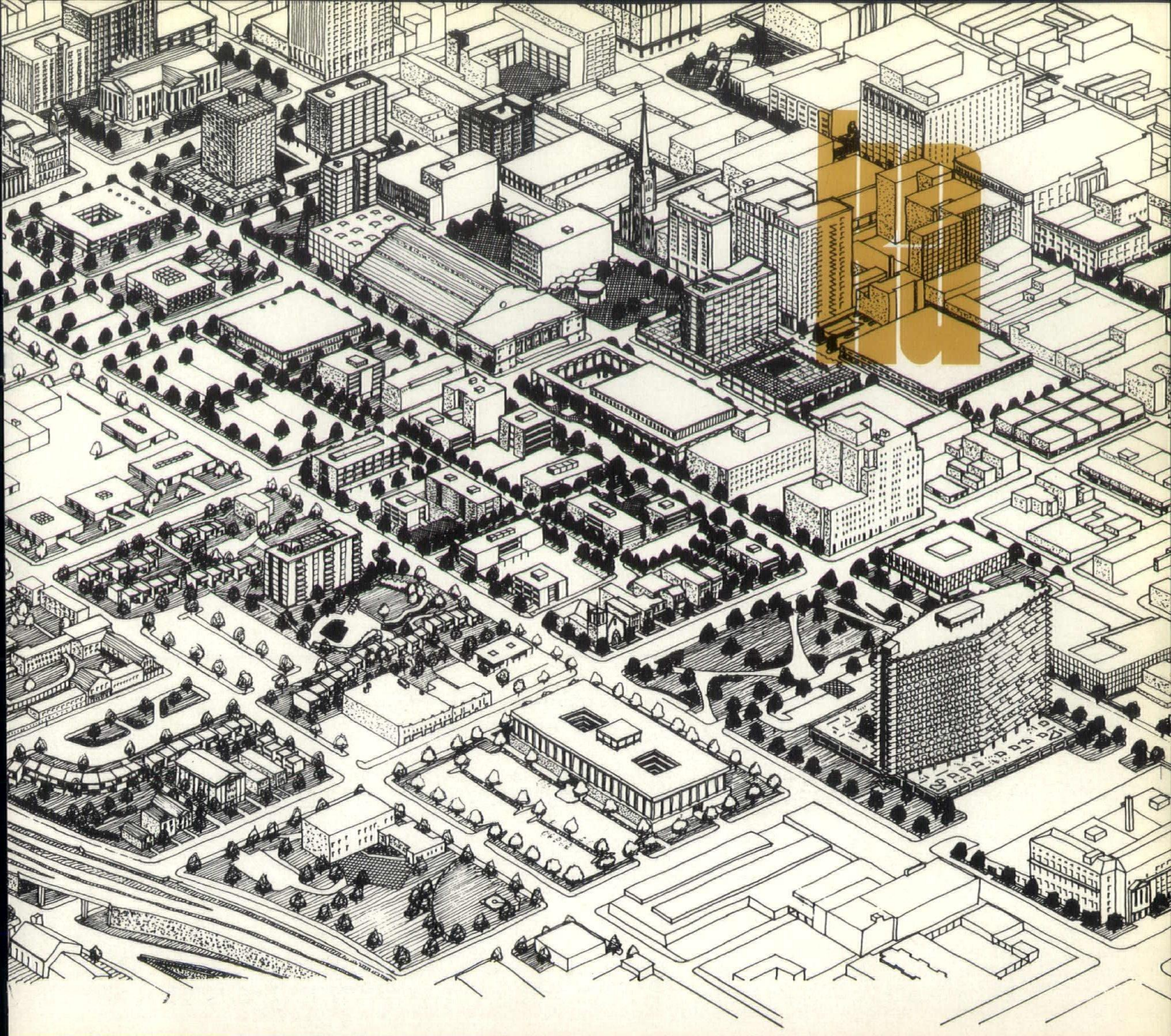

The Kentucky Architect

MAY, 1964

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DEFINITIONS

BUILDER (bil′dĕr), One that builds; esp: one that contracts to build and supervises operations.

CONTRACTOR (kon′ trak tĕr), One that contracts to perform work or provide supplies on a large scale.

BROKER (bro′kĕr), An agent who negotiates contracts of purchase and sale, negotiator.

PRE-FABRICATOR (prē fab′ri kā tŏr), To produce synthetically or artificially.

SHOPPER (shop′ ĕr), One that shops, 2: one whose occupation is shopping as an agent for customers or for an employer.

Reference: Webster's Seventh New Collegiate Dictionary.

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VOL. 3 NO. 5 May, 1964

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THE KENTUCKY ARCHITECT . . . publishes significant expressions of the use and control of space.

Producers' Council Cruise June 6

Members of the Producers' Council will sponsor a dinner-dance aboard the steamboat Belle of Louisville June 6 in an effort to raise funds for a grant to the University of Kentucky School of Architecture. It is hoped that the fund raising event will become an annual event and contribute to the development of upcoming young architects studying at the University.

Dr. John Oswald, president of the University, has expressed great interest in the Producers' Council project, as well as professor Charles Graves, of the school of Architecture, and both plan to attend.

Price for the evening of fun is $15 per couple. Persons will begin boarding the Belle at 5:30 at the wharf at Fourth Street and River Road. She departs at 6:30 p.m. for the upriver cruise; dinner will be served at 7 p.m. As an added treat, "Las Vegas Night" activities, with gaming tables, play money, and prizes, will add to the fun; Set ups will be available on the Belle.

Buy your tickets early by contacting Mr. Bill Pierce, Johns-Manville Sales Corp., 131 Breckinridge Ln., or any member of the Producers Council. Remember: all proceeds go to the School of Architecture at the University of Kentucky. The cost is tax deductible.

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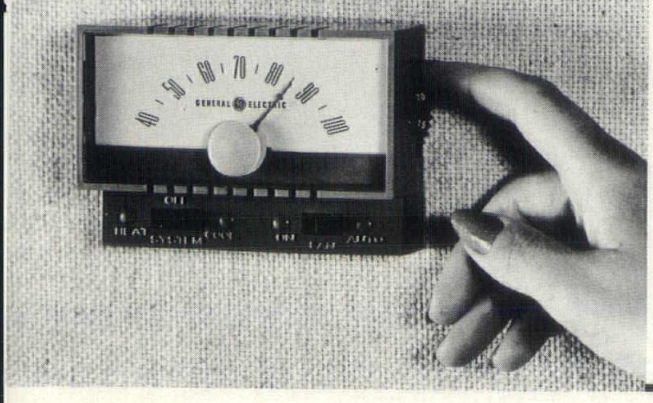

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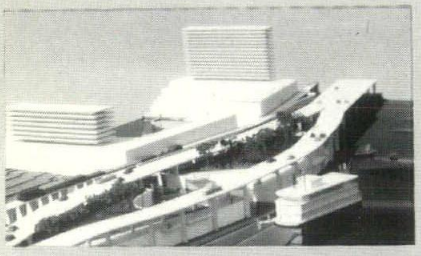
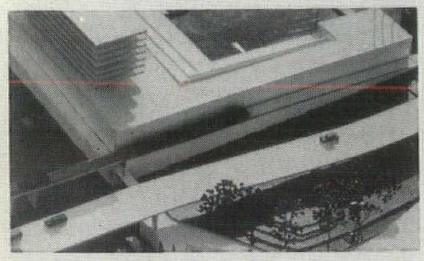
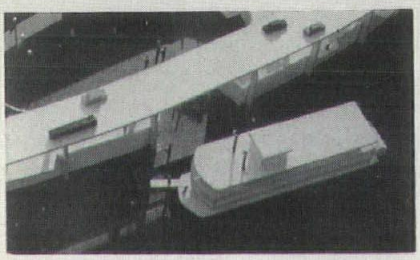
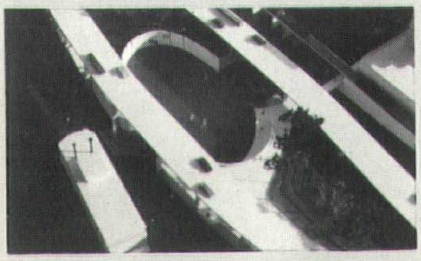
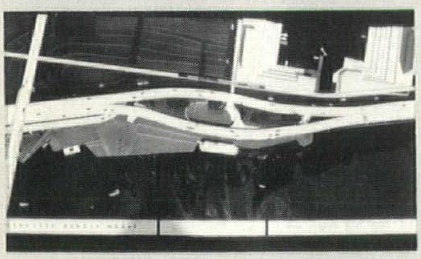






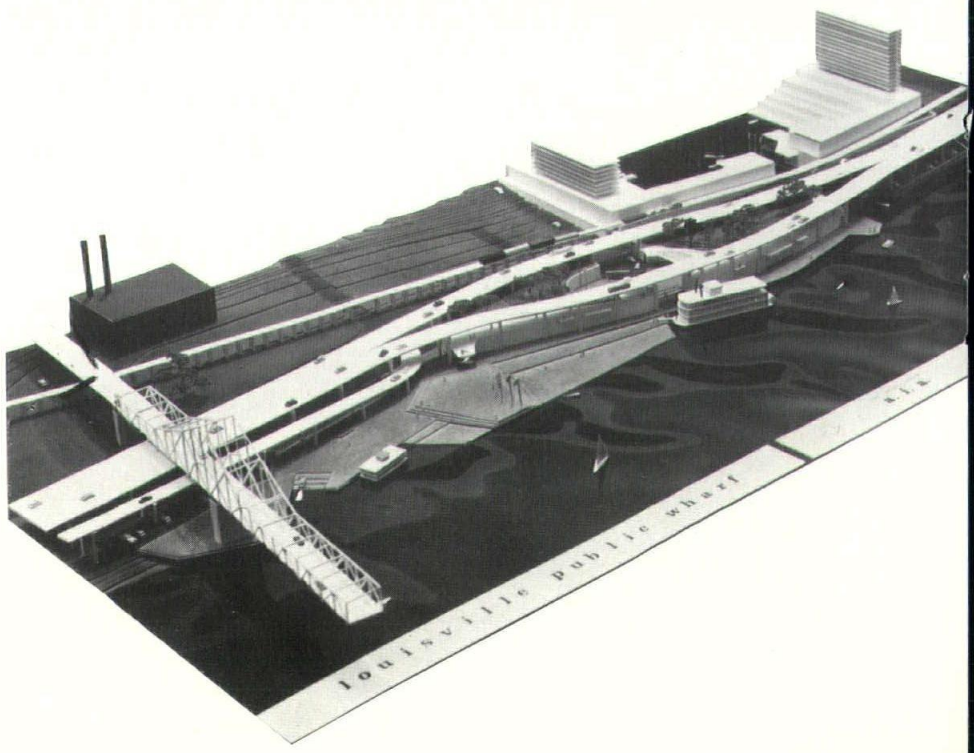




There are many opportunities that present themselves to the people of a city for accomplishing some significant feature of their physical environment. Louisville has one of the most significant opportunities now, in its chance to create an exciting, vibrant and distinctive riverfront area. In recent years Louisville has neglected her heritage of the river, and has allowed the edge of the river to become clogged with the unsightly debris of industrialization and commercialization. Now with the advent of the Riverside Expressway, Louisville has the opportunity to re-establish its rapport with the river and retain a portion of its lost waters edge for the use and enjoyment of all of her citizens.

On the initiative of Louisville Central Area and under the guidance of the Louisville and Jefferson County Planning and Zoning Commission, a program of positive goals and needs was prepared for that area of the Ohio River's edge from First Street to Sixth Street. This definitive program was then turned over to a design team composed of volunteer members of the West Kentucky Chapter of the American Institute of Architects and augmented by city planners and landscape architects. The resulting solution is reproduced on the following pages.

The Editorial Council of the KENTUCKY ARCHITECT feel that this scheme warrants publication, both as an example of imaginative urban de-



sign, and also to serve as an example of the results of a collaborative effort on the parts of *all* interests and design disciplines concerned with the quality of our urban cities. It is through this approach of collaborative teamwork, with all sharing their talents and abilities, that hope for significant change in our cities lies.

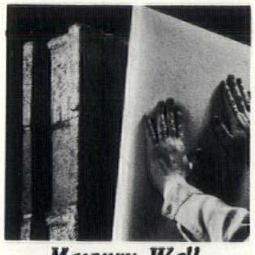
The Editors

Before one sets out in quest of a solution it is necessary to establish what one is seeking – and more important to determine why one is seeking it. Lest this article become embroiled in deep philosophical discussion, suffice it to say that each member of the design team involved in the solution of a design for the Louisville Public Wharf wished to make his contribution to his city in his own way and for his own reasons. As to what the team was seeking – the problem was considered on two separate but integrally related planes. First, what were the essential qualities necessary to make of this a functional and aesthetically pleasing addition to the urban city? Secondly, what qualities were necessary to provide an exciting, stimulating and enjoyable place for people to be?

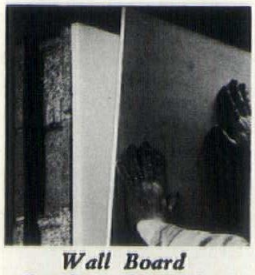
Let us consider the first of these criteria, for in a sense on it rests the ultimate success or failure of the second. Of primary importance was the necessity of providing a visual and physical end to Fourth Street. Since this is the main street in downtown Louisville it requires a more positive ending than its present literal dribbling into the river. For the same reason it was necessary to give some form of identification to this major street for those who would be passing through the city on the Riverside Expressway – some way of telling them that here is the main focus of Louisville – the main street as it were. Thirdly, it was felt appropriate to establish, at least symbolically, an entrance to and exit from the city even as the old Fourth Street Wharf was once, truly the gateway to the city.

Concerning the second of these criteria, the design team felt strongly that the wharf should be primarily a pedestrian space. Because of the large numbers of people to be in the area with the proximity of the Reynolds Riverfront Porject, it was felt that the wharf would be a necessary and valuable addition to the city park system. As such it should maintain much of the scale and character of a park. In this connection prime importance was given to the steamboat, Belle of Louisville, as a point of civic pride. It was recognized that, since in the past such diverse activities as symphony concerts and hydroplane races were accommodated, the project would need flexibility to allow for handling such events as these as well as ones to be envisioned in the future. Finally, a boat launching ramp and the retention of as much free public parking as possible were requirements of the program.

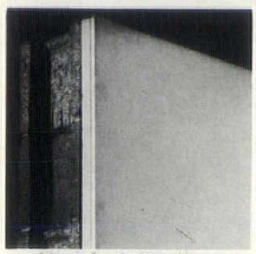
In light of these criteria the splitting of the expressway onto two separate roadways with a raised and landscaped plaza between is of central importance. By excluding vehicular traffic from the lower ova-shaped court, a physical as well as a visual terminus to Fourth Street is accomplished. This occurrence of a divided expressway with landscaping and trees protruding into the motor-



Masonry Wall Bonding Operation



Wall Board Bonding Operation



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ists line of vision as he approaches gives prominence and importance to the major axis of downtown Louisville. The travel weary motorist may have his curosity aroused just enough by this somewhat unique plaza that he will stop for awhile.

The lower oval court becomes, in fact, an arrival and departure court for the city. It also forms a portal which frames the Belle of Louisville in its prominent slip. This court area also functions as a discharge to point for those arriving by private car, from a taxi or the public bus system and provides some cover and protection for those waiting for the numerous excursion and pleasure boats which come to Louisville. Free parking is also provided at either end of the quay for the further convenience of those using the area.

In addition to the special docking facilities provided for the Belle, a special slip for the Coast Guard Station will be provided. To allow for supervision a boat launching ramp is located in this area, with adequate space for parking boat trailers. By providing for a quay which drops vertically into the water as opposed to a wharf which gradually slopes under the water the docking and boarding of boats is greatly facilitated.

The entire area is conceived as a space to be used by the person on foot. The pedestrian approaching from downtown crosses River Road on a bridge and arrives on the plaza at the mezzanine level. From there he can descend to the quay at either end of the plaza or through the arrival court in the center. Once on the quay he is free to go where he choses with a foot path alongside the boat canal allowing access to the Reynolds Project and Marina.

The raised walls of the plaza form a visual and sound barrier against the heavy traffic along River Road, thereby further increasing the scale and feeling of a pedestrian "park". The walls themselves could provide openings and shelter for bookstalls, tobacco shops, flower and ice cream vendors, all with their gaily colored awnings to add color and excitement to the quay. The top of the walls at the mezzanine level offer a promenade for viewing the activities along the river and quay – a promenade made light and enjoyable by splitting the overhead roof of the expressway at this point.

The quay proper is envisioned as a broad and flexible expanse of cobblestone paving. Depressions and stepped mounds lend themselves to a multitude of uses ranging from the concrete amphitheater and spectator ranks for viewing presentations of the river, to the more imaginary forts and lookouts of the younger minds using the quay. It should be a place of activity, color and excitement – it should be that magnet, as indeed all waterfronts have been throughout history – that pulls people back downtown and to the river. It could become a powerful step forward in rejuvenating a section of our city which was once its very hub. We of the design team hope that our efforts will not have been in vain – that the people of Louisville will grasp this opportunity for a truly exciting step forward in our city's progress.

George Rolfe

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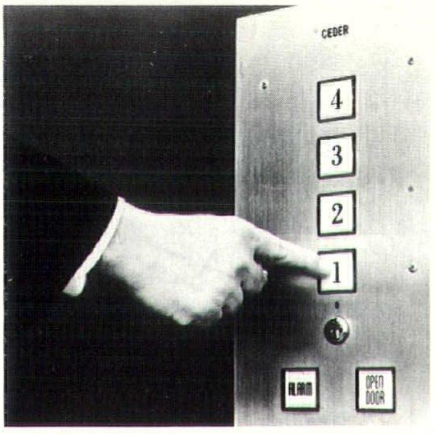

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Rangeland Elementary School, Jefferson County, Kentucky. Architects: Hartstern, Louis and Henry. Contractor: Rommel-McFerran Co. Cost per sq. ft.: $12.73. Cost per pupil: $630. (Furniture and site improvement not included.) Fire-resistant features of concrete allowed architects to deviate from the conventional one-story design, thus saving taxpayers money.

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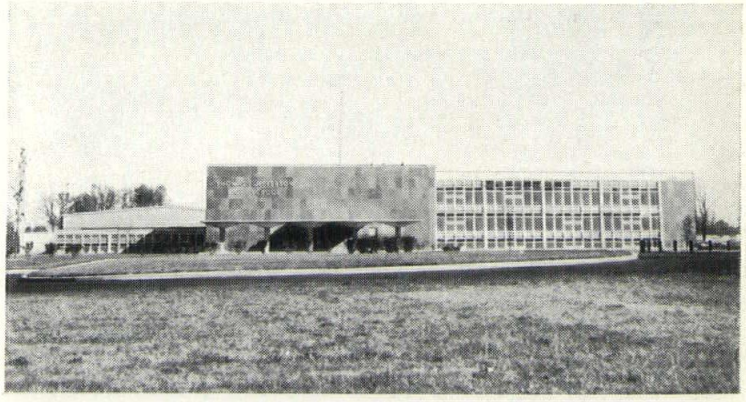

Thomas Jefferson High School, Jefferson County, Kentucky. Architects: Hartstern, Louis and Henry. Contractor: Sullivan & Cozart Co. Cost per sq. ft.: $13.25. Cost per pupil: $1,273. (Basic construction includes a 2,500-seat gymnasium, kitchen, library, boiler room and cafeteria large enough for expansion into senior high. The school currently accommodates seventh through tenth grades. Furniture and site improvement are not included in above costs, but air conditioning is included.)

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James Allen Clark Receives A.I.A. Fellowship

Fellowship in the American Institute of Architects, one of the highest honors bestowed by the architectural profession upon its most distinguished members, will be conferred on architect James Allen Clark of Lexington, during the 1964 annual A.I.A. Convention.

James A. Clark, F.A.I.A.

Mr. Clark was selected for the honor in view of his notable contributions in service to the profession. Currently director of the East Central Region, he becomes the fourth living Kentuckian to be elevated to membership in the College of Fellows.

He is the first director of the East Central Region and had the task of organizing the regional structure. At the A.I.A. convention, Clark will moderate one of the panels.

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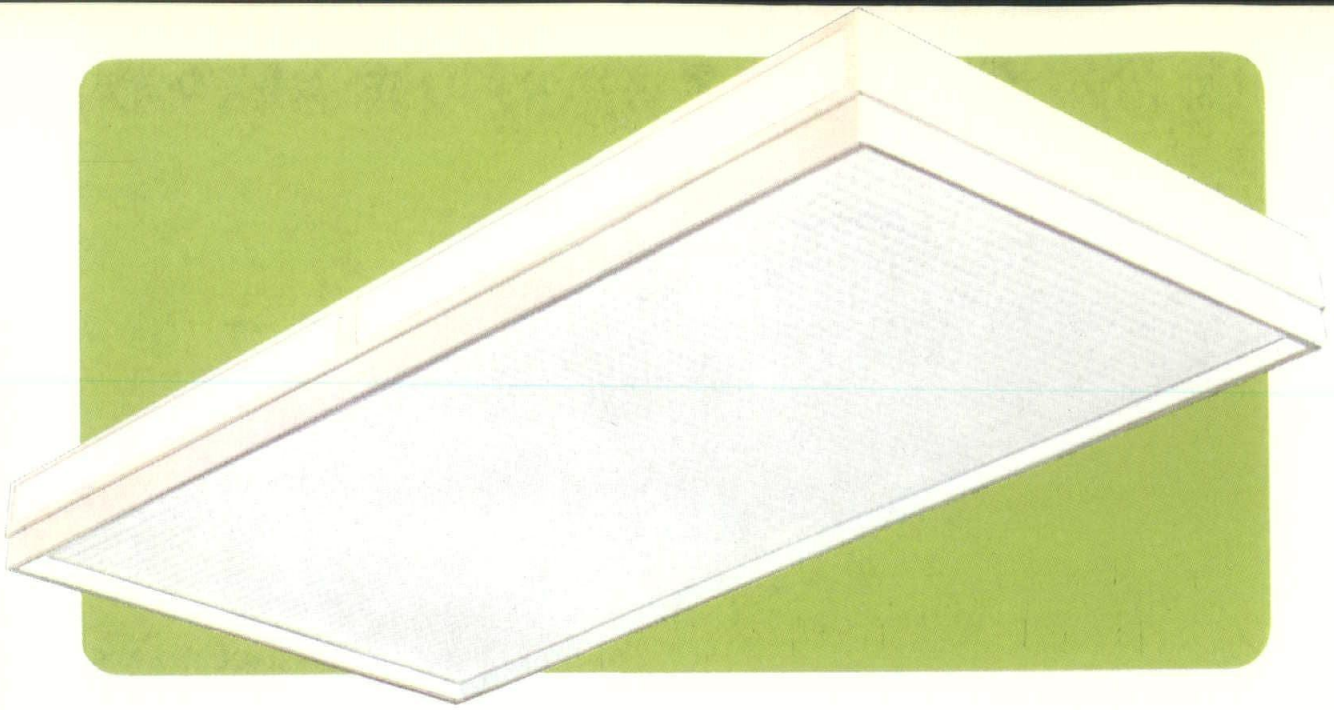

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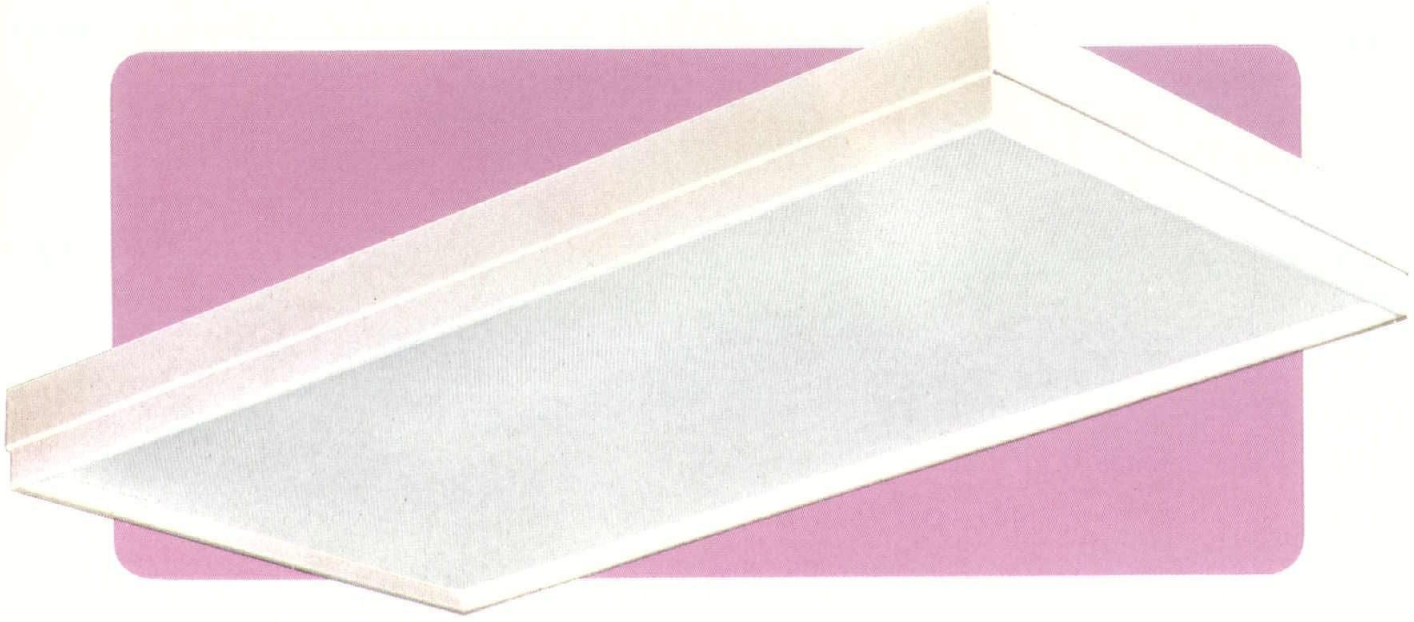

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Role of Urban Design in Urban Renewal

by marjorie caplan

Marjorie Caplan is Director of Community Relations Urban Renewal and Community Development agency of Louisville. She has been with the agency since 1961. Before she became director, she was responsible for the conservation and rehabilitation phase of Urban Renewal.

High quality design is a basic objective of the urban renewal program. This is the position taken by the Urban Renewal Administration in its official guideline statement on design in urban renewal, issued to all renewal agencies and authorities. More than a policy outline, the statement also provides suggestions for specific action to promote good design in urban renewal plans, as well as calling attention to the need for urban design considerations in rehabilitation and conservation areas. Among the suggestions:

> (1) taking advantage of opportunities for obtaining technical services for design studies, studies of architectural and historic qualities of an area, and studies of the relationship of new development to existing buildings, open spaces, and streets;
> (2) using special techniques for insuring quality design, such as land disposition on a fixed price basis with design quality as the criterion for awarding the land;
> (3) consulting with "design resources" in local communities: architects, city planners, landscape architects, historical societies, and landmark-preservation groups.

Such an objective as high quality design imposes impressive responsibilities on the entire community, and indeed the entire community becomes involved in a program such as urban renewal. The director of the renewal program and his Board of Commissioners are specifically charged with the responsibility of making decisions which, in effect, will refashion the city over the next several decades. The director must have some familiarity with urban design, as such, as it will be he who must establish the program, give direction and set the atmosphere which will result in the creation of the urban design.

The developer shares a heavy responsibility also in bringing better urban design into city rebuilding. He works within the framework of the redevelopment plan. The content of its controls and standards determine the range of flexibility and creativity he can meet. If a renewal agency operating within a community whose attitudes are strong towards the importance of design follows through in this conviction, the developer must meet this demand by seeking the best in design guidance, encouraging the use of architects whose competency and creativity will produce an end product of the highest quality. The developer must also be willing to fight some of the forces and factors which may inhibit those very elements that could produce good design.

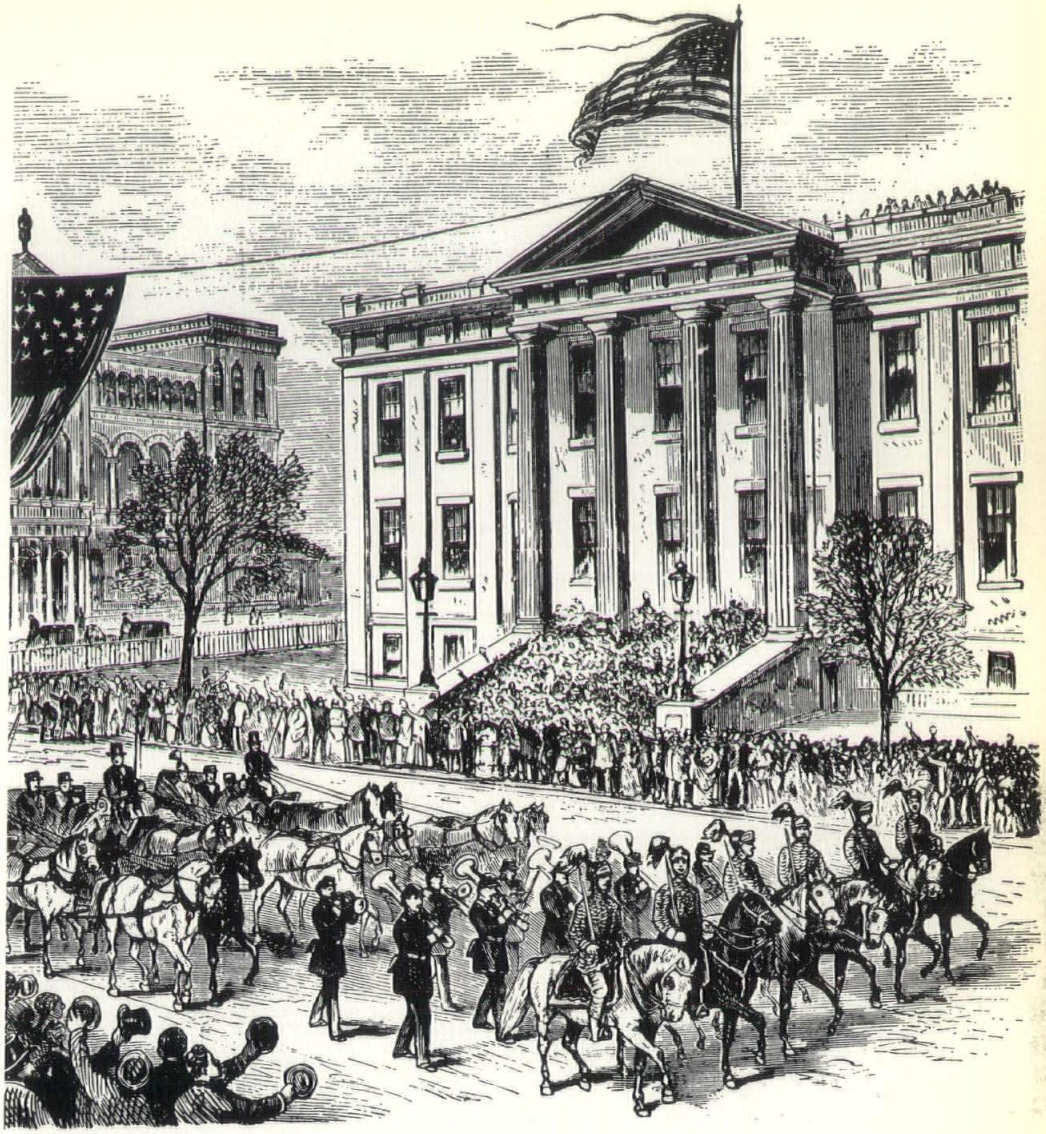
The architect's responsibility in a program such as urban renewal must extend beyond the tools of his drawing board. Early in the planning process of any redevelopment program he must concern himself with the problems to be solved. The physical environment and social behavior are so closely interrelated that the architect cannot ever forget the social aspects. The architect should respond creatively to the needs of the total social environment. In planning, architects too frequently plan *for* people rather than plan *with* people and letting them plan for themselves. Therefore the architect also has the responsibility of making a more serious effort to broaden the alternatives through which given ends can be achieved.

In the urban renewal program here in Louisville the Urban Renewal Agency under the direction of Jack D. Leeth has undertaken some specific actions in order to promote the highest quality in design that is available. The Agency has tried to obtain the best talents and professional skills in its consultants for developing the studies and plans for Louisville's urban renewal areas. It has undertaken studies of the architectural qualities of those areas and their design potential. By calling upon the "design resources" within this community the Medical Center and Governmental-Civic Center Design Plans were developed. Recently, a special committee of the West Kentucky Chapter of the A.I.A. responded to a request by Mr. Leeth to help set up a design criterion for a land disposition for lower income housing development. The land shall be awarded on the merit of design. The Urban Renewal Agency enjoys the services of four local architects under contract, as consultants for its conservation and rehabilitation programs.

However, these are only the initial steps in accepting the responsibility of bringing better urban design into our City's rebuilding program. A continuing program of promoting quality in design must be carried on by every faction concerned. August Heckscher, the consultant on the arts appointed by President Kennedy, made this statement:

"A civilization begins to manifest itself when men and women have begun to take thought about what it is they construct, and why, and to what end. It begins to be a living whole when the idea of beauty has found its place along side the pressure of utility and the spur of need."

So, in Louisville, let it begin.



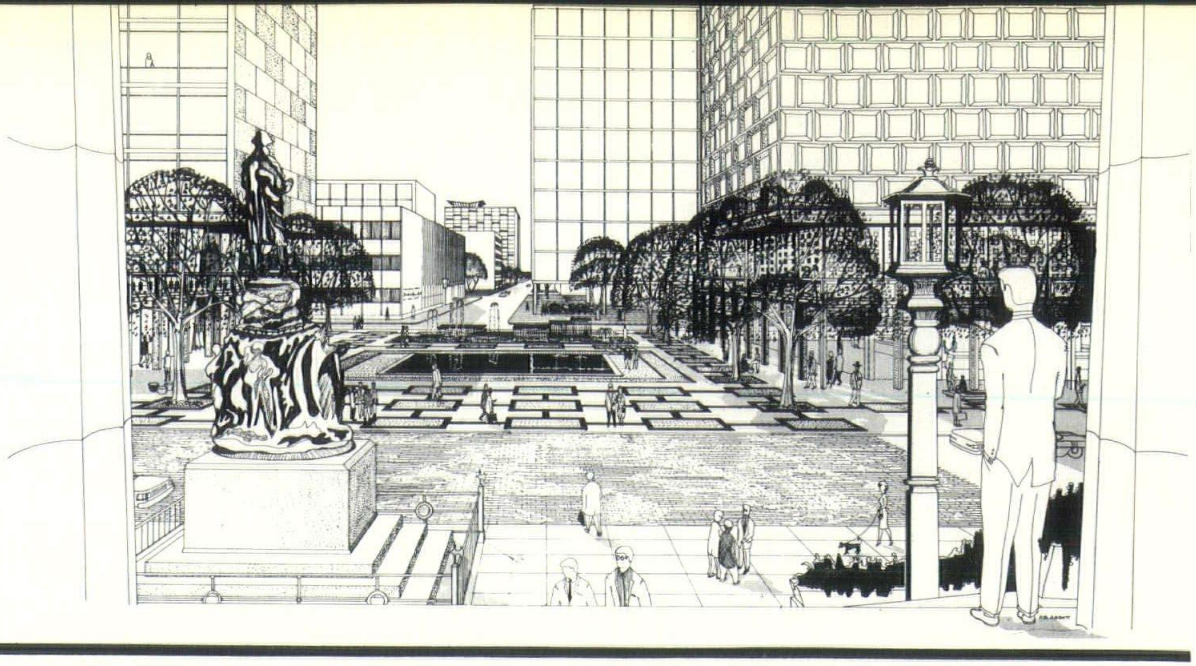
GOVERNMENTAL CIVIC CENTER & MEDICAL CENTER

for Louisville-Jefferson County

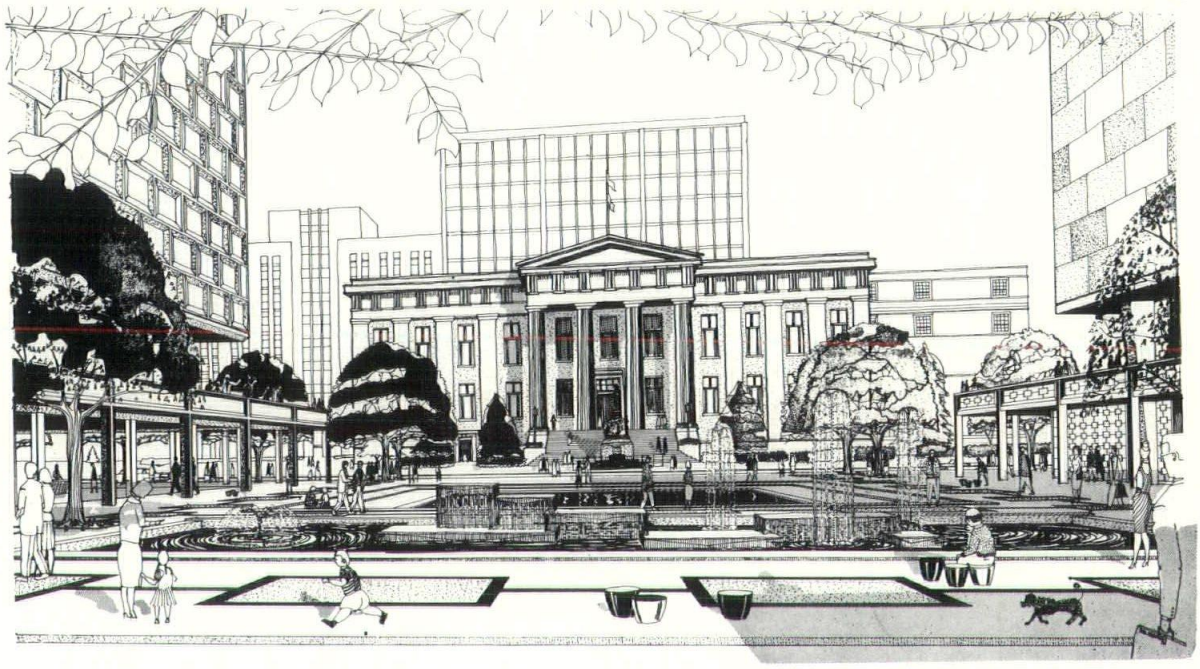
On the following pages are sketches taken from a report on the Governmental Civic Center and the Medical Center for Louisville and Jefferson County. The reports were prepared by the L. C. A., Inc. and the Louisville-Jefferson County Planning and Zoning Commission.

The designs themselves resulted from the efforts of two teams of designers composed of members of the West Ky. Chapter A.I.A. Both of these reports are quite extensive and its not the intention of the *Kentucky Architect* to presume that it could present such extensive works in the small space available. We do feel that these plans represent the honest efforts of many talented people trying to serve their community well. Certainly it is another step to make the public aware of the necessity of planning for the downtown area.

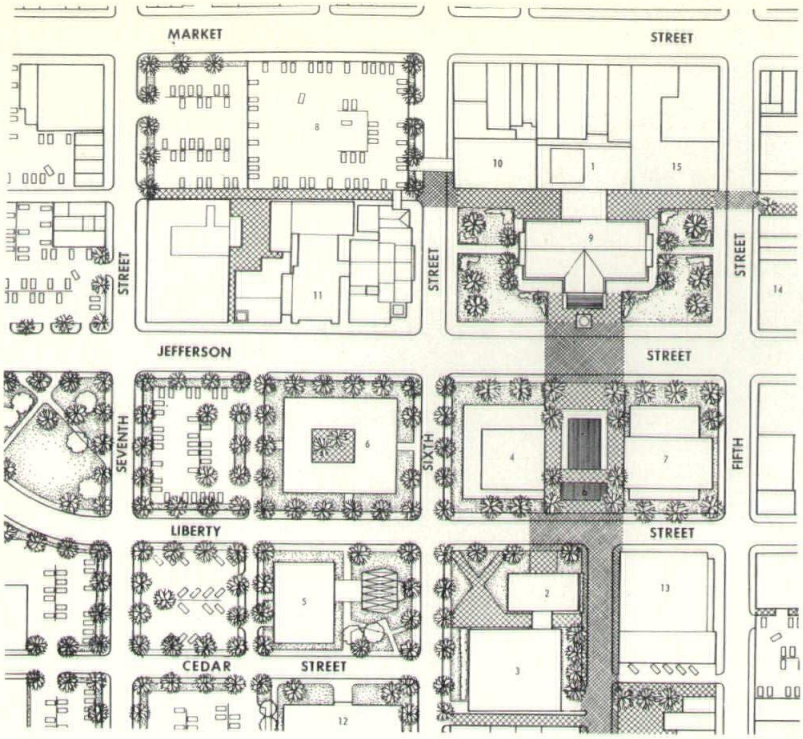
Criminal Courts Building from Courthouse Steps



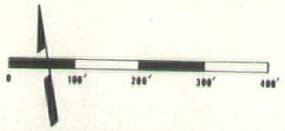
Courthouse from Criminal Courts Building



Founder's Square



Local Government Center

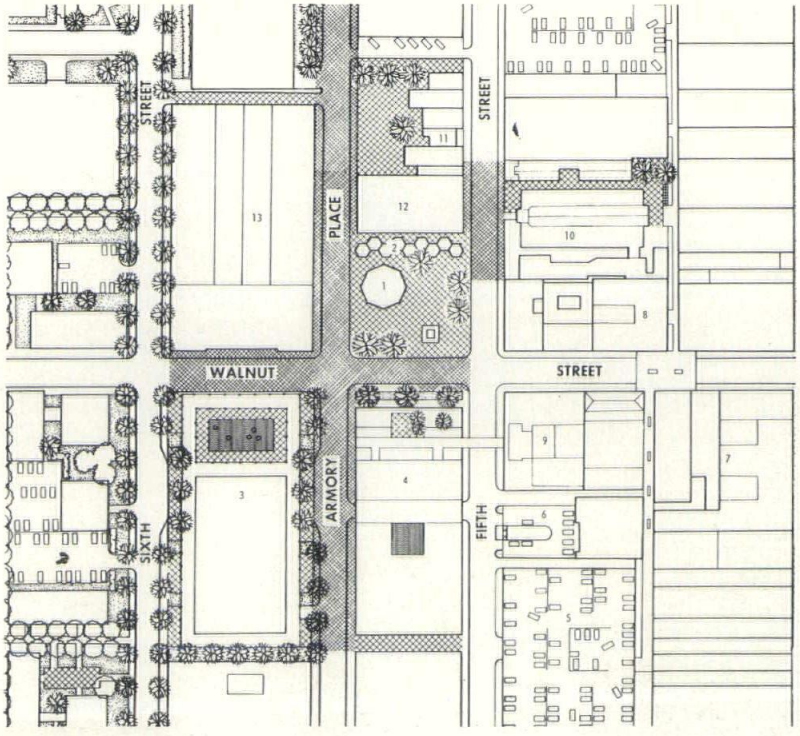


Future Buildings

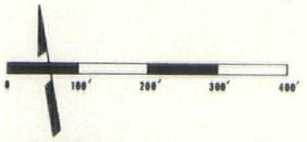
1. Civil Courts Building
2. Criminal Courts Building
3. Holdover Jail and County Garage
4. City-County Building
5. Board of Health Building
6. Local Government Expansion
7. Private Office Building
8. City-County Garage

Existing Buildings

9. County Courthouse
10. Fiscal Court Building
11. City Hall and Annex
12. State Office Building
13. Federal Reserve Bank
14. Kentucky Home Life Building
15. First National Bank



Convention Center

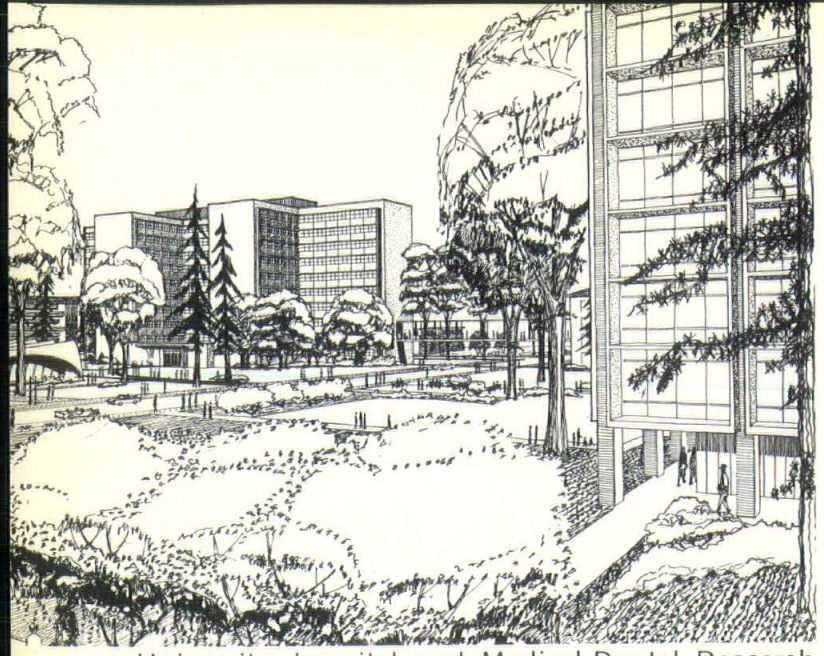


Future Buildings

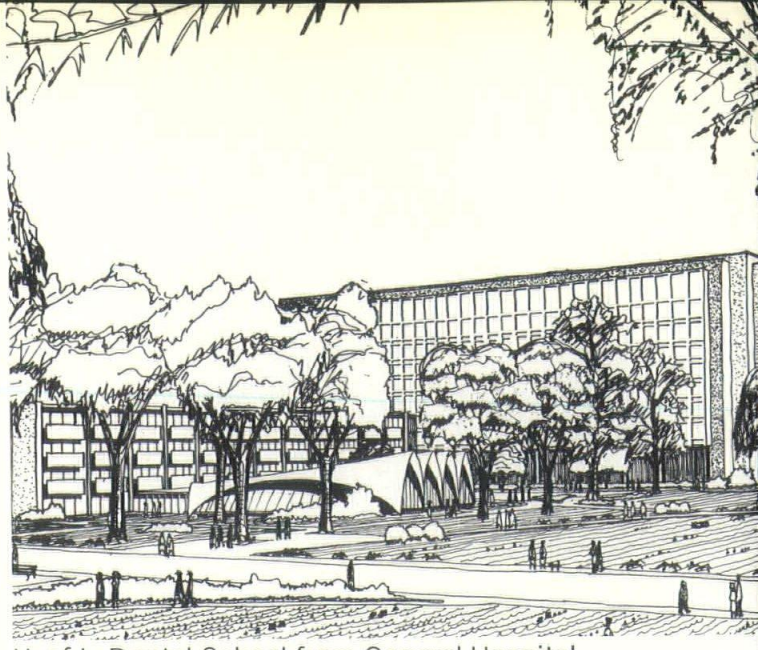
1. Convention Central
2. Kentucky Products Pavilion
3. Symphony Hall
4. Motor Hotel
5. Parking Garage
6. Central Taxi Stand

Existing Buildings

7. Sheraton Hotel
8. Sherwyn Hotel
9. Kentucky Hotel
10. Assumption Cathedral
11. Old House Restaurant
12. Lincoln Garage
13. Armory-Convention Hall



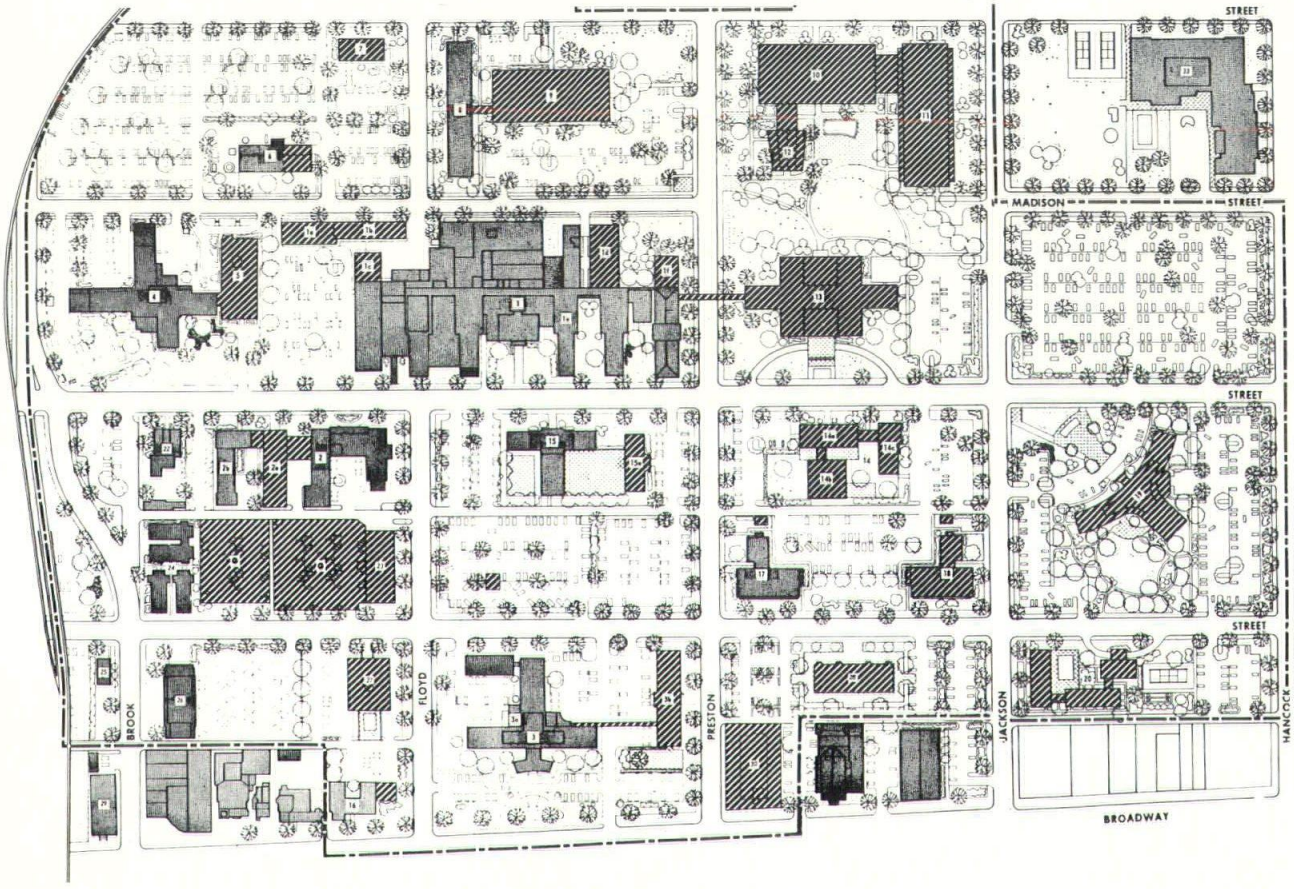
University hospital and Medical-Dental Research Building (right).



U. of L. Dental School from General Hospital.

THE MEDICAL CENTER

Louisville-Jefferson County

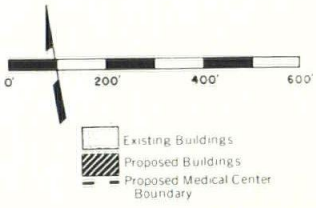


INSTITUTIONS AND PROPOSALS

1. **General Hospital**
   - 1a Existing Intern Housing
   - 1b Conversion to Intern Housing
   - 1c Clinic Expansion
   - 1d Laundry
   - 1e Chapel & Office
   - 1f Nursing School and Residence
2. **Children's Hospital**
   - 2a Hospital Expansion
   - 2b Nurses' Residence
3. **Methodist Hospital**
   - 3a Expansion Dining Room
   - 3b Nurses' School and Home
4. **Jewish Hospital**
5. **Rehabilitation Center**
6. **Medical Center Steam Plant**
7. **Cancer Center**
8. **Medical-Dental Research (Exist.)**
9. **Medical-Dental Research (Prop)**
10. **U of L Dental School**
11. **U of L Medical School**
12. **Medical School Auditorium**
13. **University Hospital**
14. **Children's Mental Health Center**
    - 14a Child Guidance Clinic
    - 14b Study Center
    - 14c Inpatient Unit
15. **Children's Home**
    - 15a New Juvenile Court Building
16. **Kentucky Society for Crippled Children**
17. **Student Housing - Existing**
18. **Student Housing - Proposed**
19. **Geriatrics Hospital**
20. **Medical Center Visitor Housing**

OTHER USES

22. Home of the Innocents
23. Medical Towers and Garage
24. Greycourt Apartments
25. Rehabilated Residence
26. Scottish Rite Temple
27. High Apartments
28. Linden Tower Apartments
29. Dental School (Exist.)
30. Medical Offices and Garage
33. Omer Carmichael Elementary School



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Herb Greene Program Well Received

At the April 18 meeting of the West Kentucky Chapter, held at the Sheraton Hotel in Louisville, Mr. Herb Greene, noted architect and presently teaching at the University of Kentucky School of Architecture, was the guest speaker.

The informative and well-received talk dealt with man's total involvement in a creative solution to a problem, and featured photographic slides to illustrate Mr. Greene's thoughts. His talk was based on "Regionalism in Architecture". Some of the slides shown were those of the architect's much published house in Oklahoma, and some of his other works.

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His talk revealed Mr. Greene's awareness and sensitivity in areas of architecture which many architects fail to divulge and even fewer dare to commit to reality. Though it is difficult to grasp the entire scope of his philosophy, he has been applauded from many areas upon his convictions. A copy of his talk will be published in a later issue of KENTUCKY ARCHITECT.

The West Kentucky Chapter meeting next month will be held at the General Electric Supply Company on Bishop Lane in Louisville. GE will be the host for dinner, cocktails and the program. The meeting will start promptly at 5:30 p.m.

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Producers' Council Elects New Officers

New officers of the Producers' Council were elected at a recent meeting. For the office of President, Bob North, Otis Elevator; John Will, Allied Chemical Company, First Vice President; Ralph Reif, Central Glass Co., Second Vice President; Bill Pierce, Johns-Mansville Sales, Secretary; Bud Koshewa, Treasurer. Mr. Ed Penna of The Penna Co. is the retiring president.

The annual golf outing of the Producers' Council will be held at Standard Country Club May 18.

E.R. Purves Dies April 7

Edmund Randolph Purves, F.A.I.A., a retired architect and former executive director of the American Institute of Architects, died April 7 in Washington D.C. after an illness of several months. He was 66 years old.

Mr. Purves devoted the better part of his life to serve and lead his professional organization. He served as A.I.A.'s executive director from 1949 to 1960, remaining as consulting director through 1961.

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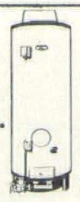

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C.S.I. Chapter Election Meeting May 14

The newly formed chapter of Construction Specifications Institute held a meeting at the Kentucky Hotel April 13 where Architect Don Schnell of Hartstern & Schnell, A.I.A. was elected to represent the chapter at the National C.S.I. convention in Dallas.

In other business of the meeting, Schnell reported that the charter for the group should be back from the national organization by May 14 – the date of the next meeting, and that election of officers will take place at that time.

William Coy of Seward Sales Corporation, Indianapolis, a member of the board of governors of the Indianapolis C.S.I. Chapter, will present a discussion of the format used by their group on technical committee organization and operation. The May 14 meeting will be held at the 1880 Club at 5:30. All interested persons are urged to attend. Mr. Schnell may be called for additional information.

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THE PRODUCERS' COUNCIL, INC.

The Kentucky Chapter, Producer's Council extends an invitation to you to attend the First Annual Scholarship Foundation dinner dance Saturday, June 6, aboard the Belle of Louisville. All proceeds from the dance will establish a Scholarship Foundation for the School of Architecture, University of Kentucky.

Representatives of the Faculty, University of Kentucky; Ky. State Purchasing & Engineering departments; the A.I.A.; AGC; and the engineering organizations have indicated a great deal of enthusiasm and interest in establishing this scholarship foundation. Many of them will be in attendance — and we sincerely hope that you will be on hand.

Boarding will be 5:30 to 6:30 P.M. dinner will be served at 7:00 P.M. Dancing and "Las Vegas" entertainment will continue through the evening. The Belle will make its landfall at 10:30 P.M.; however, dancing will continue until 1:00 A.M.

Price is $15.00 per couple — Dress optional. B.Y.O.B.

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