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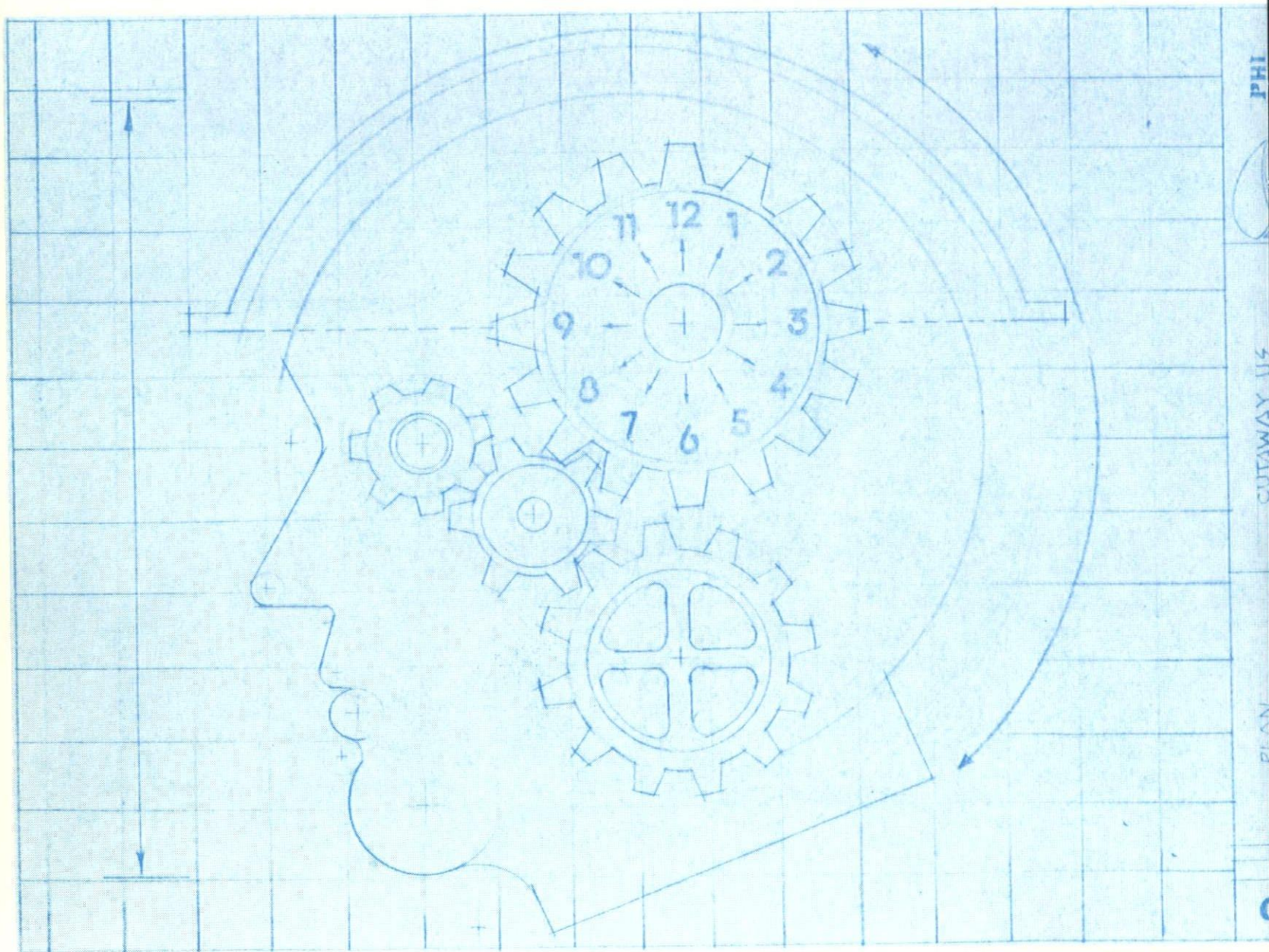
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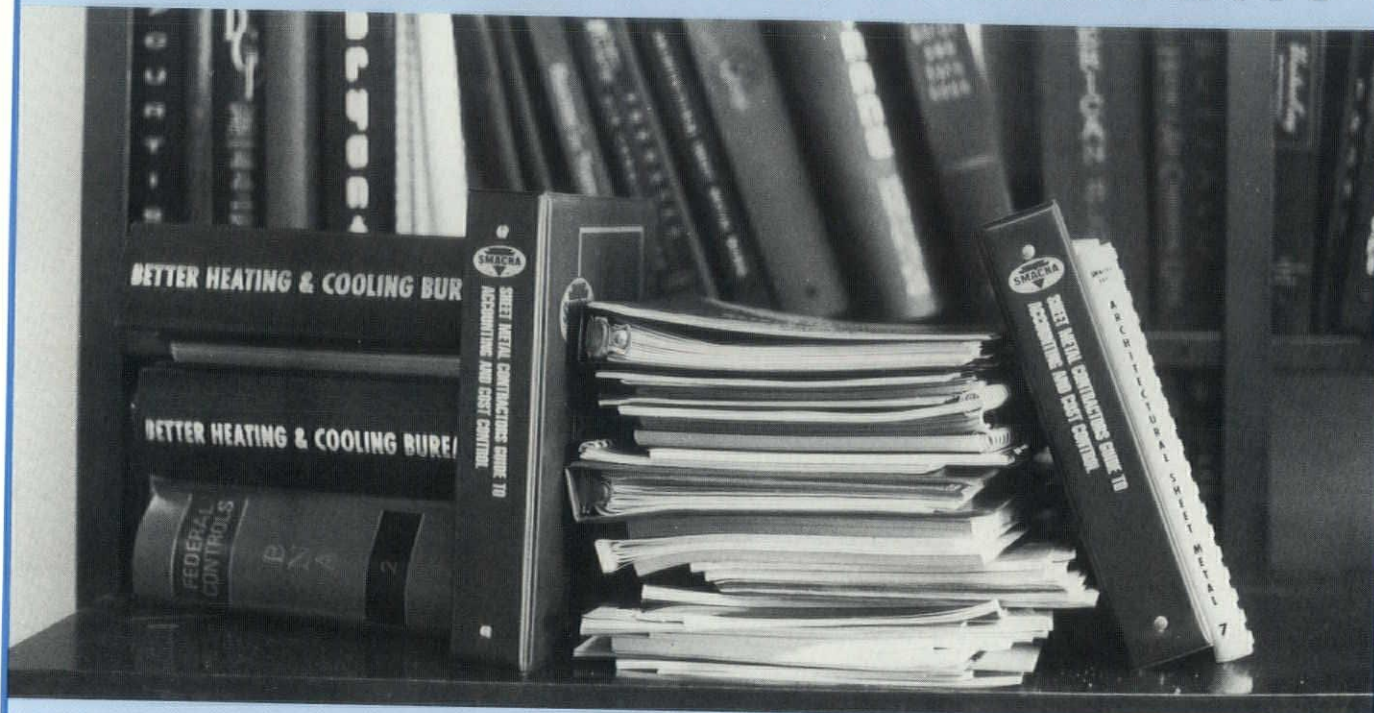
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Monthly Bulletin

Vol. 50 No. 3
March, 1975

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THE MONTHLY BULLETIN IS
PUBLISHED BY THE MICHIGAN
SOCIETY OF ARCHITECTS TO
ADVANCE THE PROFESSION
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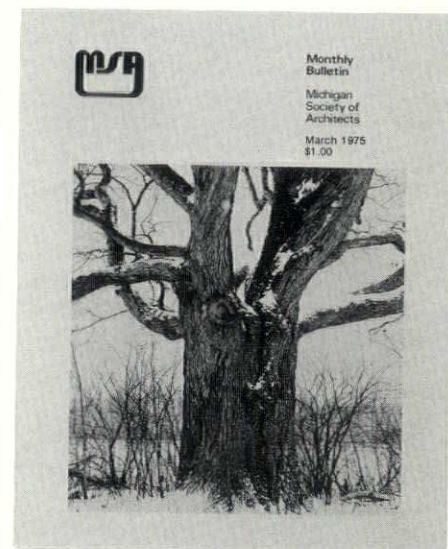
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Monthly Bulletin, Michigan Society of Architects, the official publication of the Society; all Michigan Chapters of the American Institute of Architects; Women's Architectural League of Detroit (WALD); Producers Council, Inc., Michigan Chapter; Builders & Traders Exchange of Detroit, Grand Rapids and Lansing is published monthly for the Michigan Society of Architects; Editorial and Circulation Offices — 28 W. Adams, Detroit, MI 48226; Phone 965-4100.

Monthly Bulletin, Michigan Society of Architects, is published monthly by Gary R. Grout Associates, Inc. Advertising Office — 725 S. Adams, Birmingham, MI 48011; Phone 647-6077. Paid as second class matter January 15, 1946 at the Post Office at Detroit, Michigan under Act of March 3, 1879. Subscription price, \$10.00 per year (members \$5.00). \$1.00 per copy.



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Shores Shopping Center Paves 20 Acres for Parking

When it comes to parking, or for that matter any paving problem, asphalt is your one best answer. It offers you not only beauty and durability, but economy as well. Shores Shopping Center in St. Clair Shores is just one more of the progressive

retailing centers in the State to use asphalt for their customer convenience. Cooke Contracting Company was the contractor, and like all MAPA members, they take great pride in their quality and workmanship.



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TOWN TRAILS and URBAN INTERPRETIVE CENTERS

TOWN TRAILS and URBAN INTERPRETIVE CENTERS; these are two separate but inter-related concepts designed to extend an appreciation and understanding of our urban areas. The hypothesis is that if a sufficient number of people could, over a period of time, be guided to appreciate fabric and structure of cities they might care more, strive to develop greater consideration, realize the context of some of the problems and seek the best long term solutions.

This awareness needs also to be extended to the business community and re-awakened in professionals of many disciplines so that perhaps they might again see the general and non-specialist aspects, develop a greater sensitivity for the living city and strive to relate their different skills towards common goals and a more human environment.

Michael R. Hodges

TOWN TRAILS

A Town Trail may be considered similar in concept to a Nature Trail but it does not necessarily direct the "tracker" from point to point in order to identify certain discreet objects in the natural landscape; instead it seeks out unusual urban details, contrasts, relationships between buildings, groupings, distant and near views, the macro-scale, the micro-scale, light, shade, sound, smell, the tempo of the people and so forth.

Town Trails should ideally aim for a "Cross-section" of urban experiences, though it is quite possible to have special topic trails (i.e., 'the 1876 town boundary', 'the industrial area', etc.) — or to be designed around a theme or special interest groups (viz. an Historic Buildings trail, a Contemporary Architecture trail, etc.). In general there should be more emphasis on detection rather than direction. Persons following a trail would be given a set of clues to follow, not necessarily a detailed itinerary of

instructions. A map, in some form or other, is almost a necessity.

It is not expected that one Town Trail could cover the whole city — eventually there might have to be a series perhaps — but one Town Trail could act as an example for others. The future developments might include the discrete marking of the route(s), with selected points of interest identified with elaborating plaques. When this stage is reached, it would, of course, be necessary for professionals to generate guidelines for the design and siting of such signage in the cluttering urban visual environment!

Many cities in the United States do have some form of walking tours mapped out, though often these are specifically for special areas such as historical sections of town, or interests such as architectural gems; less frequently are they designed to be 'understanding the urban environment' trails. The city of Lansing which, as with many other towns in the State seemed to be lacking in this respect, is now being remedied by the following.

Strolling Downtown Lansing

With the addage "Sight is a function: seeing an art" (—George Perkin Marsh) small teams of senior students taking the Urban Landscape Design course instructed by the author in the School of Urban Planning and Landscape Architecture at Michigan State University have been required to venture forth into the heart of a nearby city, looking at the visual environment with fresh eyes. With Gordon Cullen's *Townscape* and Kevin Lynch's *Image of the City* as background tools, the discovery and interpretation process is started. Cohesion for this survey is aided by using as a framework the intent of generating a walking trail upon which a comprehensive range of selected experiences (considerable analysis and intuitive judgement necessary!) may be structured for (graphic) presentation.

Time being a precious commodity when considering the range of material to be covered under the title of "Urban Design" in one short term, such experiences are by necessity limited to what can be accomplished within a couple of weeks. Despite boundless enthusiasm and many hours of hard work the final results are rarely finished products suitable for publication, however the Division of Landscape Architecture does offer a Special Topic's course which provides an opportunity for a motivated student to expand his or her study and refine the presentation.

Following the outlined academic sequence Michael Lehmann structured STROLLING DOWNTOWN LANSING during the 1974 Winter and Summer terms. His academic work and experience gained while employed with the Planning Department of the City of Lansing has been put to effective use.

To read the text will be interesting but one should take time to follow the trail; take the map along with you, of course, plus a child's curiosity (not professional cynicism.) Perhaps you will discover something new, even if not you should be able to feel you might vary the trail to include this, to omit that. Great, your interest is aroused!

URBAN INTERPRETIVE CENTERS

Every community, town and city should have an urban interpretive center. It would be a place for anybody to find aids to help them relate to their complex urban areas. If we need a "TV Guide" to find our way for one week among a dozen or so television channels, is not a more sophisticated guide needed to begin to understand our lifelong urban fabric?

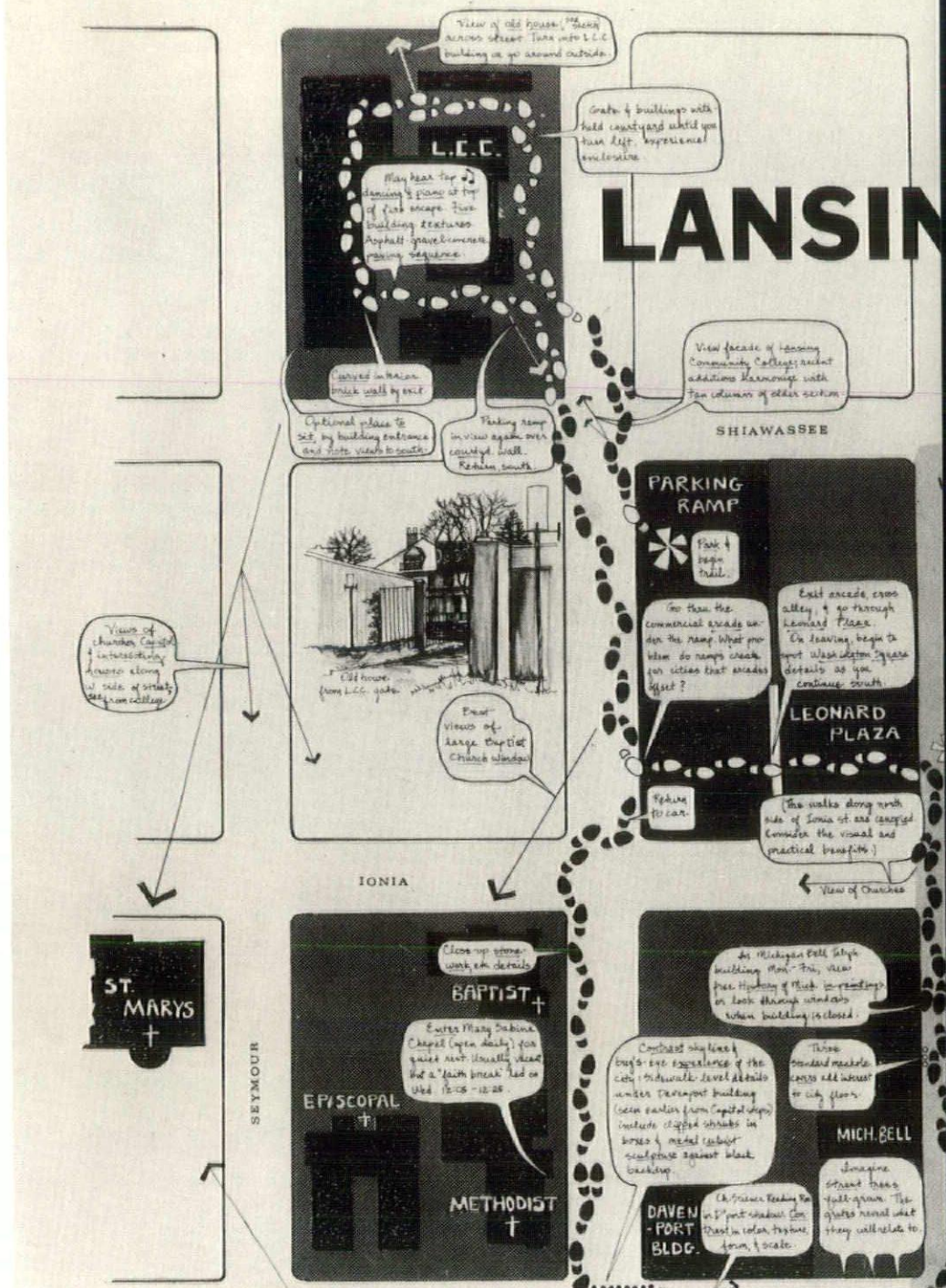
The best answer to the question "what is an urban interpretive center?" might be to consider it as the urban equivalent of the many and successful interpretive centers provided in the Federal National Parks Service, and in some state and local parks. Park planning and design professionals, as faithful husbands of our natural heritage, have long realized that both individuals and the environment benefit when people can be shown a way to greater understanding of what exists in an area, why it is there, and how it can be best appreciated. Cities and Towns across the land need similar facilities.

The urban interpretive center would not be a visitors or tourist information center in the strictest sense of those titles, nor a museum, a library or Chamber of Commerce office. It must be an activity center in which people will feel welcome and free to learn what they wish. It should encourage 'doing' as well as 'looking'; to this end urban interpretive centers will probably be the starting (and ending) point of "town-trails".

Urban interpretive centers are for the information and education of all. For private citizens, young and old, urban and suburban residents; for school children especially (junior and high school) and university students; for visitors from the area

and country, for tourists from other states and abroad; for public officials, teachers, professionals, special interest groups, and so on.

The Town Trail may help those persons who enjoy the opportunity to see or show their city. But for the long term residents and professionals who wish they knew more about their urban environment? For those citizens seeking information about their metropolitan area; its reasons for existence, its history, its growth, its unique features, its current projects, its future? The urban interpretive center would be a central place where-with-in one might find some answers to these questions — especially in so far as they deal with the planning, urban



MICH.

URBAN DISCOVERY



design, architecture and landscape architecture of the built environment.

The Objectives of an Urban Interpretive Center

An urban interpretive center is an architectural space designed to facilitate the introduction of people to seeing, understanding, experiencing and appreciating the urban fabric. More than the isolated

special fragments presented by special interest groups, museums or limited exhibitions, the urban interpretive center would be designed to fulfill many of the following objectives:

to explain the urban environment of the town or city, and its urban region, in relation to the individual or society; however it is not intended to provide a glorified information service nor to impose attitudes; it is . . .

to treat the city as a living thing, with problems both of conservations and change; therefore it must be . . .

to be concerned with the future as well as the present and past; it is . . .

to provide a foci around which other activities can be developed and a center for the beginning (not the end) of an urban experience; thus it must be designed . . .

to encourage the development of the "art of interpretation", provoke curiosity, encourage exploration; arouse a sense of involvement and generate a sense of responsibility; it will be . . .

to show examples of where to go and what to look for in order to understand the urban area . . .

to support activities that will raise the standard and improve the quality of the built environment; and . . .

to encourage contemporary design to give social and aesthetic satisfaction . . .

to be relevant and to enable people to understand the context within which environmental design and planning is practiced, hence . . .

to raise the level of concerns for design among the public, extending the dialogue between professionals and public and between professionals themselves; it will be . . .

to allow all people (including the handicapped) to participate, and also . . .

to provide a coordinating center for urban project work as part of the environmental education of students; however the urban interpretive center is . . .

to be directed not only to school children, community college and university students, teachers and adults but to all the citizens and visitors who make the city a human settlement.

Locations

Urban interpretive centers *must* be in the core of the urban area, the 'downtown' of the town or city. They should be within walking distance of the concentration of unique features in the city center for they would probably be the physical starting point for urban town trail(s).

The urban interpretive center should be easily accessible and preferably should be an identifiable landmark. It should have adequate space for car and (school) bus parking. Public transportation facilities should be close by.

The pedestrian access to and from the urban interpretive center must not be neglected. This might mean adding route-defining street and shade trees, creating a 'parade' or a mall, improving the 'fourscape', adding street furniture, introducing pedestrian lighting, designing appropriate guidance signage; and so forth, the urban interpretive center could generate quite a revitalization and urban "urban re-design" program!

Space Allocation

An urban interpretive center should contain — in addition to such facilities as lobby space, publication distribution/sale areas, offices and toilets — the following four major items. Areas should flow together, excepting perhaps the meeting space which might demand a degree of accoustical privacy.

1. An Interpretive Planning Survey Exhibition: a semi-permanent display to aid understanding of the past and present regional and local influences; geographical, physical, cultural, etc.; which have affected and which currently effect the urban area. This must be more than a collection

of factual information, though such facts must be included; it must be a lively display arranged to encourage interest and self-exploration and appreciation of the whole context of the urban environment.

2. A Display of Current Proposal: containing detailed reports, drawings and models of current projects being considered for the town, both by state and local agencies and by private developers. In addition to the written reports and illustrative drawings it would be most desirable tool for citizens to see proposals which might effect their neighborhood, and for planners to indicate the broader benefits of local schemes.
3. A Forum Lecture/Meeting Hall: Serving a number of purposes, for example —
 - a. Interpretation, briefing or orientation talks to visitors to the interpretive center and to groups participating in the town trail(s), etc.
 - b. Meeting space for local societies interested in the built environment.
 - c. Continuing education lectures by local community colleges and universities.
 - d. Civic meetings and Public Enquiry hearings, hopefully to permit early interaction and neighborhood participation between residents and the governmental agencies and private entrepreneurs that shape his urban environment. This essential forum space would enable discussion of current and future goals and projects to take place on 'neutral' ground. (An important consideration when faith in City Hall may be low; and a return to the democratic ideals drafted for this country two centuries ago).
4. An Interpretation of Alternative Futures: spaces for occasionally revised alternative long range development plans. Concepts, goals, ideas, options; generated to show — for discussion and stimulation — ideals and options for the environment which might be achieved in say 10, 20 or 50 years. Perhaps even looking for-

ward 100 years to the tricentennial in the year 2076 AD. Multimedia and graphic displays would include a variety of stimulating features. We are sadly lacking in contemporary visions for our future!

An Urban Interpretive center could be housed in any small to medium sized structure, preferably related to the size of the town or city, however. A larger building would allow revenue producing ancillary uses such as shopping and restaurant commercial facilities which would not be out of place if space permitted and could provide additional useful finances to help support the center. Ideally the structure should be large enough to contain offices for organizations such as Historic Societies and other groups concerned with urban matters. It could contain facilities for continuing education in the form of branches of social community colleges or state universities. It might contain a community Design Center, or studies where local architecture, landscape architecture, planning and design students who were interested in advocacy planning could work (and help in the updating of the data and displays). Perhaps professional offices and local visitor information offices could be included.

The idea of re-using an older structure (realising the difficulty of financing a new structure) is appealing. Thus, the urban interpretive center might help in providing a new use life for an often unique architectural structure. The historic building would be a most appropriate setting for the 'past-present-future' theme. It would 'belong' to all, free from possible bureaucratic connotations often associated with the city planning offices or other interest groups.

One suggestion would be to consider re-using an old railway station for example (if available) since railroad stations were frequently scaled to match the size of the metropolitan area; small depots served the smaller towns and larger, more elaborate, railroad stations served the more populous cities. This suggests a perfect fit for an urban interpretive center — which would need to be larger and more elaborate as the urban area increases in size and becomes more complex.

The urban areas surrounding historic structures which might be used as urban interpretive centers are generally in need of the impetus that a new use might foster. For example, the improvements generated by a couple of firms which renovated older buildings at the dying north end of Main Street in Ann Arbor, Michigan has slowly led to a significant revitalization of 'Kerry Town', as the area is known.

A New Concept?

No! Not really. A Scotsman, Patrick Geddes, at the turn of the 20th Century, was endeavouring to show citizens and government officials the urgent need for adequate surveys in order to understand and appreciate the existing natural and manmade ecology, especially prior to planning. His "Outlook tower" (still standing on the Royal Mile near the Castle, in Edinburgh, Scotland) once housed his pioneering civic exhibition which included survey maps of regional and city influences. This might be considered the first urban interpretive center.

Edmund Bacon, when Urban Design Planner for the city of Philadelphia, was instrumental in creating a memorable city model exhibit which was a great influence on the progressive far-reaching, but sensitive, plans for the development of the city. It was designed to be a special influence on the school children of the day, who are tomorrow's voters! Urban interpretive centers are currently being developed in Europe, especially in cities where the physical environment has previously been neglected (due to over emphasis on their manufacturing and industrial 'utilitarian' functions) and the closely allied concept of interpretive centers in state and national parks has been referred to earlier.

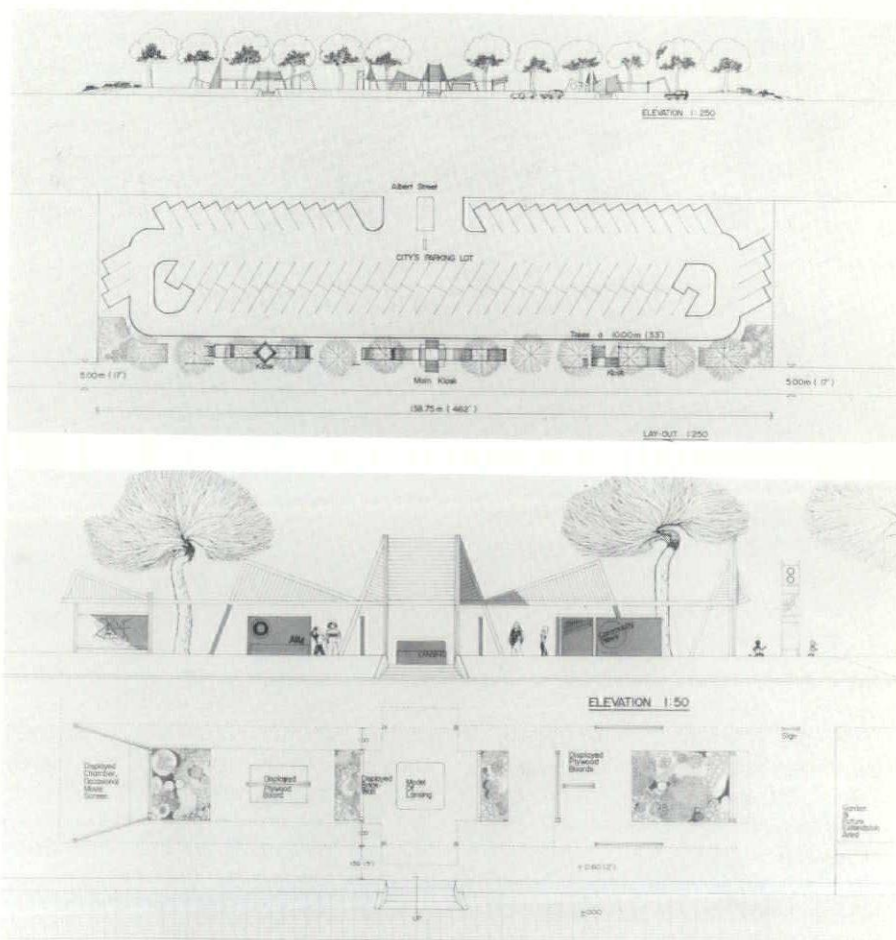
Another close parallel to the concept may be seen in this sales promotion offices and displays mounted by large development companies such as the Rouse Company's "City for Tomorrow" exhibit (with optional Tower tours) in the new town of Columbia, Maryland.

An Urban Interpretive Display Structure

The design presentation here was developed by Phirasak Pavenayotin (a student with an architectural background enrolled in the Department of Human Environment and Design) in response to the area and assignment by the author during the Landscape Architecture Introduction to Architectural Design - 2 course in the Fall Term 1973. Required was a simple design for an essentially unattended graphic display of urban information and a place which could act as a starting point for a Town Trail.

The location in this instance was in the City of East Lansing, the site chosen replaces one row of car parking in the Municipal Parking Lot and would additionally function as a physical/visual transition between the parked cars and the North side of the now-under-construction pedestrian Alle' extension in the 100-200 block parallel to Grand River.

It was hoped that this design could be refined by local professionals and completed in time for the 1976 Bi-Centennial celebrations, thereafter it would remain as a permanent asset. Although modest in scope and content, East Lansing would be able to lay claim to having an Urban Interpretive Display — the first center in the state of Michigan?





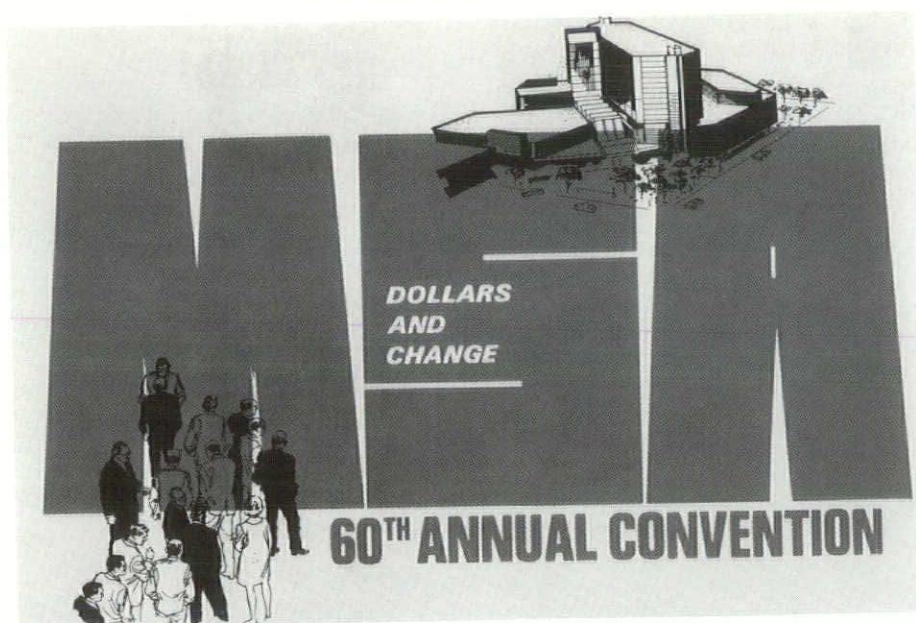


The Tree

An evolutionary story as observed by Baltazar Korab in the area within two miles of his habitat in Troy.

1. The Species
2. Unfit for Survival
3. The promises for a Bigger and Stronger Breed Green Tree II
4. The fulfillment





MSA to Kalamazoo; 1975 Convention in New Center

The 60th Annual MSA Convention will be held at Kalamazoo in October 1975 in the New Center.

The Kalamazoo Center is a multi-purpose complex being built by Inland Steel Development Corporation and the City of Kalamazoo, Michigan. The Kalamazoo Center combines in a single, exciting structure a downtown shopping center, a major hotel, a regional conference and convention center, office and commercial space, restaurants, recreational facilities, and parking.

The unique urban shopping complex will contain 90,000 square feet of quality retail space constructed around a three-story high grand atrium. The shopping complex is located on the prime downtown commercial block of Kalamazoo and faces directly on the highly successful Kalamazoo Shopping Mall with 400,000 square feet of existing retail space, including three major department stores.

In addition to the shopping complex, also located in the three-story base of the Kalamazoo Center will be:

- A major new restaurant and cocktail lounge, a coffee shop, a sidewalk cafe, an ice cream parlor, and a night club with a total combined seat capacity of 700 people.
- A 62,000 square foot regional conference and convention center being built by the City of Kalamazoo. The conference

center will accommodate meetings of up to 1,000 people.

- Recreational facilities, including a swimming pool and fully equipped health club.
- Beauty and barber shops, with other service facilities for shoppers and guests.

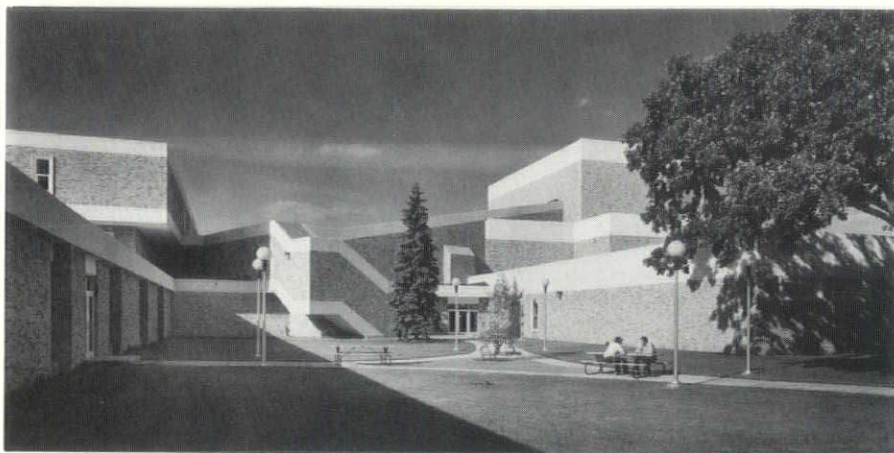
The seven-story tower of the Kalamazoo Center will include 16,000 square feet of prestigious office space and the 288-room Kalamazoo Center Inn.

Adjoining the Kalamazoo Center on the west will be a 1,000-car parking ramp being constructed by the City of Kalamazoo. A 650-car surface lot is located a few yards to the east of the Center.

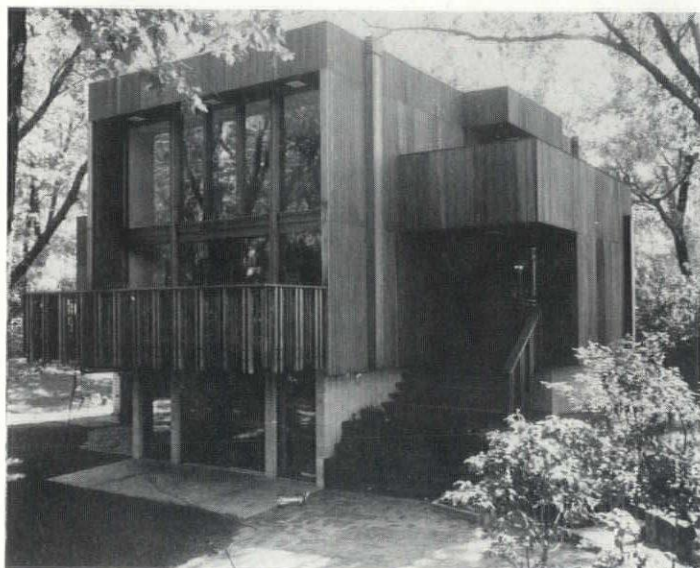
The Kalamazoo Center has already received national and international recognition in architectural journals as an outstanding example of progressive city planning. The various elements of the development (retail, hotel, offices, meetings and conventions, dining and recreation) are all brought together around a large, open, multi-tiered central atrium which is protected overhead by an enclosed skylight. The design of the central mall is one of a festive bazaar, with colorful banners hanging overhead. To gain optimal use of this central mall, the buildings is set diagonally across the block, which is conducive to more pedestrian traffic through the Center. To facilitate movement inside the building, the Center has five main entries, five elevators, two escalators, and two staircases.

Convention Chairman Kressbach has assured us of such nice things as good weather, lots of color in the trees and an adequate supply of comestibles to keep things going for three days.

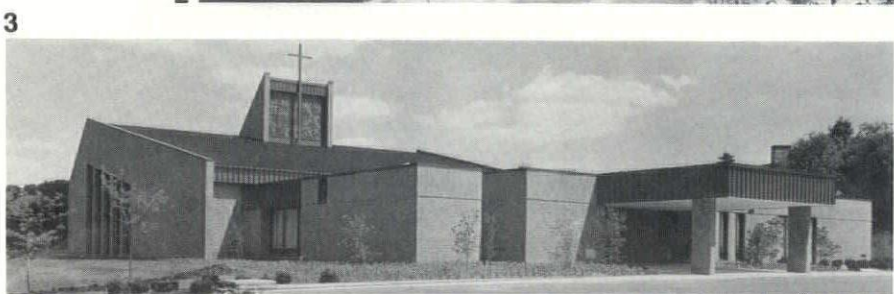
The following pages show some projects of the Kalamazoo offices.



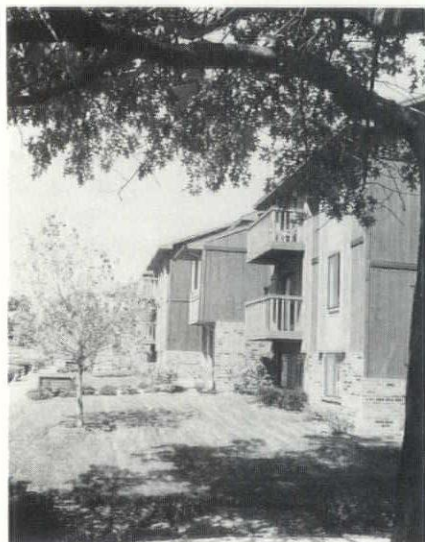
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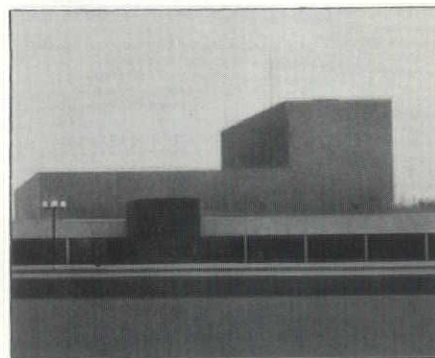


3



5

West Bloomfield High School



West Bloomfield High School has an enrollment of over 1,950 students plus a faculty and staff in excess of 100. In addition the maintenance department has thirteen full time employees.

Considering the traffic in the hallways and the maintenance of the school it was a natural for the Board of Education and the Architects to specify TERRAZZO.

Architect: Linn Smith Associates, Inc.



1

TERRAZZO sub-bed divided by plastic strips.



2

Placing and compacting TERRAZZO topping.



3

Grinding and finishing TERRAZZO floor.

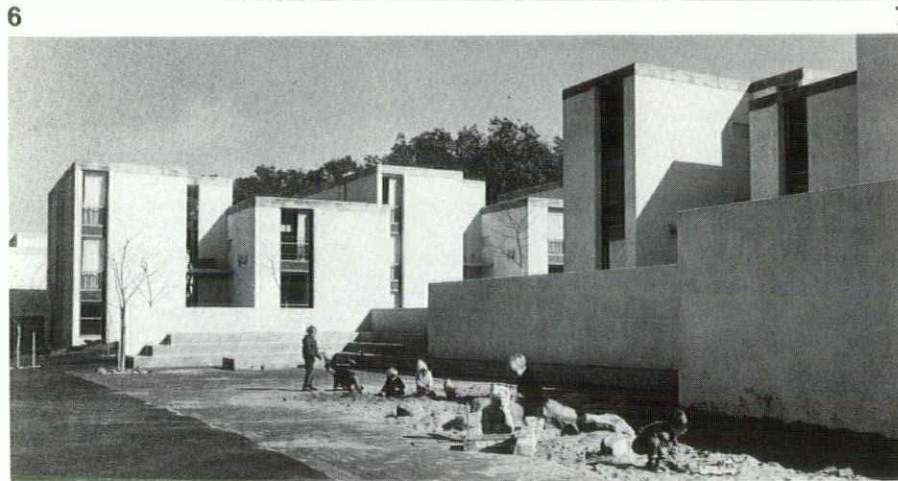
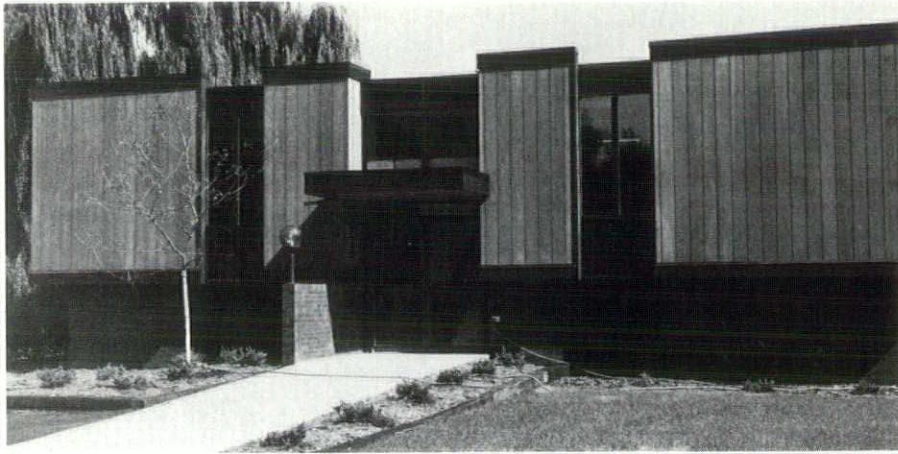


4

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- (1) **Godwin Heights Public Schools**
Architect:
Richard Prince & Assoc.
- (2) **Robert Smith Residence**
Architect:
Richard A. Schramm, AIA
- (3) **Second Reformed Church**
Architect:
Adrian R. Noordhoek /
Assoc.
- (4) **Alpine Village**
Architect:
Raymond Cato, AIA
- (5) **Michigan National Bank Plaza**
Architect:
G.E. Diekema & Assoc.
- (6) **Community Service & Training Center**
Architect:
Dick W. Slocum, AIA
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Detroit Schools Involve Building Team In Study of Systems Experience

Just published is a comprehensive report on organizational and procedural aspects of the Detroit Public Schools Construction Systems Program (CSP). CSP is a developmental and demonstration project co-sponsored by the Detroit Public Schools and by Educational Facilities Laboratories, Inc., New York City. The major emphasis has been on building specialized-use additions to secondary schools, but certain of CSP's methods have been adapted to other types of school facilities and renovations.

The study, *NEW TACTICS for BUILDING: Experience/Analysis/Recommendations from the Detroit Public Schools Construction Systems Program*, is derived principally from the practical observations of forty-two active participants (architects, engineers, contractors, suppliers, construction managers, owner's staff, *et al*) in Detroit's four-school pilot program known as "CSP-1." Fourteen of these interviewees are Detroit Chapter AIA members; several other AIA members influenced the program's direction through membership in a "CSP Advisory Committee."

In addition to the personal views of building team members, the report also includes diagrams which plot: 1) overall program organization in relation to construction, 2) document preparation schedules, 3) detailed construction scheduling experience. Other graphs and tables shown construction cost control experience through a five-stage review process for the four pilot schools additions and alterations (Boynton, Cervený, Cooley, Sherrard).

Earlier, Detroit had published a "CSP-1 Assessment" prepared by Richard L. Featherstone, Ph.D., Michigan State University. That document used statistical comparisons to demonstrate that the diverse

new approaches employed by CSP-1 accomplished the following: 1) reduced Detroit's conventional construction time by 44 percent, 2) reduced Detroit's conventional construction costs by 14 percent 3) improved quality by providing air conditioned, highly flexible space. That report attributed the marked improvement in cost and time efficiency to use of:

- Industrialized subsystems
- Performance specifications
 - Bulk bidding
 - Phased bidding
 - Management contracting

- Expanded scheduling.

In part, these techniques were derivative from prior EFL-sponsored programs such as Toronto's Study of Educational Facilities (SEF) and Florida's Schoolhouse Systems Program (SSP). However, a number of changes were adopted for Detroit's CSP.

The newly published report directs its research to the concerns of the various categories of participants through four major phases of building:

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In each of 19 different aspects related to the process, participant views are summarized by respondent categories. Particular attention is given to the serious problems of contractual relationships and professional responsibilities which have changed with the new procedures related to building systems. The report concludes with "Owner's Postscript & Perspective," a summary of thirty recommendations for owners utilizing the outlined new approaches.

NEW TACTICS for BUILDING: *Experience/Analysis/Recommendations from the Detroit Public Schools Construction Systems Program* was edited by Wallace B. Cleland, AIA. Included is a "Foreword" by Dr. Alvin G. Skelly, Deputy Superintendent, Detroit Public Schools. Copies of the 162-page report are available for \$4.00 from Detroit Schools Center, Office of School Housing, 5057 Woodward, Detroit, Michigan 48202. Checks should be made payable to Detroit Public Schools.

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Calendar

April 18

Quality Control Seminar The Professional's Approach to Liability & Loss Prevention Hilton Inn, Detroit Metropolitan Airport Co-Sponsored by Michigan Society of Architects.

May 11-14

The Society of American Value Engineers hold conference at Hilton Hotel, downtown Baltimore, Md.

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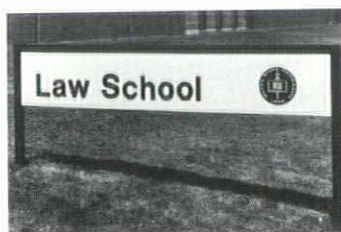
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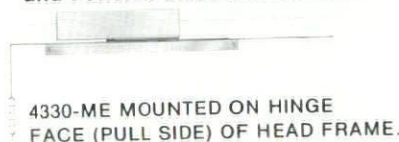
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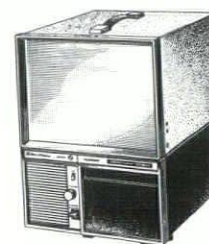
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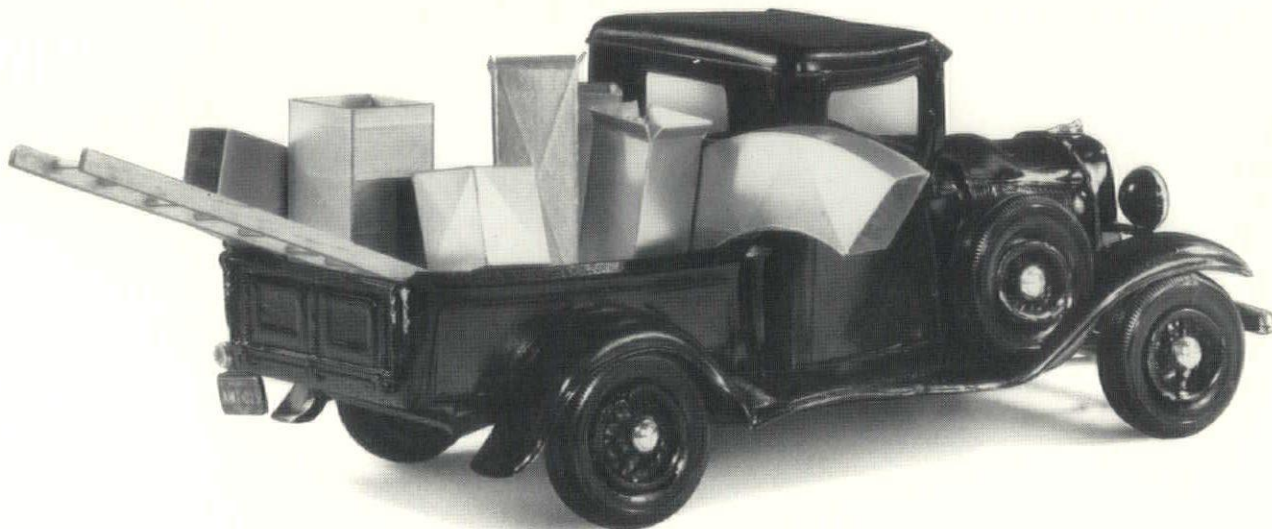
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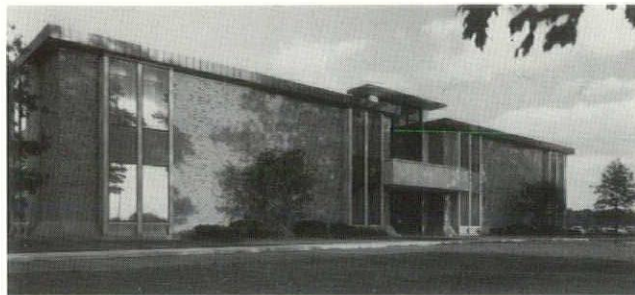
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