The Florida Architect

OFFICIAL JOURNAL of the FLORIDA ASSOCIATION OF ARCHITECTS of the AMERICAN INSTITUTE OF ARCHITECTS

July
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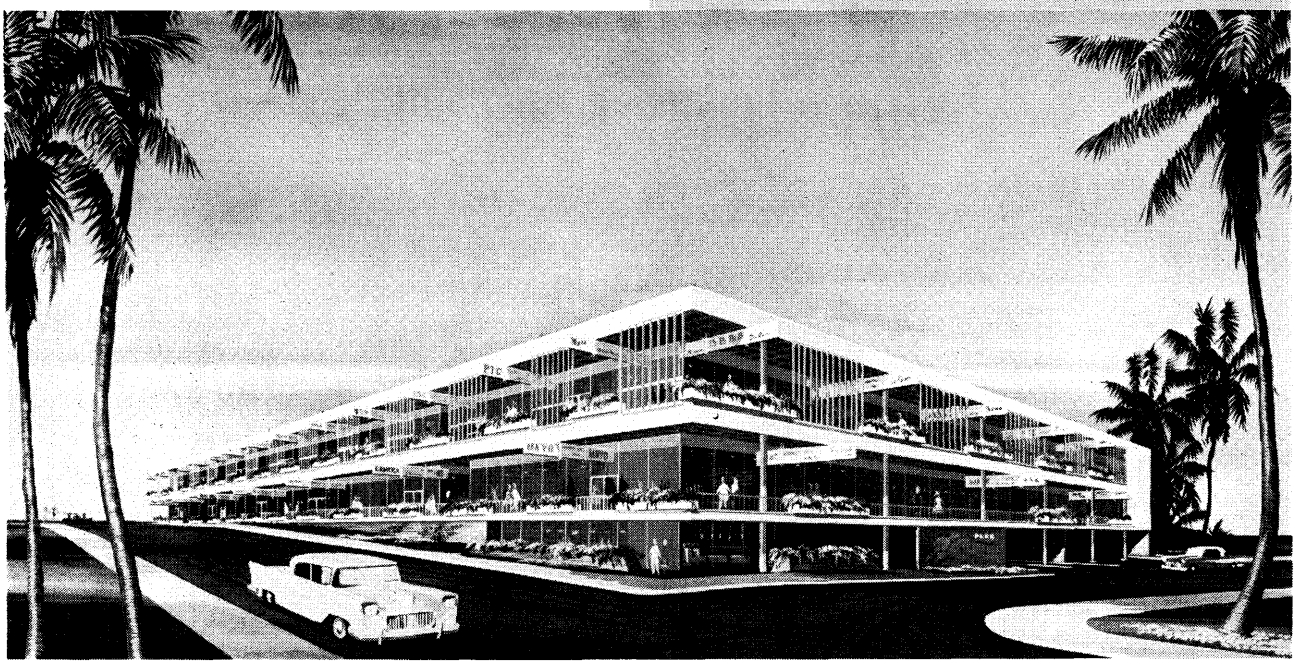

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THE COVER

The architect of the Davis Medical Building in Tampa is Mark Hampton, who last year was the subject of a special, 16-page "Progress Report" in Progressive Architecture. His work, characterized as "exceptionally competent" by that publication, has been the object of many design awards. More data on the Davis Building appears on pages 20 and 21.

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VOLUME 9
NUMBER 7
1959

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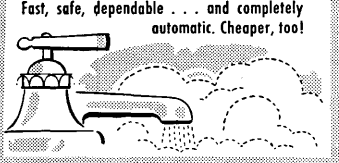

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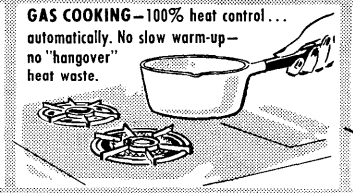

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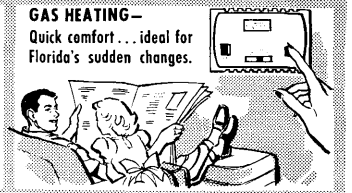

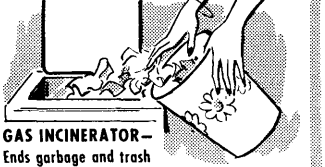

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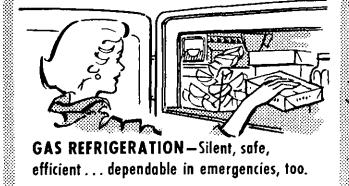

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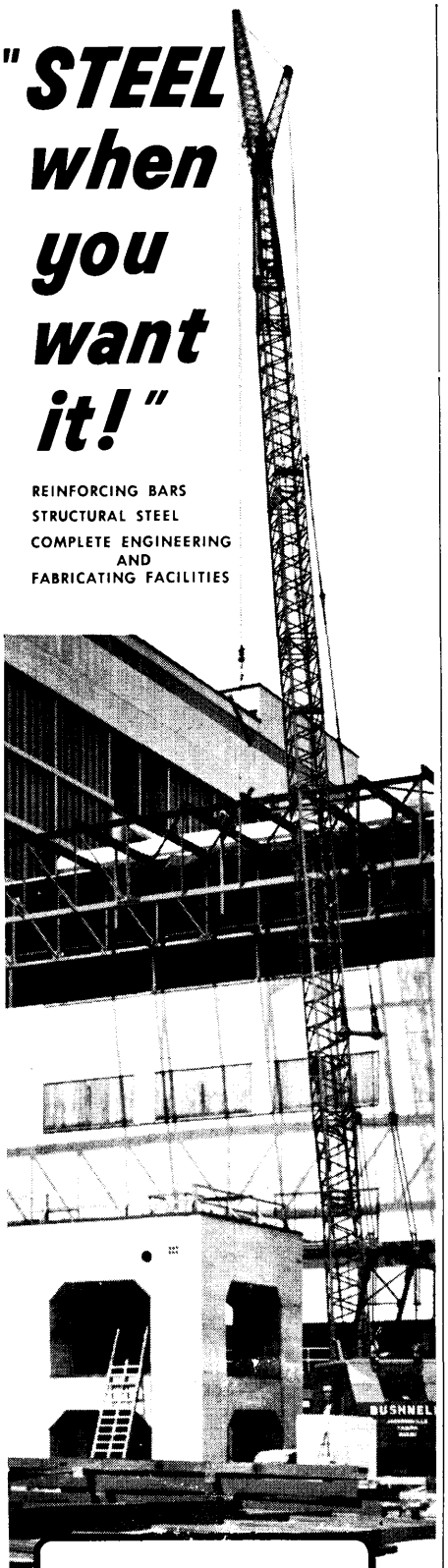

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Office Practice Seminar Scheduled for August 7

The all-important subject of better office practice will be the concern of the second meeting in the FAA's 1959 Professional Seminar Program. This is scheduled for August 7, just prior to the FAA Board of Directors' meeting August 8. Place is the Colony Hotel in Palm Beach. The day-long Seminar is open to all FAA members; and the program, as announced by FAA Vice-President Robert H. Levison — who is also chairman of the FAA Office Practice Committee — indicates that both interest and profit await those who can attend.

The program has been arranged in a series of four sessions of an hour and a quarter each. In the morning, from 10:00 to 11:15 Benmont Tench, Jr., will discuss "Architecture and The Law" — including such topics as contracts and bonds as they relate to professional liability, the lien law, various office procedures and significant situations relative to partnerships.

Second session of the morning will be moderated by Hilliard T. Smith. It concerns the subject of "How to Increase Your Income". Included will be a consideration of various methods to reach this goal and in addition a discussion of how the problem of taxes can be eased, if not completely solved.

The first afternoon session, starting at 2:00 PM, will be in charge of Thomas Larrick and Edgar C. Hanebuth. It has been given a general heading of "Office Forms — AIA", but the content of the discussion will also involve presentation of various office procedure shortcuts and working drawing "tricks" assembled by members of the Office Practice Committee.

The final session of the all-day seminar will deal with "Professional Relations" and will be moderated by Chairman Levison. As now planned, invited speakers will deal with this subject as it relates to the architect's work with engineers, consultants and contractors.

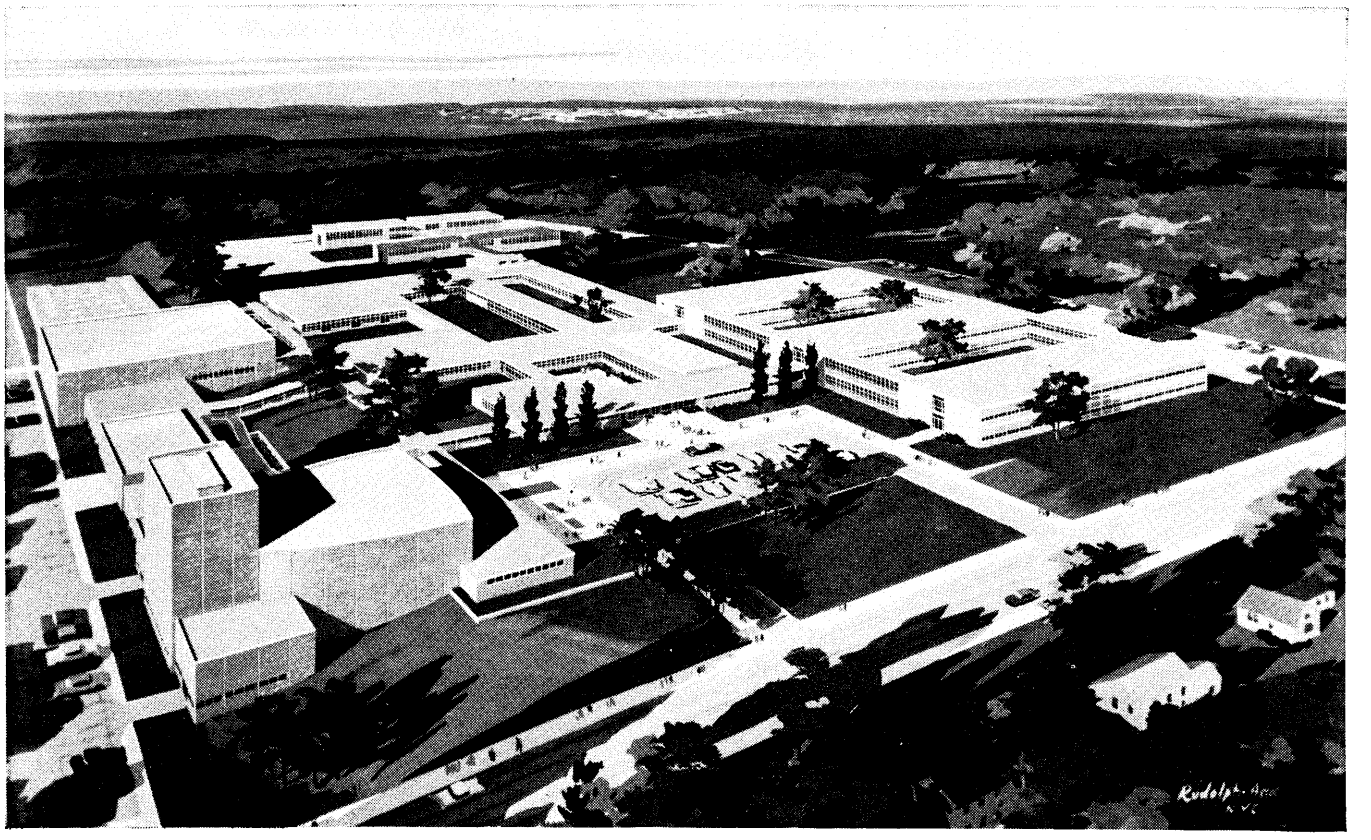
In a report of this program to the FAA Board's Executive Committee at its May 30 meeting in Miami, Chairman Levison emphasized the desire of his committee that this second FAA Seminar present material of real value and importance to its participants and audience.

"Primarily," he said, "This Seminar is being directed to the small

(Continued on Page 6)

Baker and Blake

The Executive Committee of the FAA Board met Saturday, May 30, in the Florida South Chapter Lounge in the Dupont Plaza Center. Left to right above, Verner Johnson, 2nd Vice President; Robert H. Levison, 1st Vice President; Francis H. Walton, Secretary; John Stetson, President; and H. Samuel Kruse, Immediate Past President. Regional Director Clinton Gamble attended the meeting also.



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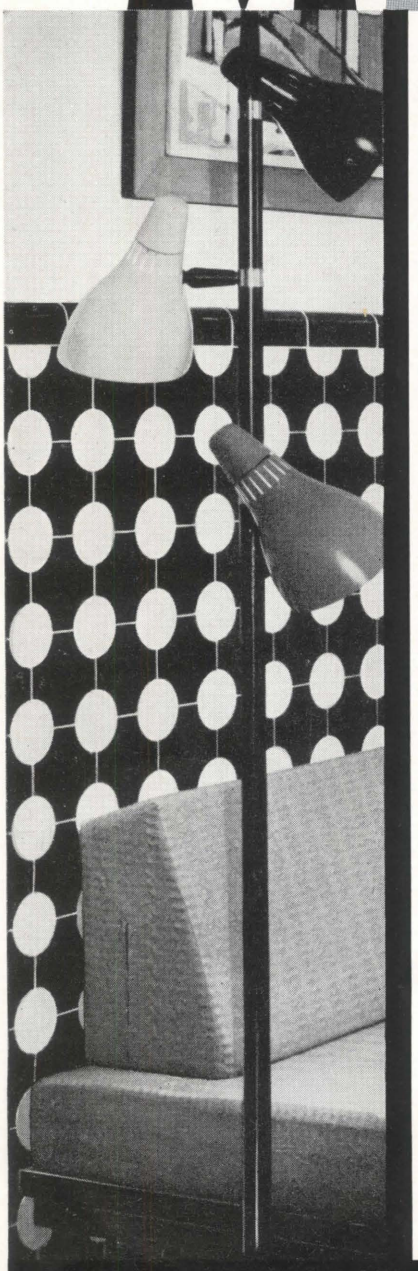

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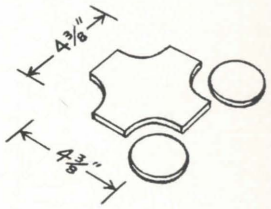

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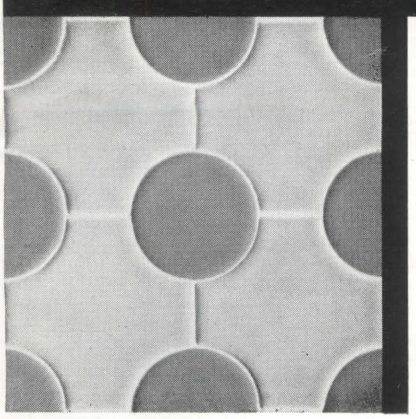

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Our Inner Cities . . .

In Florida, as elsewhere, Downtown is being choked by its own growth

. . . Here is a guide to a re-birth of value, convenience and attractiveness . . .

By HOWARD F. ALLENDER, AIA

Cities throughout the country are pouring out miracle-dip concoctions for creating, "The City of Tomorrow." They are busy adding every herb and mint they can lay their hands on, from monorail to metropolitan government. One ingredient these proposals have in common is *open-space* — in the form of new pedestrian precincts, alleys converted into malls, new plazas and parks.

This is a revolution of thinking, for many cities are still dominated by influential downtown merchants who earnestly believe that congestion is good business. Yet they drive homeward to some distant suburb where they can enjoy their private lawns, lovely views, and low taxes. This typical downtowner still regards flowers in the downtown as sissified and any downtown land not occupied by one-story, tax-paying buildings or high-turn-over parking lots on grade, an economic waste. He feels that nobody likes to walk anymore — so why bother to improve downtown walkways — and that every man has a right to drive his automobile wherever he chooses. The idea of a downtown reserved for people on foot is likely to be classified as subversive.

But these fellows are in for some hard knocks. Their best friends are saying, "My wife doesn't like to come downtown anymore." Their bookkeepers know too well that downtown income isn't what it used to be. Some blowhards are still insisting that things are hunky-dory. But all of a sudden, nobody's listening.

These are seeds of desperation. And desperate men begin to yearn for new solutions. In their desperation lies the key to tomorrow's more livable city — a city in which there is new open-space for fountains, fun and frivolity; for color, lights and action. This is the city worth working for.

So widely misunderstood and misapplied, however, is the use of open-space, that there results only *neutral space* — neither open nor occupied by buildings. The new architecture of city building is basically the sensitive art of handling the *open spaces*.

Crisis for Our Cities

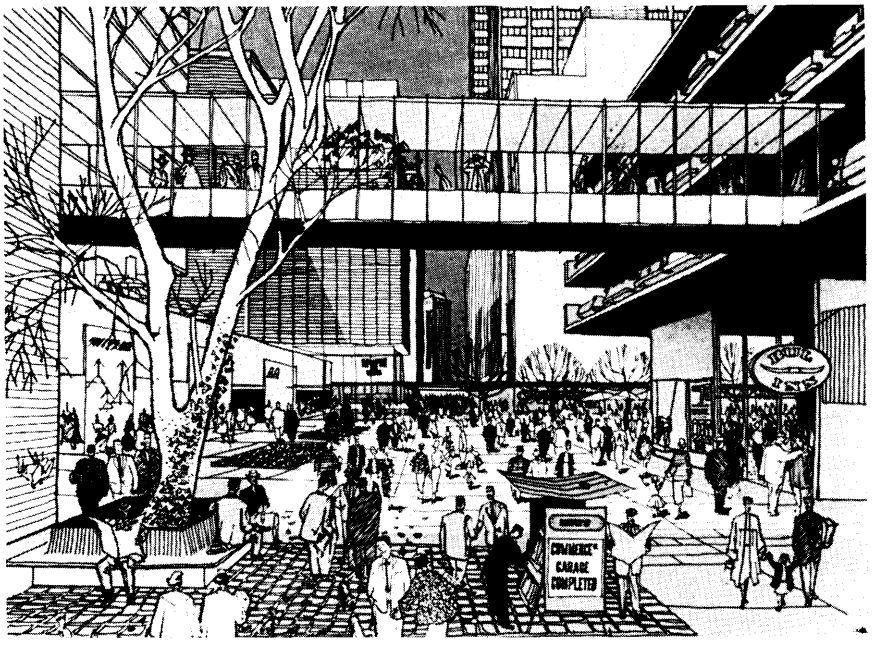
There are ample reasons for redoing downtown — falling retail sales, tax bases in jeopardy, stagnant real estate values, impossible traffic and parking conditions, failing mass transit, encirclement by slums. With no intent to minimize these serious matters, it is more to the point to consider here what makes the center of the city magnetic, what can inject the gaiety, the wonder, the cheerful hurly-burly that makes people want to come into the city and linger there. Magnetism is the crux of the problem! All the values of downtown are its by-products.

Unfortunately, planners and businessmen are seized with dreams of order and become fascinated with bird's eye views and scale models. The design philosophy is to make the city fit some abstract concept; and citizens who should know better are so fascinated by the sheer process of rebuilding that the end results are secondary to them. There is almost entirely one standard solution for every need: Commerce, medicine, culture, government — whatever the activity! A part of the city's life is abstracted from the hustle-and-bustle of Downtown and set, like a self-sufficient island, in majestic isolation. And each project looks like the next one, even though they are in different regions of the country with differing environments. They will have attributes for a dreary scene, with no hint of individuality or surprise, and no hint of a city with a tradition and flavor of its own. The end results will be as helpful to the city as the dated relics of the "City Beautiful" movement, which only fifty years ago was going to rejuvenate the City by

(Continued on Page 10)

ABOUT THE AUTHOR . . .

The text of this article has been developed from the substance of two talks given before the Clearwater Art League and the St. Petersburg Lions Club as part of the P/R program of the Florida Central Chapter. The author is a partner in the St. Petersburg firm of Allender, Bruce, Parrish and has been actively engaged in the field of planning for the past five years. In addition to his Institute affiliation, he is a member of the Amercan Society of Planning Officials, the St. Petersburg Planning Board, the Community Planning Association, and the Church Architectural Guild. He is currently chairman of the City Planning Conference for the National Council of Churches.



A NEW TOMORROW FOR DOWNTOWN . . .

In his proposal for the re-development of Forth Worth, Texas — now the object of emulation by some 100 other American cities — Architect-Planner Victor Gruen, AIA, offered an approach to the re-birth of Downtown that is now, apparently, being widely accepted by planners. It is not the progressive de-centralization of Downtown, but the greater use of Downtown facilities; not the dispersion of the inner city, but the concentration of new values and conveniences that is the prime objective. This concept rings Downtown with a new system of traffic arteries and provides terminal parking facilities around the perimeter of the inner city. But only pedestrian traffic is permitted in the heart of Downtown's area; and the city's core thus becomes a sort of urban island in which the pace of both activities and developments is geared to the purposes and pleasures of people instead of machines.

The Inner City . . .

(Continued from Page 9)

making it park-like, spacious, and monumental.

The underlying intricacy—and the life that makes Downtown worth fixing at all—can never be fostered synthetically. No one will find what will work for our cities by looking at the boulevards of Paris, as the "City Beautiful" people did; and they can't find it by looking at suburban "Garden Cities," manipulating scale models, or inventing dream cities.

The Nature of Our Cities

Cities are shaped by daily decisions, which in most cases are based on short-term economic considerations. Yet in our time we can design cities which are functional, economically profitable and esthetically enjoyable — if we have a design philosophy based upon elemental needs of the people who are to use the City.

A City is a combination of many sensory stimuli in addition to the visual one. Most of these — and even some of the visual ones — are outside the control of the designer. But the makers of cities seem unaware that a full esthetic experience exacts the use of *all* the senses, not just the visual alone; and that this experience is more sensuous than intellectual. The character of a city is composed of its smells, its noises, its taste, as well as its sights. Its sights include people, their clothing, conveyances, flowers, trees, fountains. A city has an unseen history which also forms its esthetic. A city is not architecture alone — perhaps not even principally.

Consider that historically cities have been mainly for the slow pedestrian and for daytime effect. They have had approaches and magnets of general interest. Now we must re-design the approaches and re-design the magnets of the city centers. We must do this on a new time-scale — including the speed of an airplane — and on a 24-hour basis. This will not be accomplished by a few towering geniuses alone, but by a critical sense instilled in the citizens who must use the City. They must *demand* good design in the restoration of their cities.

In the future man will be more and more crowded into urban places; and the designers of cities must provide him not only with a more effi-

cient urban machine, but with a physical setting capable of meeting all of man's needs. These include a feeling of order, identification, participation and esthetic enjoyment that rests the soul or stimulates the mind. In order to achieve this end, the City must have: *Scale* of the human being, relative to his movement on wheels and foot; *Open Spaces*, which stir the senses; *Continuity* of visual experiences; and *Forms* which are varied, meaningful and memorable.

By a sensitive application of these urban design considerations there will be encouraged the growth urban activities, such as civic ticipation, sociability, cultura suits, and commerce. It will a tribute to the revitalization values, which is of great i to development of civiliza

Nature of Downt

The best way to app values for Downtown is and walk, and critically will note that it is not i of Downtown to decei will note that it is an small place which quic outside a small, high-p underused area. Its t fly apart but to be fundamental And thi

New - Ve

own- it to-day; to ok for its strengths and to exploit d reinforce them. There is no logic hat can be superimposed on the City People make it; and it is to them, n buildings, that we must fit our pla This does not mean that we acc present conditions. Downtown need re-design. It is dirty, it is ested. But there are things that right about it too; and by sim ld-fashioned observation we ca what they are. We can see w ople like.

best place to look is at the One had better look quickly, ecause in many projects that oing away with the noisy auto- ile traffic, they are making away the street itself. In its stead be open spaces with long vistas l lots of elbow room. On-grade rking lots gash the street, destroy- a sense of enclosure, and create rren voids that prevent compact- ss to make the Downtown work ll.

But the street works harder than y other part of Downtown. It is e nervous system. It communicates e flavor, the feel, the sight. It is the ajor point of transaction and com- unication. Downtown needs not ewer streets, but more — especially or pedestrians. The real potential is n the street and there are far more opportunities for exploiting it than are realized.

The plan for Fort Worth, Texas, has been chiefly publicized for its arrangements to provide enormous parking garages and to convert Downtown into a pedestrian island. But its main purpose has been to enliven the streets with variety and detail. This is a point over-looked by some 100-odd cities that are now seriously considering emulating Architect Victor Gruen's traffic principles.

New Downtowns

There is no magic in simply removing motor traffic from the Downtown; and certainly none is stressing peace, quiet and dead space. The removal of motor traffic is important only because of the great opportunities thus provided to make streets work harder and to keep Downtown activities compact and concentrated. Experiences gained in the design of regional shopping centers can be applied directly to Downtown in its street treatment, sidewalk arcades, poster columns, flags, vending kiosks, display stands, outdoor cafes, bandstands, flower beds and special lighting effects. Street concerts, dances and exhibits are to be fostered. The purpose is to make the streets more surprising, more compact, more variegated, and busier than before — not less so.

Any Downtown re-design must work with existing buildings — and this is a positive virtue not just a cost-saving expedient. Think of any city street that people enjoy; and, characteristically, it will have old

(Continued on Page 30)

URBAN PATTERN . . .

or Downtown has been waged not the sources, of its troubles. wn is obsolete. It has not kept apacities or aspirations of its cit- deserted, ringed with slums. Its e of confusion rather than con-

is decay lies the destruction of narkets and the deterioration of backgrounds.

everse this trend. To do so we es working to change Downtown create new patterns for modern re are some we must deal with:

GROWTH — During the next our urban population the equiv- litan areas, as New York, Chica- o, population analysts are now e predominately young.

2 . . . TECHNOLOGICAL DEVELOPMENTS — Cheap power and the automobile are only two of the many which have already made the physical structure of our cities obsolete.

3 . . . PUBLIC POLICIES — FHA, grants - in - aid, highway programs — these have all altered customs, speeded the forces of change and dispersion.

4 . . . EXCLUSIONISM — Segregation is more than a matter of race. Economics is a tremendous force for separation.

5 . . . SPACIOUSNESS — Competition for space is establishing new and important urban values.

6 . . . LEISURE TIME — Increased middle - bracket income and the shorter work week have created new leisure opportunities, resulting in soaring demands for goods, services and facilities.

More than 33,000 pieces of 1⅜" glazed ceramic tile were used to create this mural. Side panels use 8½" x 4¼" tile. Color Plate No. 405.

This colorful mural in the entrance lobby of the DuPont Plaza Center in Miami, testifies to the way ceramic tile can be used to achieve striking decorative effects. Created by American Olean's design department, this impressive 24 x 35 ft. mural will greet hundreds of thousands of visitors to the Architects' International Bureau of Building Products each year.

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the Junior College Campus . . .

The Junior College Facilities Conference, held April 10 and 11, and co-sponsored by the FAA, the State Department of Education and the U/F College of Architecture and Fine Arts, developed, among other data, this noteworthy comment on site planning . . . Proceedings of the Conference are now being readied for publication by the State Department of Education.

LLIAM T. ARNETT, AIA

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tional disposition of land and physical facilities—both immediate and long-term—for an educational institution. More particularly, I mean a group of separate yet inseparable concepts: (1) a diagram of functions, (2) a scheme of land use, (3) an arrangement of circulation, (4) a disposition of buildings and open spaces, and (5) a plan of landscape development. Finally, I mean not a completed project, but an on-going process; not a destination, but a direction toward a goal. I would agree with the assertion that " in origin (a plan) must be realistic; in scope it must be broadly inclusive; in outline it must be bold and imaginative; in detail it must be flexible."

Determination of Purpose

The first and most important step in planning a campus is to define the objectives of the institution and the purpose of its various parts. Unless this step is well done, the resulting buildings will probably be poorly related and unsuitable for their purpose. In a recent study of thirteen liberal arts colleges with relatively new facilities, it was found that in not one instance were the facilities designed to meet the curriculum. In another study of thirty new classroom and laboratory buildings constructed during the last ten years, it was found that in not a single instance were the classrooms, lecture rooms or laboratories planned on the basis of optimum teacher-student ratios.

There is a difference, of course, in programming an entire college and in programming a single building. On the one hand, we are providing the ultimate designers of individual structures with the larger context in which their particular works will be undertaken; on the other, we are providing an architect with a detailed set of requirements for a single building. In programming a campus, it is especially important to take a long-range view of things, to develop a long-range program in which the possibilities of the future are no less important than the needs of the present.

Throughout all our work, the important thing to keep in mind is that colleges are for *people*. Unless we know and understand the needs of the people whose daily activities we will shape with our buildings, unless we know something of their hopes and aspirations, we shall have failed in our design before we begin.

Necessity for Flexibility

An educational institution, unless it be a candidate for speedy interment, is a living, growing, changing thing. While it may be difficult to anticipate all changes that will take place over the next twenty or thirty years, one thing is certain: Whatever changes the future may bring, they will require room and space for their realization.

James M. Fitch points out that planners have at least learned this from the recent past: They might not always be certain which direction changes might take, but they could always be certain that there will be change. Not to provide for change would be disastrous; and it is in such a context as this that the modern planning concept of flexibility has developed. A flexible plan is one which permits the organism whose energies it controls to expand and contract, or to rearrange its internal processes without doing either.

Diagram of Functions

As an aid in visualizing the interrelated activities carried on in a college, and as a means of determining the most desirable relation between the various parts, a functional dia-

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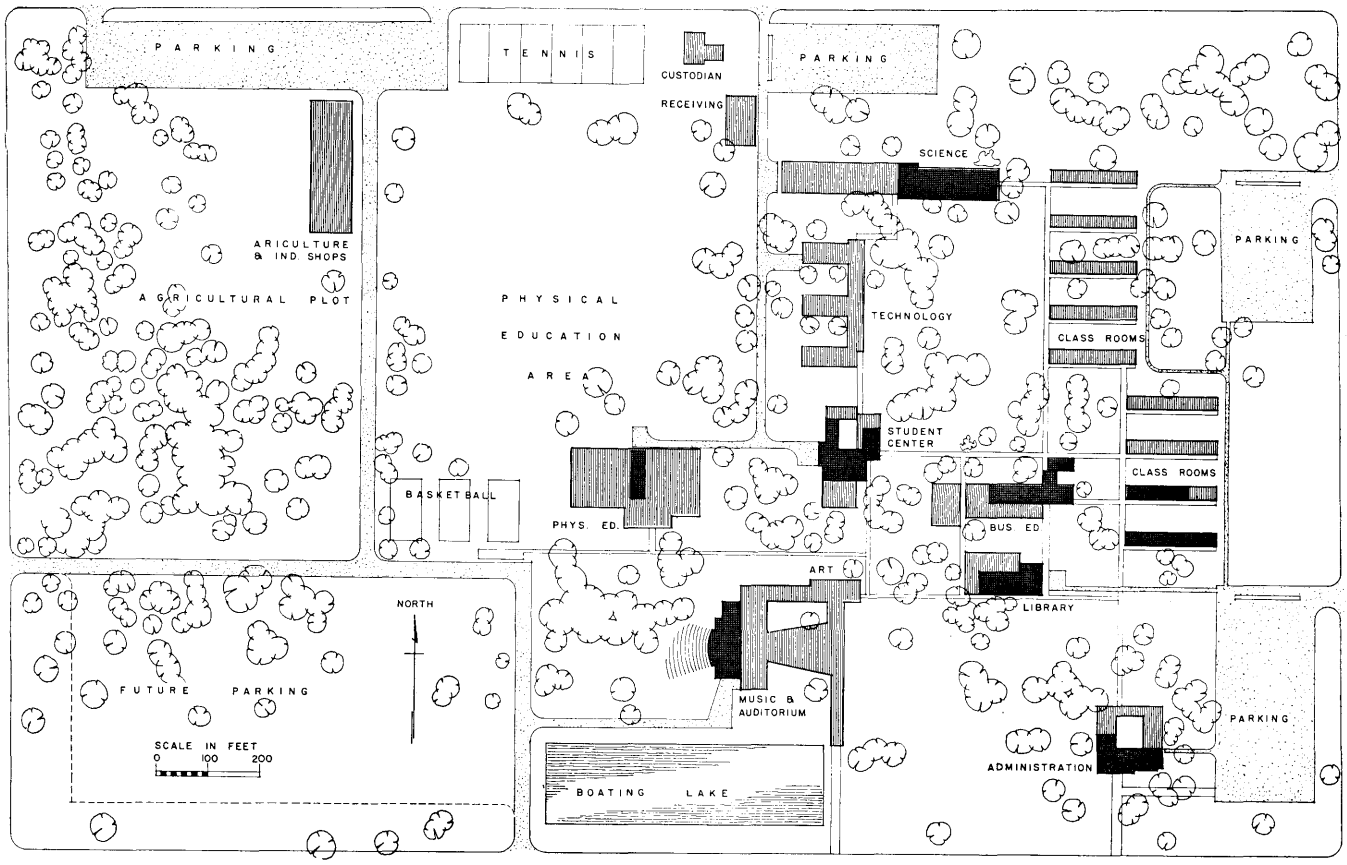
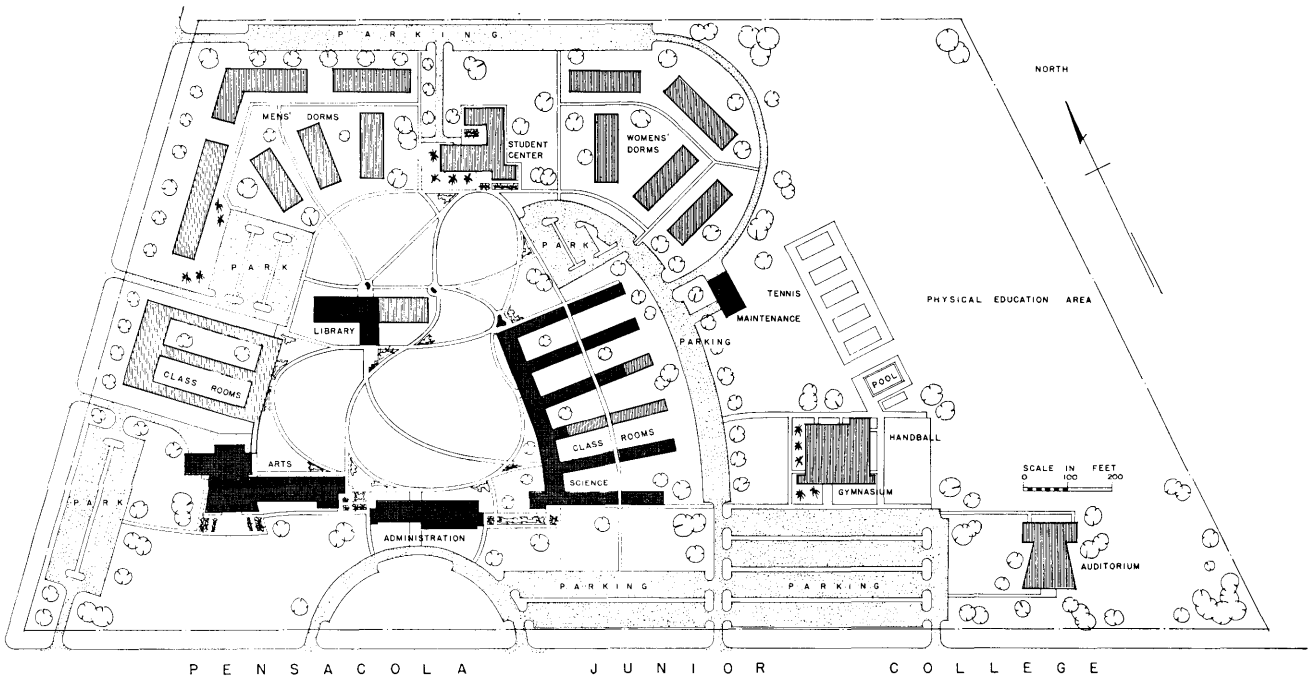


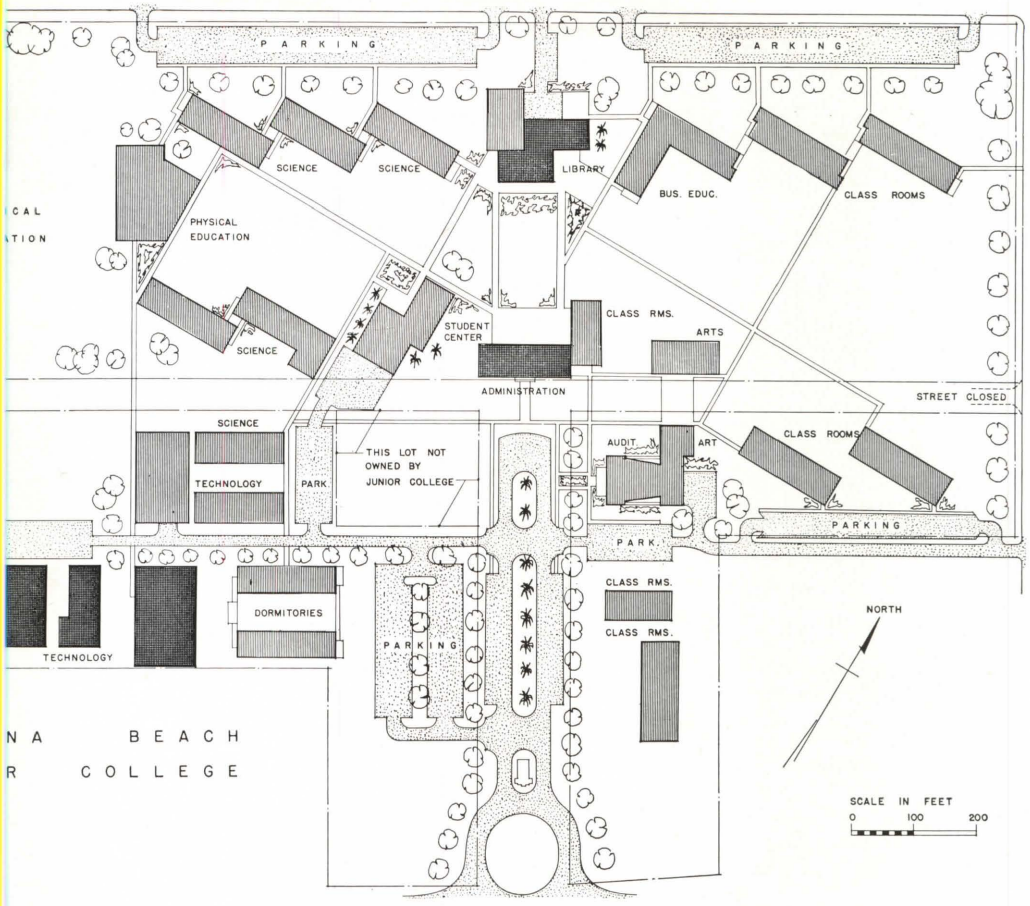
MANATEE JUNIOR COLLEGE

Located in Bradenton on a 100-acre plot of flat land, this college, established in 1958, will have an initial capacity of 400 students. Architects were Croll and Wilkinson; the planning consultants, Neutra and Alexander. The School Plant Administrator of the Department of Education offered this comment on this project: "The site plan indicates a studied approach towards attaining maximum unity of dissimilar masses on a large site. Related functions have been well grouped and properly separated to avoid distraction and noise. Parking and vehicular traffic are confined to the perimeter of the site."



PENSACOLA JUNIOR COLLEGE

This plant was established in 1948 to serve Escambia and Santa Rosa Counties. It occupies 80 acres of flat land on the outskirts of Pensacola; and its 1958 fall enrollment was 1,613 students. Architects were R. Daniel Hart and Hugh J. Leitch; the planning consultant, R. Boyer Marx. The Department of Education's commentary: "In the development of the campus plan, strong emphasis was given to the library as the heart of the campus . . . the relationship of the science and technology buildings is excellent."



of flat lands, this campus is located in an urban area of Daytona Beach and serves Volusia and college was established in 1958 and will have an initial capacity of 480 students. Architects n; the planning consultant, Jefferson M. Hamilton. The School Plant Administrator, Dr. Car- of the layout: "In developing this plan, perimeter parking and vehicular traffic problems d in spite of numerous existing limitations. The east-west mall adds unity to the overall plan ractive feature. The administration building is well located so as to provide a visual prom- access."

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Use

plan for l on the he outset, o discover le for the s are most building recreation; rt of the

open space pattern; and which should remain for future development. This functional study of land use is intimately related to the study of the topography of the site. If the campus is to have an individual character, it is necessary to accept the individual character of the landscape itself and to make it part of the design. There may be wooded areas, important hills, level or sloping portions, lakes or low ground which need to be taken into account. If the campus is to have individuality, it is necessary to use the over-all form and pattern of the topography as a framework on which to build the design.

If we are to profit by the experience of older institutions, it would seem desirable (1) to avoid placing the heart of the campus too near the boundaries of the site, and (2) to keep the campus relatively compact.

Arrangement of Circulation

Someone has pointed out that the irreducable requisite of any successful plan is that it direct the flow of energy consigned to it into the most productive pattern of movement. Unfortunately, this criterion—except in design dictated only by economic or physical necessity—is seldom met in our country today. Certainly it is seldom seen in our cities, and all too seldom seen in our educational institutions.

On a college campus we should be concerned first and foremost with people—with pedestrians—whose movement is limited to perhaps three miles an hour, or slightly less than 300 feet a minute. These people weave a pattern of pedestrian traffic throughout the campus which is difficult to predict in detail, a pattern which changes each semester as enrollments and classroom assignments change. One thing, however, is certain: the pedestrian heart of the campus ought to be planned exclusively for pedestrians, and pedestrian

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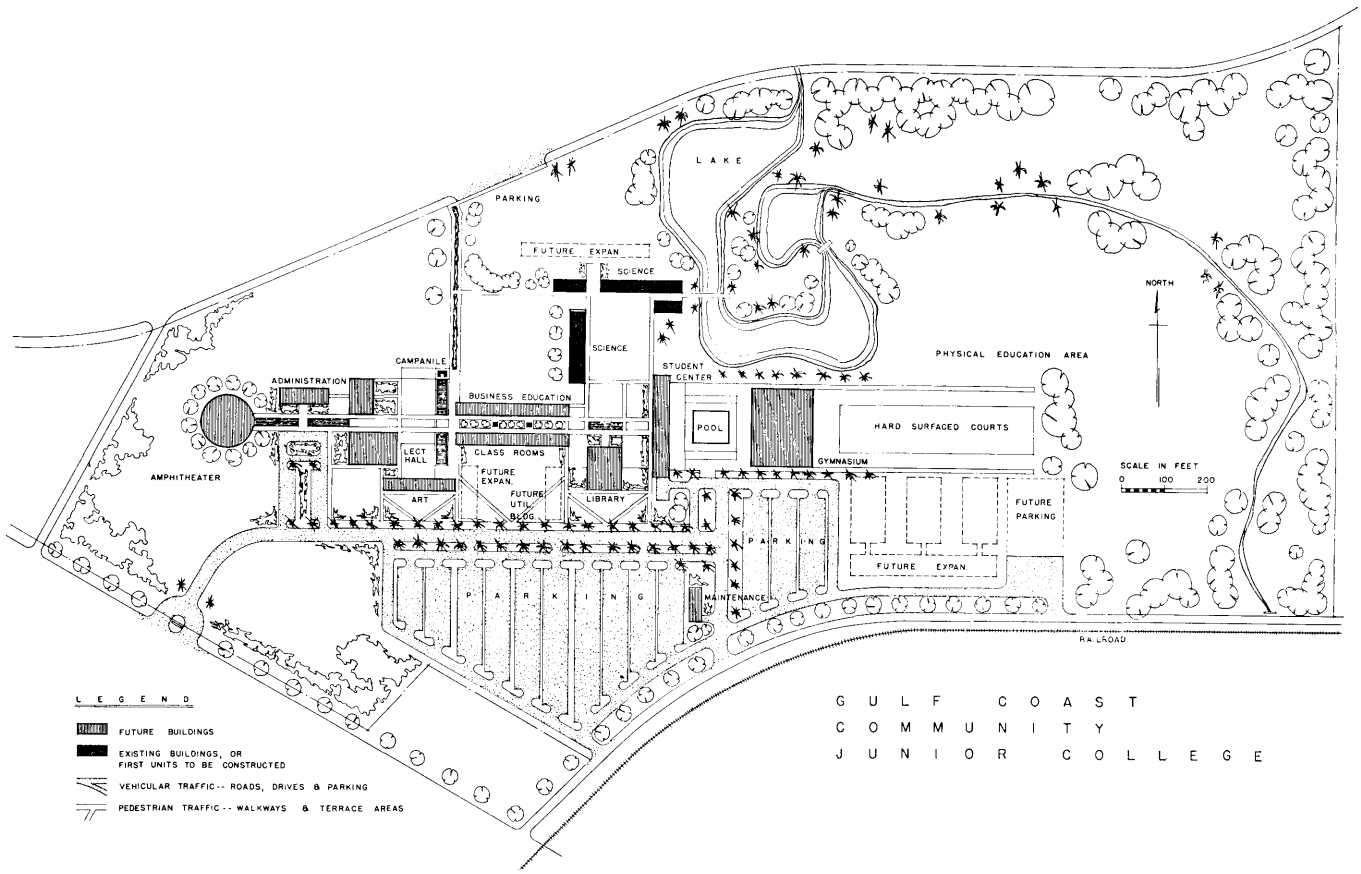
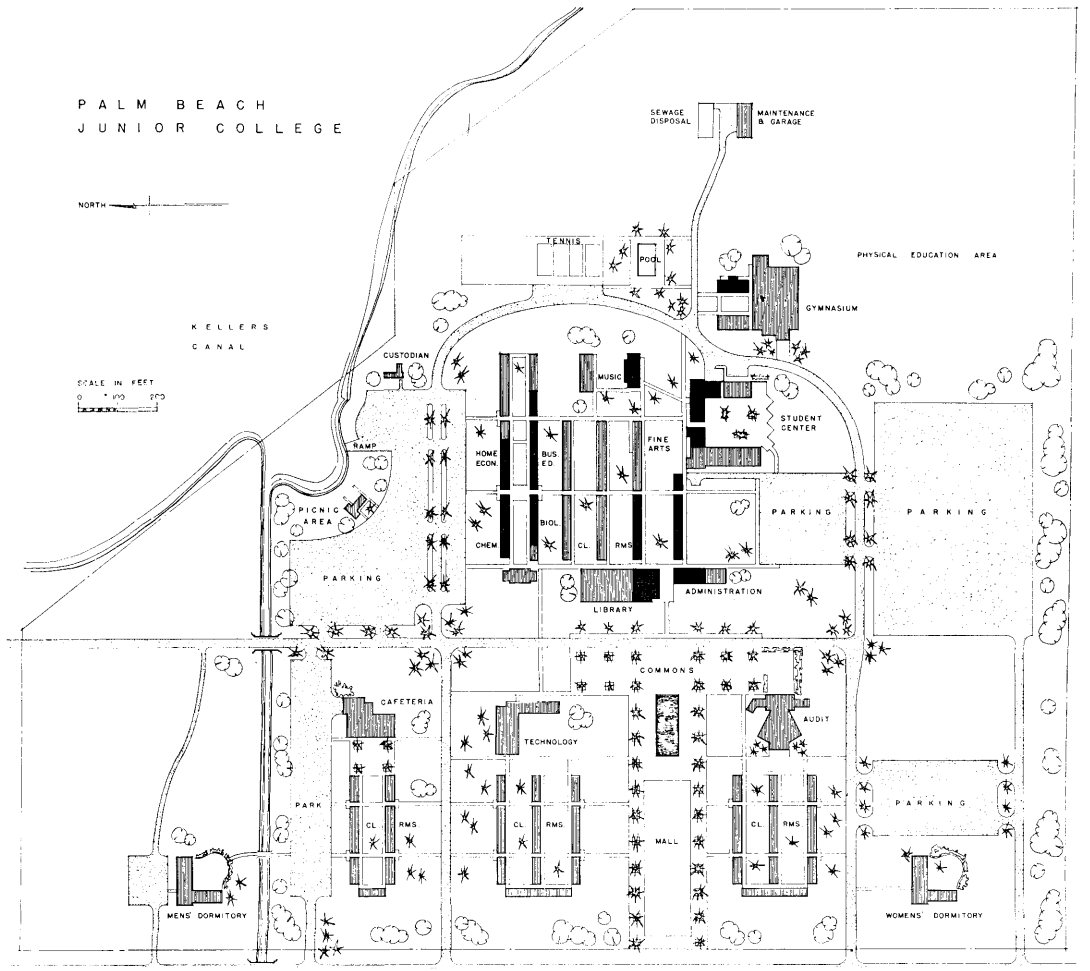


Established in 1957 to serve Bay County, this campus covers 80 acres of flat land near Panama City and had an initial capacity of 265. Architect was Norman Gross; the planning consultant, Hugh Stubbins. The commentary: "Among outstanding features are, 1) separation of physical education facilities and future shops from classroom and academic areas; 2) grouping and location of various functions are considered excellent; 3) natural attributes of site and surrounding area have been utilized advantageously."



Last fall's enrollment of this Lake Worth plant, established in 1933, was 1,190. The flat, 114-acre campus "features an east-west mall which promises a pleasing visual approach, terminating in the reflection pool located in the commons area. The location of the library emphasizes the primary role it plays in the junior college program." Architects were Edgar S. Wortman and Frederick W. Kessler.

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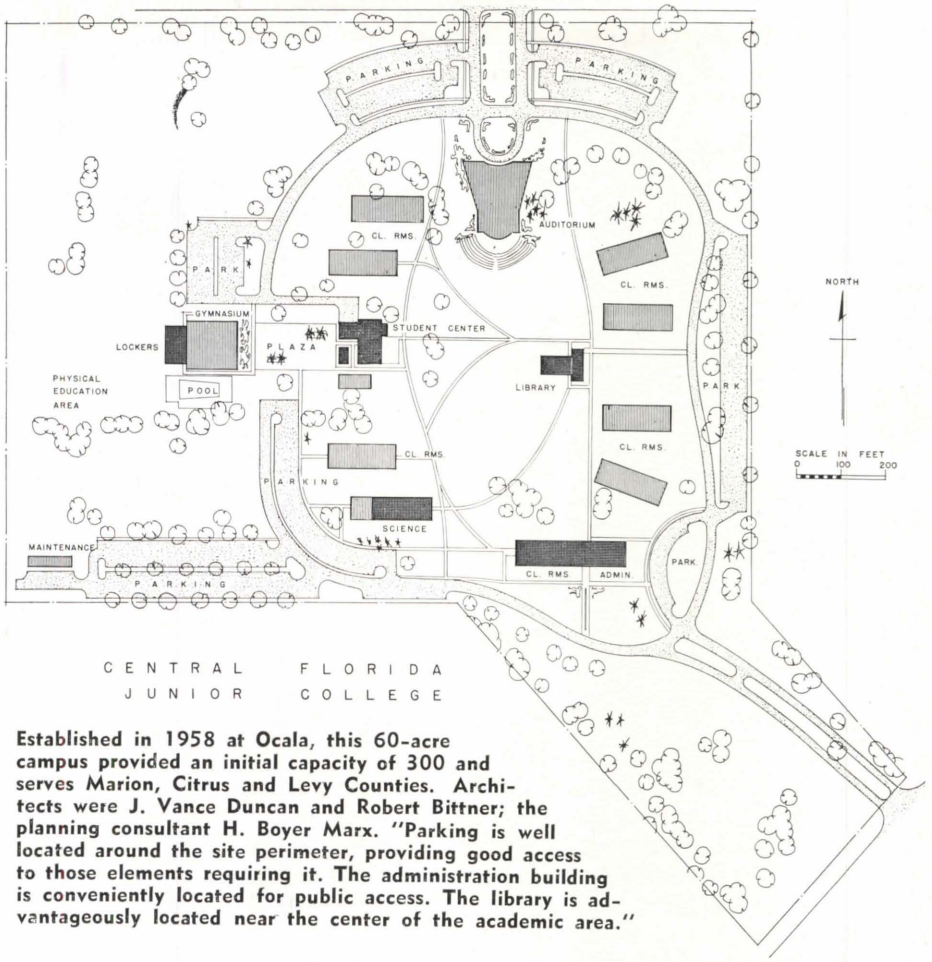
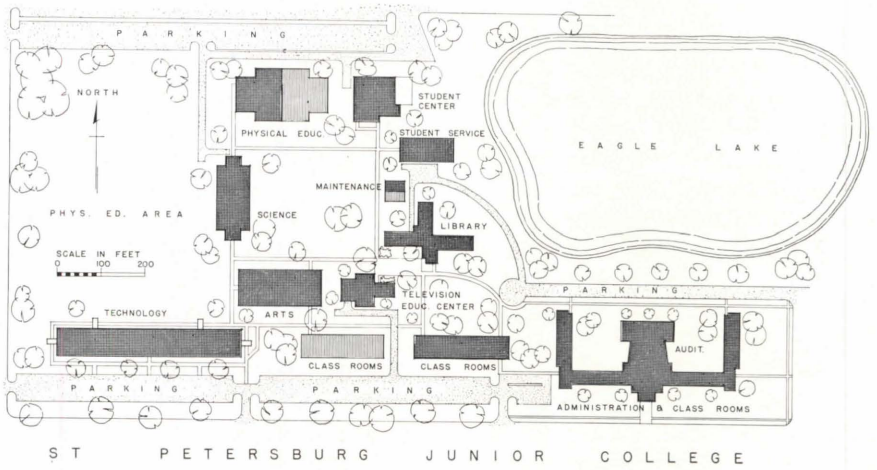


Established in 1958 at Ocala, this 60-acre campus provided an initial capacity of 300 and serves Marion, Citrus and Levy Counties. Architects were J. Vance Duncan and Robert Bittner; the planning consultant H. Boyer Marx. "Parking is well located around the site perimeter, providing good access to those elements requiring it. The administration building is conveniently located for public access. The library is advantageously located near the center of the academic area."



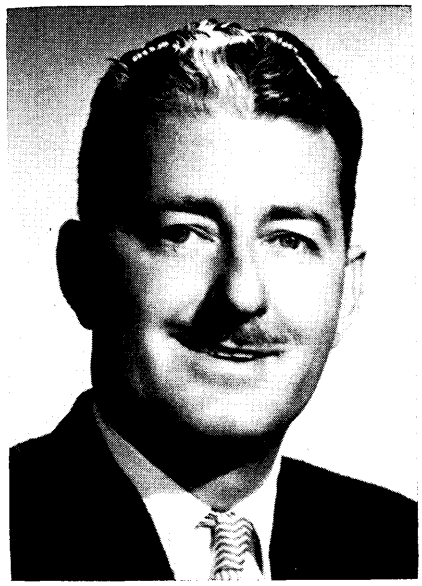
Established in 1927 to serve Pinellas County, last fall's enrollment was 2,362. The flat, 23-acre site is located in urban St. Petersburg. Architect was C. Dale Dykema; the planning consultant William T. Patterson. "The planning of this campus represents excellent use of a small site. Service drives are well planned without crossing pedestrian traffic and the prominent location of the library gives strong emphasis to it as the hub of the campus."

The plan must be flexible enough to permit the construction of one building after another through the years, and to permit organic extension of any unit, without injury to the effectiveness if the group during this natural process of growth. No matter how carefully established is the program of a particular unit at the outset, changing conditions and changing theories of education may require corresponding changes in the physical facilities of that unit. The plan must be capable of adjustment to meet needs as they arise.

Concerning the building groups themselves, the late Charles Z.

(Continued on Page 31)

Message from The President



By JOHN STETSON
President
Florida Association of Architects

Why The Silence - - - ?

Four score and seven years ago, our fathers brought forth upon this continent a new nation, etc., etc. Your President or your Executive Director could probably fill this publication with just such famous quotations without upsetting too many members of the profession. If silence indicates disinterest, then you have no use for this magazine. If silence means you agree with everything we do and say, then we have really achieved complete success.

No doubt a good many of you read the "Florida Architect". Certainly you peruse the ads, without which we could not publish the magazine. Somewhere along the line we must say something you either do or do not agree with. It is even possible that one of the manufacturer's advertising in our publication has produced an article of slight interest to you. So, way the silence? If the correspondence received by your president is an indication, architects from other states, engineers, building material suppliers and contractors are the only ones able to read and write. In five months this office has received the barest number of letters from the membership regarding the magazine and the contents thereof. One manufacturer, and one of our best supporters, received not one reply from his recent ad aimed at drawing out inquiries from you. How long does it take to sign your name to a post card?

So you are busy. You have all of the work you can comfortably handle with your present organization. There is no need to concern yourself with the problems of your profession since none of these problems affect you at present. However, there are certain danger signs which point to the architect losing much of the business he now enjoys, through the infiltration by other groups and individuals into our design status and due to the continual "drum beat" for stock plans for schools, hospitals, churches, etc., among other things.

What are the danger signs? They are many. As our schools turn out more and more budding young architects, all convinced that they will succeed F.L.W. as the world's greatest, more and more individuals and businesses are finding ways of surplanting the architect althogether. Recently, an editorial in the publication of the "Actual Specifying Engineer", June 1959, was furnished me by the Jacksonville Chapter. The editor writes under the title "Architectural Tail Wags Engineering Dog" that the engineer is victim of a cultural lag and that architectural registration laws were written to protect architects, not the public.

Everywhere we see plan factories, plan services, drafting services, employees of municipal departments, etc. performing what once constituted architectural services. We see architects offering miserably inadequate services for starvation fees, while even the realtors have increased their fees. If we are now known as the "tail of the dog", then either the tail needs trimming, or the dog is of the wrong breed (parentage doubtful) and the kennel needs a thorough house cleaning.

Who is to blame? Each and every one of us, singly and collectively. We tend to be smug, supercilious, setaceous, self-righteous and even stoic. Will we become superfluous to society and servile to the engineer and the construction industry? It is possible. We are told we need better public relations. The A. I. A. is doing all it can on a limited budget. The F.A.A. currently spends more on this item than any other. What are you doing as an individual toward better public relations for the profession and for yourself? Only a handful of you turned up at the workshop in Gainesville, where you were offered some good advice "for free". We have another workshop scheduled on office practice, to be held in Palm Beach on August 7th. You will be shown ways to save on operating expenses; and new methods of improving your income will be discussed. Other professions, when such workshops are held, turn out en masse — but not the architects; who apparently already know it all. Will *you* be present on August 7th?

At the beginning of this year we asked you what you wanted. Where you have replied, we have done everything possible to comply and accomplish the goal you have asked. There is much we need to do, but a few will never succeed working practically alone. Everyone is certain we need a new registration law, but, as the Editor says, who will it protect? Which of you is going to stop his practice and write it?

Many of you want higher fee standards. Are you raising your own

(Continued on Page 27)

fessional Awards Program . . .

44th Annual Convention—1958

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ALFRED B. PARKER, FAIA, Architect

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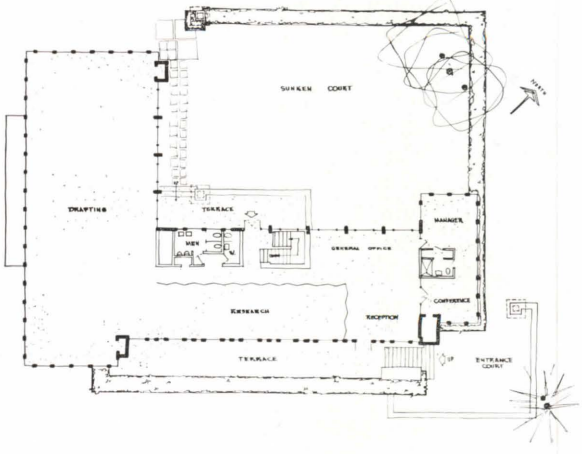
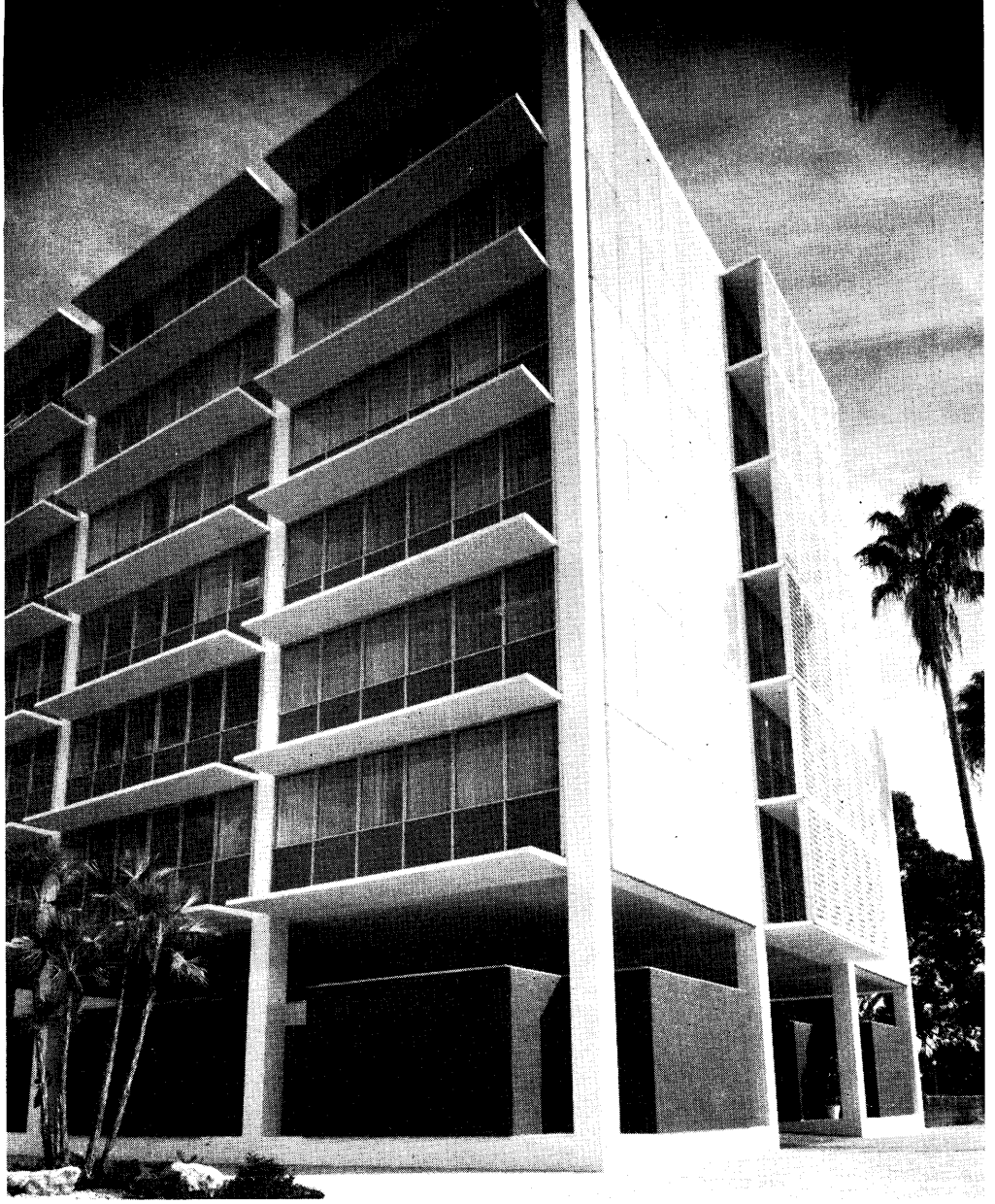
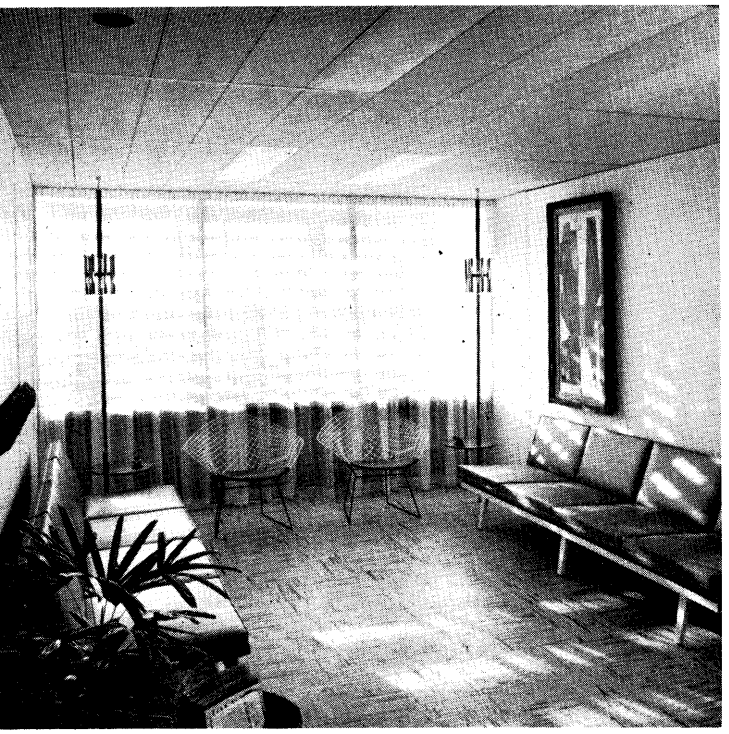
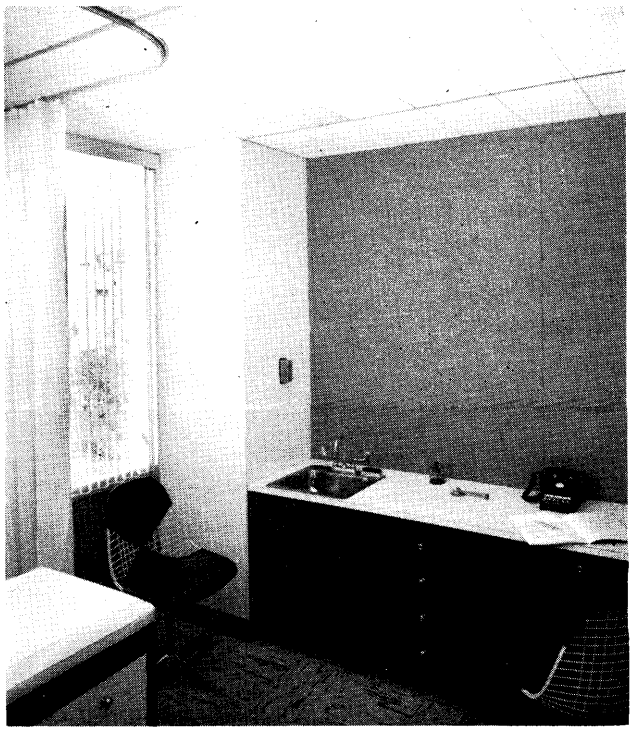




The building is of reinforced concrete construction, with lower units flanking the entrance covered in black, unglazed tile. Vertical cores containing utilities are sheathed in blue glass mosaic tile; and solid walls of upper floors are enclosed with 4 by 10-foot precast panels with a gravel texture. Sunscreens of windows over east and west entrances are precast in 4 by 10-foot white cement panels. Panels of the curtain wall construction at window areas are filled with light blue porcelain sheets.





Medical Building, Tampa . . .

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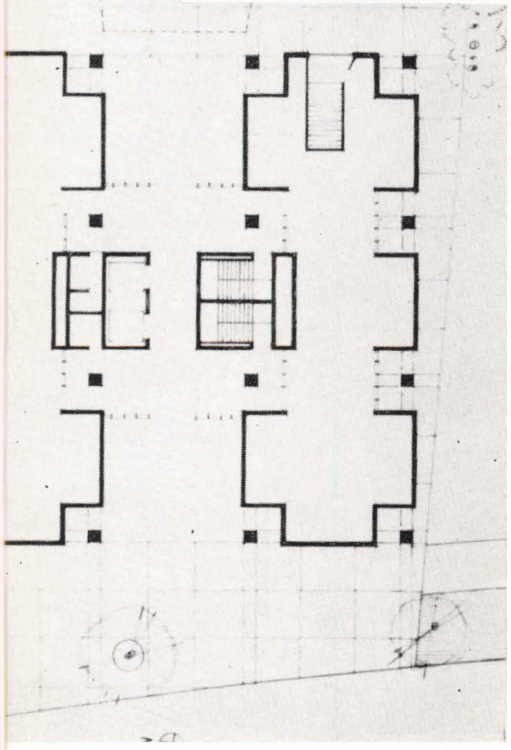

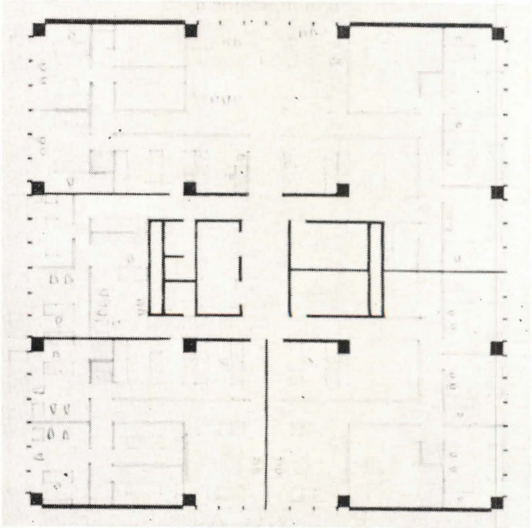

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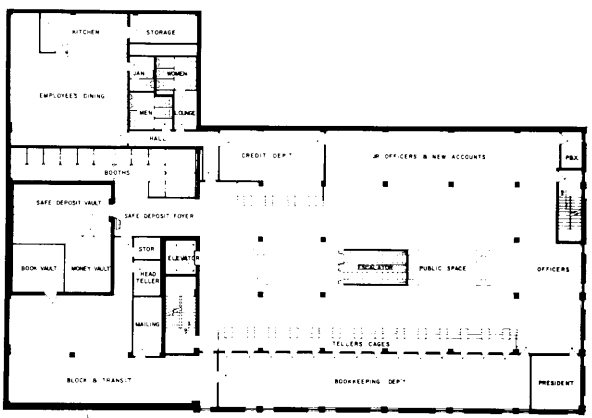
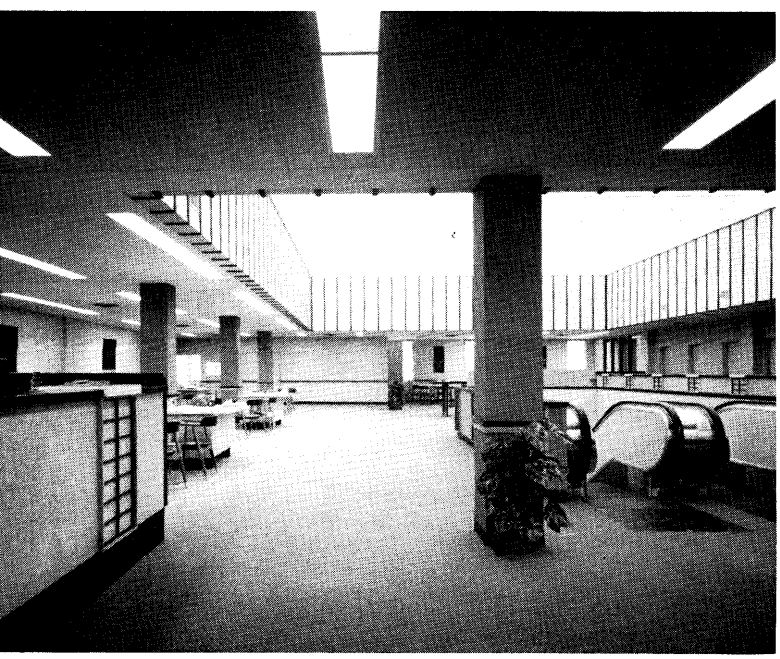
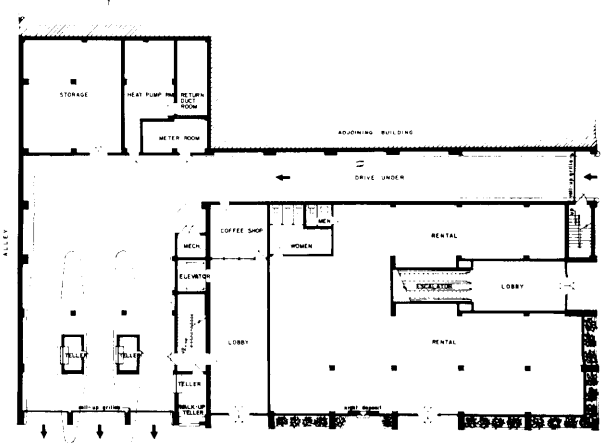
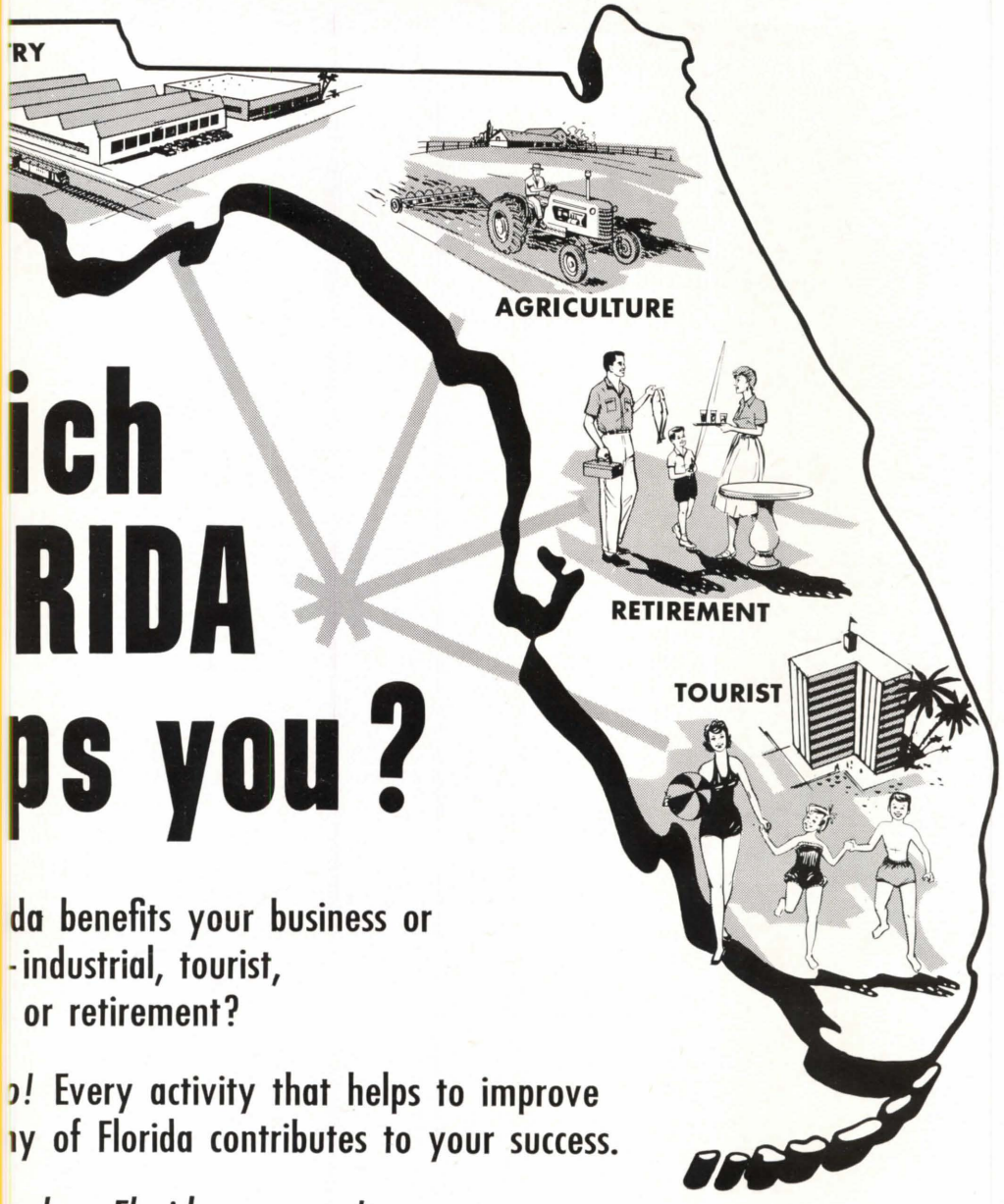


SECOND FLOOR PLAN







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Pre-Stressed Hyperbolic Paraboloids Now Available as Standard Units

A new pre-stressed concrete form has recently been made available to enlarge the design vocabulary of those architects who believe in using, to the greatest possible extent, the principle of prefabricated units. The West Coast Shell Corporation of Sarasota, a Florida pioneer in the pre-stressed concrete field, is now fabricating hyperbolic paraboloids as stock items — and in a range if sizes from 8 by 10 feet up to 100 by 100 feet.

Availability of the new design units was formally announced at a reception for the Florida Central Chapter of the AIA on June 13, with SAM P. JOHNSON, president of the West Coast Shell Corp. acting as host. Prior to this formal introduction, a number of West Coast architects had experimented with the pre-stressed form. VICTOR LUNDY used it to roof his prize-winning Warm Mineral Springs Motel. CARL VOLLMER employed several paraboloids spanning 34 by 55 feet in the design of a Sarasota furniture building. Other units have been adapted as swimming pool shelters, and as a design element in a shopping center, a warehouse and a highway refreshment building.

In practice the shells are fabricated at the building site and placed on their central column with a minimum of form work. Currently, nine stock sizes are being made available. But through use of transportable forms, a wide variety of sizes is being made possible. Obvious advantages of the new forms include clear spans of

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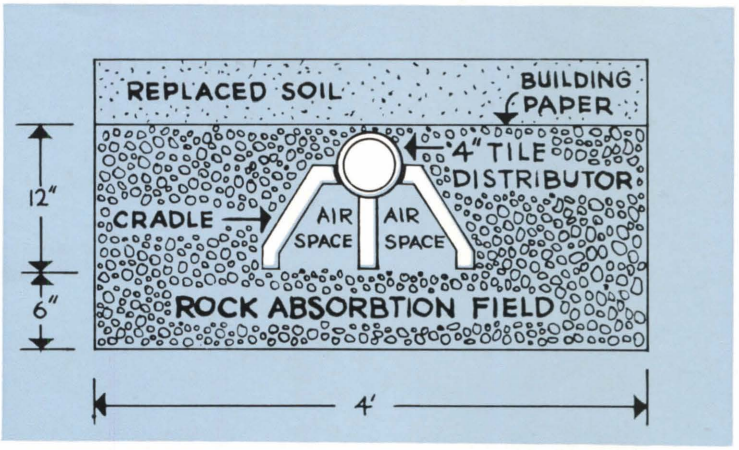

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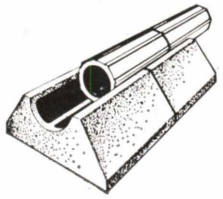

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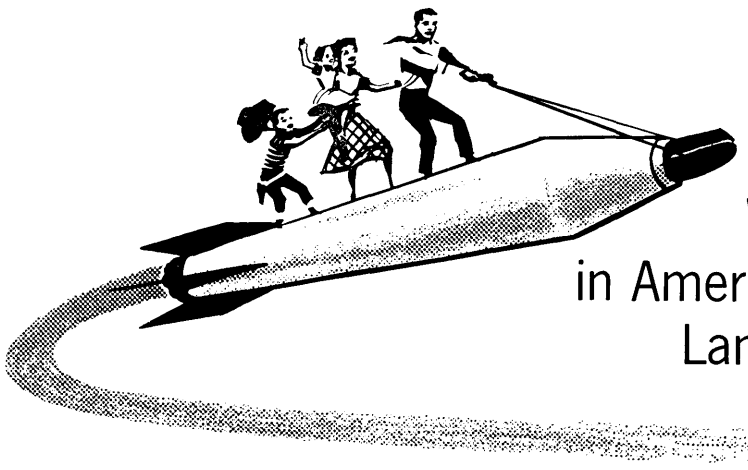

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The old cliché, "It's the squeaking wheel that gets the oil," is quite apropos. Are we going to sit quietly inert until our bearings burn out? Do you expect others to do your talking and writing? If you do, then it was nice knowing you. See you at the national convention of the Society of Designing Draftsmen or the Architectural Engineers of America in 1965.!

FAA Office to Move . . .

As of July 1, the FAA's administrative office will have a new address in the Dupont Plaza Center. Since February, 1958, it has been occupying one small corner of the Florida South Chapter's Lounge on the mezzanine floor of the building. However, need for more working space, coupled with a revised set-up for the Lounge area made the move desirable. The FAA Executive Director's new office will be Suite 414, Dupont Plaza Center, Miami 32. It is hoped that no change in telephone numbers will be necessary.

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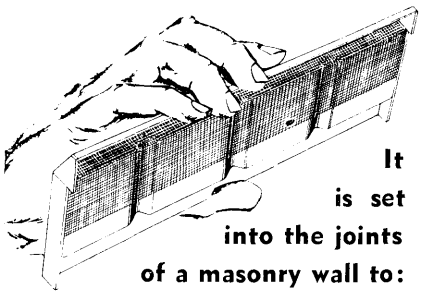

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News & Notes

FAA Board to Meet in Palm Beach August 8

The third 1959 meeting of the FAA Board of Directors will be held Saturday, August 8, at the Colony Hotel in Palm Beach. At the May 30 meeting of the Executive Committee, President JOHN STETSON announced that the Palm Beach Chapter had invited the Board to attend its meeting the evening of August 7; and he indicated that some sort of after-meeting entertainment was being planned. The day preceding the Board meeting, Friday, August 7, will be devoted to a Seminar on Office Practice.

This will be a particularly important meeting of the Board; and Chapter Presidents and Director-representatives are urged to communicate with the FAA President, Secretary, or Executive Director relative to matters affecting their Chapters which may involve the state-wide activities of the FAA and thus require consideration by the FAA Board.

The matter of by-laws revision will be a special order of business before the Board at this meeting, since substantial changes appear necessary in the by-laws as one result of Florida's new regional status. A committee named by President Stetson is now working on this matter. It is the same as that previously named as the "Florida Region" Committee — CLINTON GAMBLE, *chairman*, JOHN STETSON, H. SAMUEL KRUSE, ANTHONY L. PULLARA, IGOR B. POLEVITZKY and FRANKLIN S. BUNCH.

Another important item of the agenda will be consideration of recommendations from Chapters relative to possible revisions to Florida's registration law.

Smathers Introduces New Tax Deduction Bill

Senator GEORGE SMATHERS has introduced another bill to permit self-employed persons, like architects, to take deductions currently on a deferred basis. His measure is the same as the Keogh-Simpson bill (H.R. 10, as reported in *The Florida Architect* for May, 1959) except that it has an effective date as of the taxable year 1961 instead of 1959. Object of the change is to overcome present objections of the Senate Finance Committee which is now studying the Keogh-Simpson measure.

The Florida Senator has taken steps to furnish all architects in Florida with information relative to his bill. Watch for his communication. Read and study it. Then write the Senator your reaction. And write also to Senator HARRY F. BYRD, Chairman of the Senate Finance Committee to which the Smathers Bill has been referred.

New Conference Planned on Junior High Schools

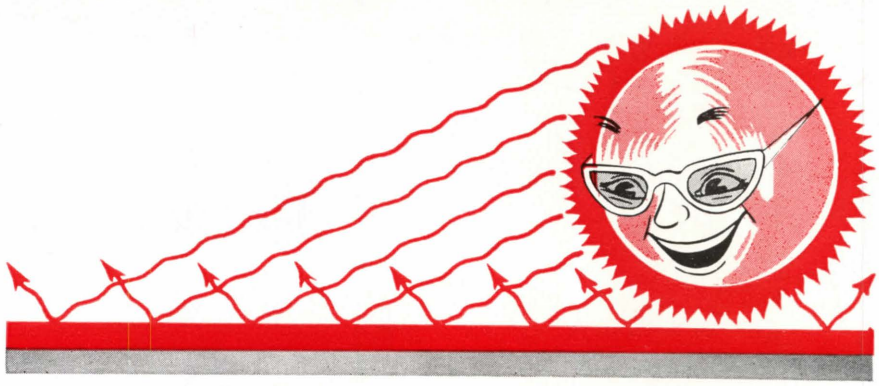
Preliminaries have been cleared for setting up another school planning conference under the joint sponsorship of the FAA, the State Department of Education and the U/F College of Architecture and Fine Arts. The Conference would be specifically focussed on junior high schools and would be designed to clarify application of new planning standards which have emerged from a number of recent research activities. Currently the Conference is planned as a three-day session tentatively scheduled for September 24, 25 and 26.

State Board Grants 56 New Registrations at Mid-Year Meeting

The State Board of Architecture, through its Secretary, MORTON T. IRONMONGER, has announced that 56 new registrations to practice have been granted since the Board's January meeting. Only 18 of these represent registration on the basis of written (Junior) examination. Included in this category were:

JOHN P. LYNCH, *Ft. Lauderdale;* LARRY N. JUSTICE, THOMAS T. MAYO, JR., LESTER N. MERWIN, and JOHN ALLAN RUDOLPH, *St. Petersburg;* HOWARD B. BOCHAIRDY, NORMAN E. WASHER, *Jacksonville;* JAMES C. CHAPMAN, JR., JOHN B. LANGLEY, *Winter Park;* JACK R. JONES, *Leesburg;* EDWARD L. MEADOWS, *Tallahassee;* ROBERT C. PEACOCK, *West Palm Beach;* JOHN B. GOSMAN, *Palm Beach;* JOHN J. JETTON, *Sarasota;* SHERMAN T. WHEELER, *Fort Meyers;* FRANK E. SANCHEZ, JR., *North Miami;* HAROLD E. SECKINGER, *Miami;* and HARVEY J. EHRLICH, *Miami Beach.*

Those granted registration on the



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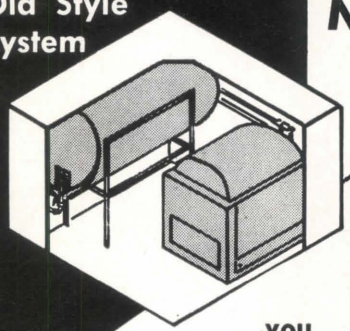

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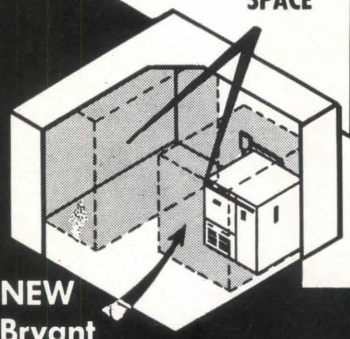

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The Inner City . . .

(Continued from Page 11)

buildings mixed with new. This mixture is one of Downtown's greatest advantages, for Downtown streets need high-yield, middling-yield, low-yield and no-yield enterprises. The intimate restaurant or good steak house, the art store, the university club, the fine tailor, even the book stores and antique stores — it is these kinds of enterprises to which old buildings are so congenial.

Without a mixture on our streets, our Downtowns would be superficially standardized. But old buildings and large cities are especially suited to the small, specialized enterprise which must draw on supplies and skills outside itself. Its market is so selective that it must have exposure to tens of thousands of people. The chief magnet of the Downtown is the enormous collection of small elements, where people can see them, at street level.

The Citizen's Role

The citizen doesn't have to be a planner or architect to ask the right questions in the interest of his city: *How can new buildings capitalize on the City's unique qualities? Does the City have a waterfront that can be exploited, or an unusual topography? How can the City tie in new buildings with old ones, so that each complements the other and reinforces the quality of continuity a city should have?*

The ultimate expert on such questions can be the citizen. What is needed is an observant eye, curiosity about people and a willingness to walk. He should walk not only the streets of his own city, but the streets of every city he visits. He will understand his own city a little better — and perhaps steal a few ideas.

There is a wonderful challenge! Rarely before has the citizen had such an opportunity to re-shape his city, and to make it the kind of city he likes and that others will like too. Citizens can decide what end-results they want — and then adapt the re-building machinery to suit them. If new laws are needed, they can agitate to get them.

Designing a dream city is easy. Re-building a living one takes imagination. It takes the desire of the citizen as well as the three-dimensional concepts of the Architect. Collaboratively it can be accomplished.

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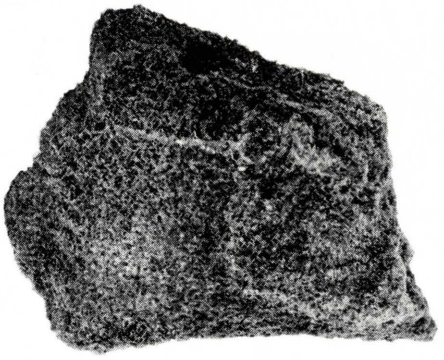

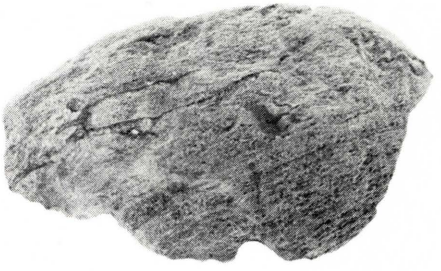

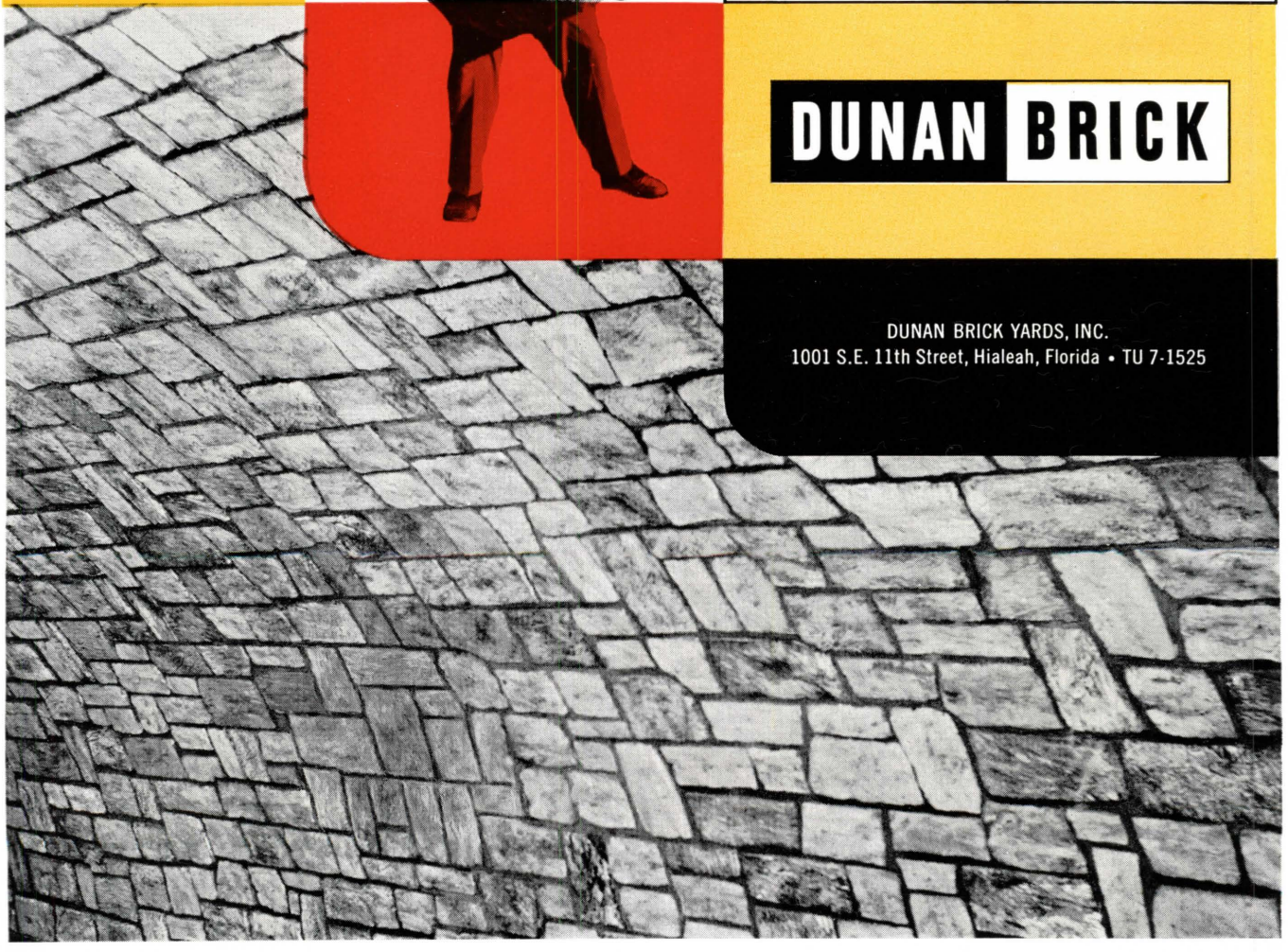

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Convention headquarters will be the brand new Robert Meyer Hotel in downtown Jacksonville. Convention rates will be moderate. Full program details will be sent you in plenty of time to assure the comfortable accommodations you will want . . . When you receive them, act promptly, for the Convention program promises a heavy attendance — and reservations are always and necessarily limited. . . .

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