

 THE TEXAS
ARCHITECT

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THE TEXAS ARCHITECT

VOLUME 22 / JANUARY, 1972 / NO. 1

COVER The Fine Arts Center at Pan American University, Edinburg, utilizes the "village concept" design, with the art, drama and music departments clustered around a large central court.



6 President Preston M. Geren Jr. heads the Executive Board of Texas Society of Architects in 1972.

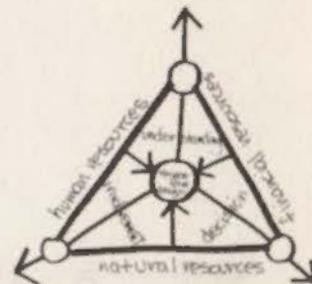
8 A very restricted budget did not prohibit the outstanding design of the award-winning Playhouse Nursery School in Austin.



TEXAS ARCHITECT ADVERTISERS:

- p. 27 - San Valle Tile Kilns
p. 27 - Doug Harper & Company
p. 27 - The Texas Courthouse
p. 30 - Mosher Steel Co.

11 American cities are among the fastest growing areas in the world and have encountered one of the greatest environmental dilemmas of history. All Texans must search for responsive design to meet the challenges of growth while remaining sensitive to the needs of people.



15 THE TEXAS ARCHITECT has completed its 22nd year of continuous publication. The 1971 Index recalls the many activities and contributions the construction industry has made to the State of Texas during this past year.

20 Houston will host the 1972 American Institute of Architects Convention, May 7-10. Exciting activities are in store.

23 The TSA "Texas: Handle With Care" Program makes each of us aware that we are personally responsible for making Texas a better place to live.



FINE ARTS BUILDING • PAN AMERICAN UNIVERSITY

EDINBURG, TEXAS

KENNETH BENTSEN ASSOCIATES, ARCHITECT

Mechanical-Electrical Engineer: Bovoy Engineers Inc. / Structured Engineer: Walter P. Moore and Associates / Contractor: B. F. W. Construction Co. Inc.

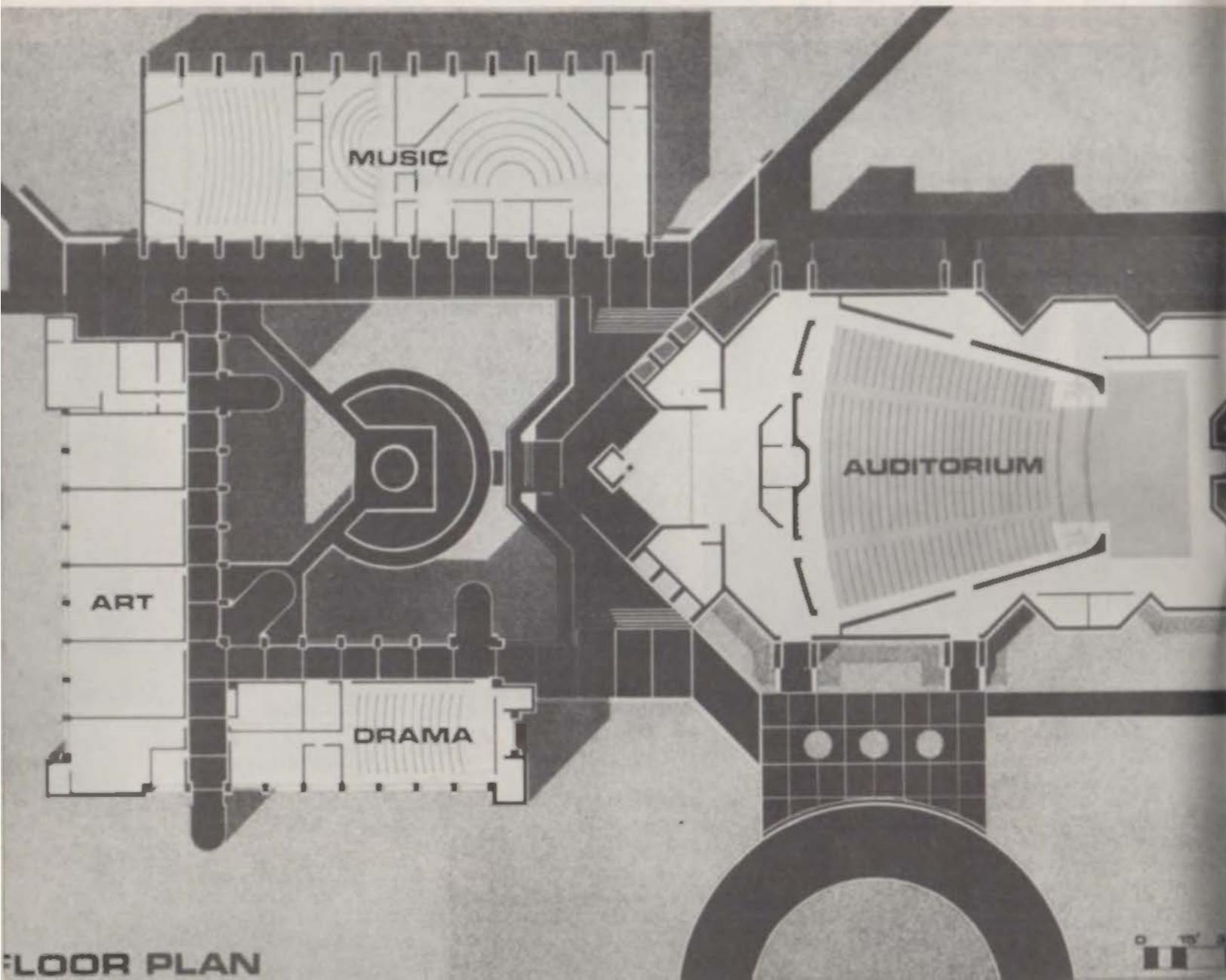
HONOR AWARD • TEXAS ARCHITECTURE 1971



FINE ARTS BUILDING • PAN AMERICAN UNIVERSITY

The Fine Arts Center is the third structure in Phase I of the expansion program at Pan American University in Edinburg. This building reinforces the initial aim of the master plan of creating a total environment indigenous to the South Texas area. The concept, incorporating old and new forms, expresses the three separate functions and groups them around a central plaza. Aside from providing a new home for the University's art, drama and music departments, it is anticipated that the new facility will stimulate interaction between the student and the community resulting in beneficial cultural dialogue.

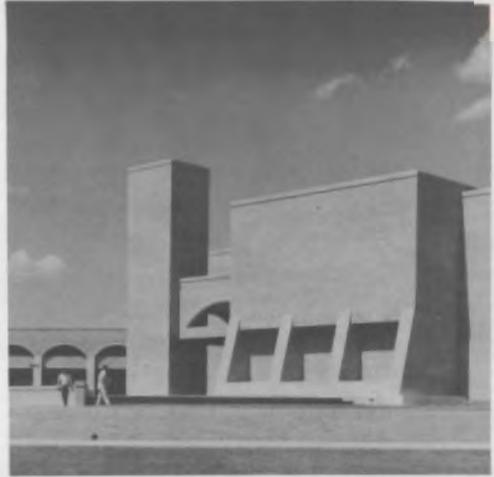
photos by frank lotz miller, except as noted



FLOOR PLAN



photo by bert brandt & associates



THE EXECUTIVE OFFICERS

TEXAS SOCIETY OF ARCHITECTS



PRESIDENT
PRESTON M. GEREN JR., AIA
FORT WORTH

TSA's 1972 President attended Texas A & M University and graduated from Georgia Tech. A native of Fort Worth, he is the senior partner in the firm of Preston M. Geren, Architects, Engineers and Associates located in that city. Prior to assuming the presidency of TSA, he had served during 1971 as president-elect, and prior to that, as a vice president.

Geren is a past president, vice president and secretary of the Fort Worth Chapter, AIA. He is a city councilman of Westover Village, a Fort Worth suburb; president of the Exchange Club of Fort Worth; a director of the Downtown Association, the Fort Worth Club and River Crest Country Club.

Besides his professional activities on behalf of his firm, Geren serves as a director of Equitable Saving and Loan in Fort Worth.

Projects in which his firm is currently active include the expansion and remodeling of the Fort Worth Star-Telegram building, the design and construction of the Home Economics-Nursing College building at TCU, the Sid Richardson Physical Fitness building at Texas Wesleyan, Sam Houston High School in Arlington, the West Side State Bank, Harris Hospital and All Saints Episcopal Hospital in Fort Worth. He is also associate architect for the Dallas-Fort Worth Regional Airport.

Projects for which his firm has been recognized include the First National Bank in Fort Worth, Robert E. Lee High School in Midland, Marshall Junior High School in Marshall, the Carling Brewing Company plant and the Student Center at Southwestern Baptist Seminary, both in Fort Worth.

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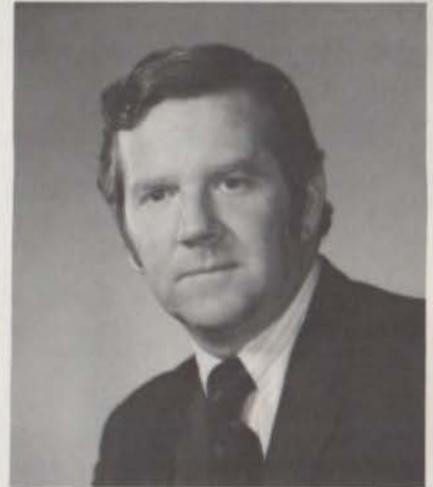
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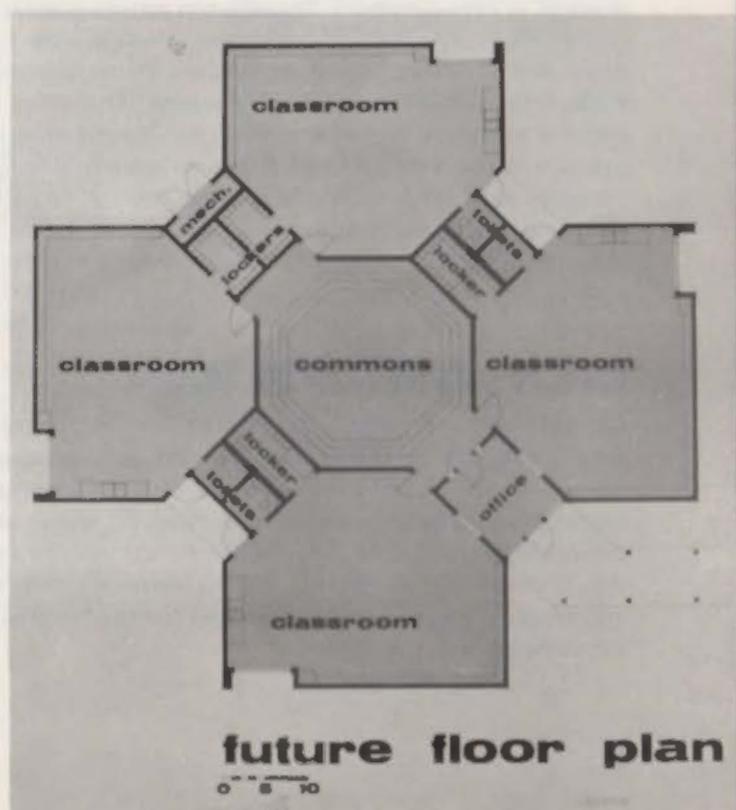
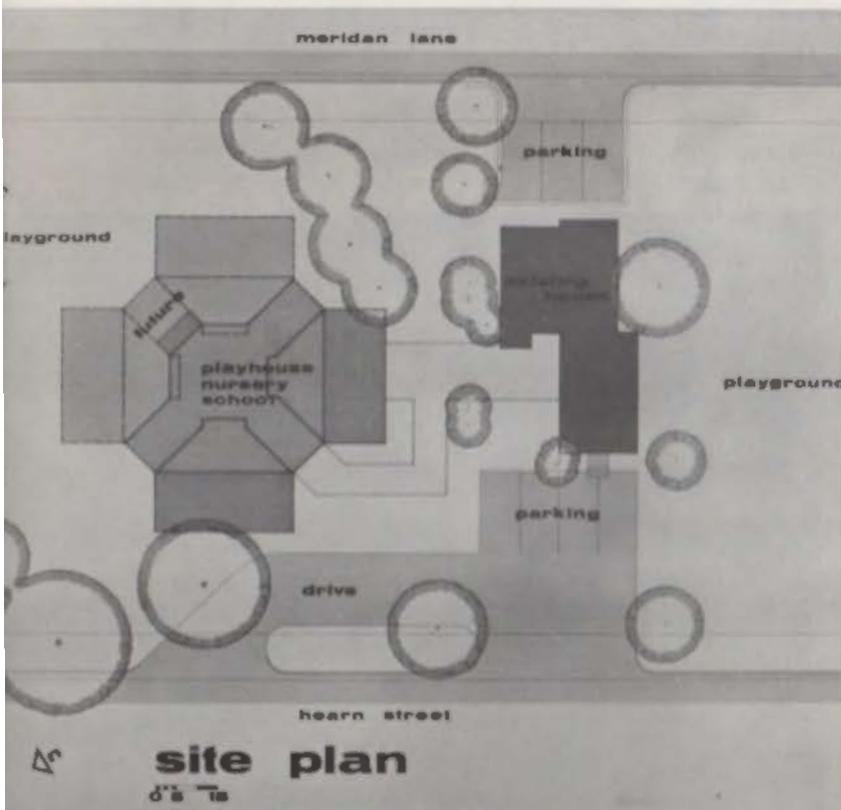
PINNER CONSTRUCTION CO.
AUSTIN, TEXAS

CONTRACTOR

MRS. J. M. LEE
AUSTIN, TEXAS

PHOTOGRAPHER

REAGAN DU PERIER
AUSTIN, TEXAS



site

Three-quarters of an acre, with an existing house, in a residential neighborhood adjacent to a married student housing complex at a major university. Grade slopes gently from north to south.

program

Provide a nursery school facility containing two classrooms with adjacent lockers and toilets, common activity space, office, kitchen and dining, for three to six year old children, with provision for classroom space expansion. The classrooms, present and future, are to reinforce the Montessori method of individual and self-help learning. Provide an arrangement which would allow each class, independently or collectively, to use any area within the project. New structure, covered walks and site development limited to a budget of \$40,000.00.

design solution

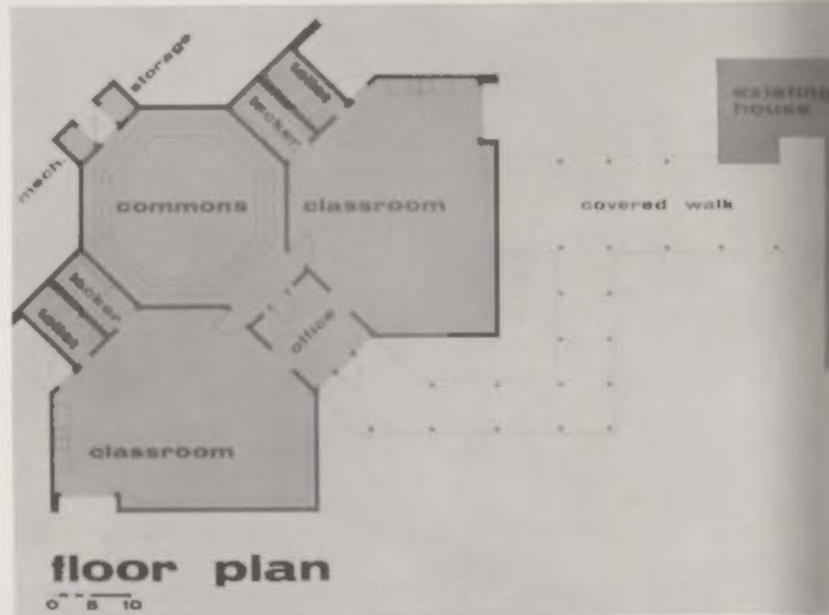
The existing house, with a new coat of paint, provided usable areas for kitchen, dining, art class and staff toilet. The new structure would house the two classrooms with adjacent lockers and toilets, the common activity space and office. Combining the kitchen, dining and art areas into one structure permitted its attendant noise to be isolated from the classroom space and the cleanup to be done by a single cook-housekeeper. A variety of spatial changes are provided in the new structure. The group activity classrooms have sloping and high ceiling areas accentuated by a deep roof beam and skylight. Since the school uses the Montessori method of learning, all teaching and learning aids are displayed in cabinets accessible to each child. Each classroom has its own entry into the common activity space and its own exit onto the playground, providing flexibility and privacy for each class. Locker and toilet space is adjacent to each classroom. The common activity space is a low ceiling, quiet, fully carpeted area which is used for music and combined school instruction. It has a closed shape with built-in risers used for seating. The office is oriented to provide control of a child's coming and going to school and the observation of classroom activity through one-way glass windows. Code requirements of physical connection between existing and new construction is accommodated by the covered walk between the activity areas in the two structures.

construction

Conventional wood frame construction with rough-sawn cedar siding exterior finish and fire-rated gypsum board interior finish. Vinyl fabric wall covering for ease of maintenance on walls accessible to children. All ceilings are sprayed acoustical plaster. All floors are sheet vinyl except the common activity space which is carpeted. Due to maintenance, playground areas around the new structure are washed gravel.



CLASSROOM



COMMONS



SEARCH FOR RESPONSIVE DESIGN

BY WEIMING LU, ASSISTANT DIRECTOR FOR URBAN DESIGN
DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT, DALLAS

American cities are among the fastest growing areas in the world and have encountered one of the greatest environmental dilemmas of history. Cities like New York and Los Angeles face problems of air pollution, noise pollution, water pollution, overdevelopment, congestion, and many others which at times appear insolvable. These problems increasingly illustrate the need for urban design, as a tool for environmental improvement, to be more innovative, imaginative and responsive. Truly responsive design requires not only great insight on the part of designers, but also much involvement from both public and private individuals and organizations.

In addition such design requires a particular quality resource within a city, to provide the necessary raw materials for resolving urban problems. These resources can take many forms such as natural features, physical features, growth energy, and many others. However, to efficiently exploit these resources and to get the most out of public and private involvement, it becomes necessary to investigate and inquire into the type of environmental changes that are possible and desirable.

Design Resources

To make certain that these environmental changes will occur in an imaginative and responsive way, Dallas architects and other citizens are becoming more involved in the Urban Design Process. They actively support such activities as the Goals for Dallas Program and the Crossroads Bond Program and such organizations as Save Open Space, Sierra Club, Chambers of Commerce, Greater Dallas Planning Council and many others.

The creative abilities of design professionals within the city presents a valuable human resource which can be marshalled to make needed changes and direct new growth. Some notable products of this talent are North Park, The Quadrangle, Willow Creek, the Lakewood Branch Library, Eastfield College, Old Town, The Dallas Garden Center, to name just a few.

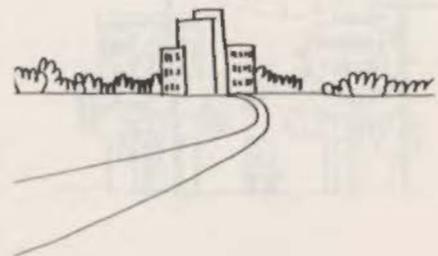
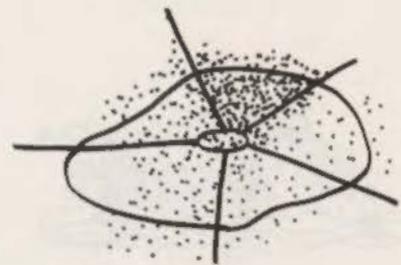
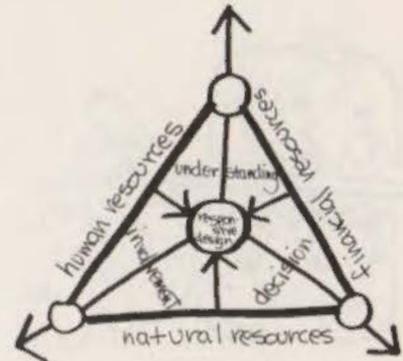
Another resource which distinguishes Dallas, in terms of potential to resolve environmental problems, is its vibrant growth. During the decade of the 60's, this metropolitan area experienced a tremendous population increase of 400 thousand people. Perhaps this can be more dramatically described by saying that the population of Dallas experienced an increase equivalent to the total population of Ft. Worth in 1970.

At her present middle-range population of 1-2 million people, the city can offer a diversity of services and activities and the other advantages of a metropolis without the usual overwhelming disadvantages of congestion, alienation and decay.

In addition to the resources of concerned citizens and dynamic growth, Dallas has a number of environmental resources which are valuable assets for urban design.

The simple fact that this is a prairie city means that the man-made elements, particularly architectural ones, exert much stronger forces in Dallas than in most cities. The prairie location presents many dramatic views of the skyline and other built aspects of Dallas – when not blocked by billboards and buildings – and places upon these architectural elements the visual importance of establishing the form and image of the city.

Within this prairie location, extensive sections of Dallas are covered by a blanket of mature trees and other types of vegetation. Such a resource gives many parts of

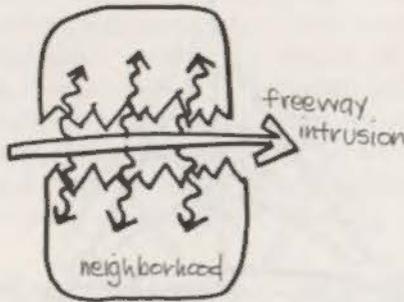




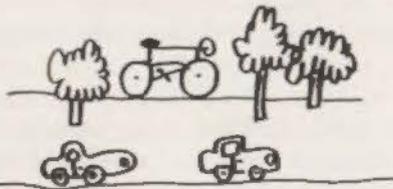
town, such as Turtle Creek and Kessler Parkway, a natural quality within an urban setting. However, perhaps one of the most important environmental qualities is the climate of Dallas, which in spite of the summer heat, is generally rather mild during the rest of the year. Such circumstances present a unique opportunity to plan for the almost year-round use of outdoor parks, open spaces, or other design possibilities, and certainly, present a greater opportunity to bring people in closer contact with nature through design.

Design Problems

While these observations reveal a seemingly substantial supply of resources with which to resolve environmental problems, a close look at the problems themselves reveals the sizeable challenge that faces Dallas.



Many Dallas neighborhoods suffer from the intrusion of freeways which are often built without adequate consideration of social impact or environmental effect. Yet while many people realize that we cannot rely upon freeways alone to solve our urban transportation problems, we have not yet made a concerned effort toward providing a meaningful alternative. Other than buses, Dallas has no modern rapid transit system. In addition, we have failed to make adequate provisions for pedestrian and biking facilities. There has been an admirable effort to mark some streets around White Rock Lake and Kiest Park as bike trails; but still, automobile and bicycle traffic is not separated and many of these trails are too steep for cycling. Also little consideration has been given to views and landscaping along such bikeways.



The present pedestrian movement facilities in downtown Dallas got off to a good start with the construction of One Main Place, but the network has remained in its embryonic stage. An effective, attractive pedestrian network for downtown Dallas including what might be called people mover systems, is still to be developed.

Dallas, while making progress toward an open space and green belt system, is one of the only major cities in the country which does not have a citywide parkway network. Other cities, like Minneapolis and Kansas City, all have more extensive parkway systems than Dallas. While Dallas has some fine cultural assets, programs, etc., other major cities often present diversified cultural activities.



White Rock Lake, the major lake within the city limits and surely an important environmental resource, has become silted and polluted as a result of haphazard development upstream, heavy use, our inability to provide adequate maintenance and other reasons.

In reference to pollution, certainly the condition of the Trinity River indicates the extent to which it has become polluted. In the summer, with a low water level and a high concentration of pollutants, it is almost an open sewer.

Many find it difficult to accept the fact that air pollution is present in Dallas, especially in the downtown area, where a high concentration of automobile traffic is located. Some industrial plants in other parts of the city also create a significant air pollution problem. These pollution sources have not yet been effectively controlled.



Dallas, a growing metropolis, faces many problems — for example, a lack of park and recreation facilities, inadequate housing for low income families, visual clutter created by proliferation of signs, wires, trash, etc., lack of tree cover in newly developed areas, lack of housing accommodations for senior citizens, and uncontrolled, haphazard commercial development which threatens the environmental quality of the finer and more heterogeneous inner city communities such as Oak Lawn.

While these problems are common to a number of Texas cities, their causes are complex and hard to be defined, but they touch upon the basic value of our society. These problems in fact, are the result of neglect, apathy, the dominance of economic values at the expense of social values and insensitive, unresponsive design.

Future Challenges

While it is important to know and understand the problems which beset Dallas, perhaps it is more important to take time to ask some vital questions about this city's future.



Dallas is obviously growing, but what kind of growth is desirable? Dallas will acquire a population approaching the present day population of Chicago by the year 2000. As a result, we need to know what kind of growth will assure a particular quality of life in Dallas. We also need to know how to use the tremendous development/redevelopment energy available for environmental changes. Otherwise, the city will suffer the same environmental afflictions that plague Chicago today.

How can the downtown area be made more alive, more active, especially in the evening hours, when it is usually dead and empty? How can we make it more responsive to the needs of regional economy, more tailored to increasing leisure time activities?

What can we do to make people feel more secure when walking the city streets at night? What nature of environment will be of greater satisfaction to people? How can we better understand the needs of the poor and their particular life style, and design accordingly? It seems that in many cases, designers impose upon lower income and poverty groups the preferences of middle classes.

Not only are the housing needs of the low income groups being generalized, but those of other people as well. What manner of housing choice do we offer those residents who do not wish to live in bland suburban areas? Inner city neighborhoods remain unprotected from the intrusions and disruptions of urban noise, traffic and development; forcing some home buyers who desire to live in quiet, safe, identifiable neighborhoods to reside in unattractive, treeless suburban developments.

When this type of exodus to suburban and outlying areas takes place, what can we do to maintain a sense of stability within the inner city?

How can we prevent the visual quality of Dallas from becoming monotonous? How can we inject more variety into the appearance of the townscape, so that one area will be recognizably different from another, thus establishing areas of identity in a vast urban complex? What can we do to preserve existing elements of identity and orientation, such as significant historical or architectural landmarks, from the threat of destruction by urban development? What can we do to bring art into the urban environment? What can we do to provide the framework where arts and architecture may respond to each other?

As city development continues to extend further, how will we provide services essential to living? Then once this provision has been made, how will we provide those amenities which make a livable environment?

What can we do in the design of streets and highways to articulate their visual quality and provide a sense of continuity and at the same time, a feeling of diversity. In addition to this, how can we make freeways more attractive, and at the same time, less intrusive? How can we get rapid transit going without repeating the past mistakes of freeway planning? How can transit design respect the environment and neighborhood in which it must exist?

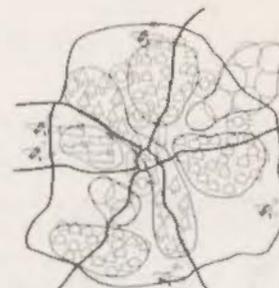
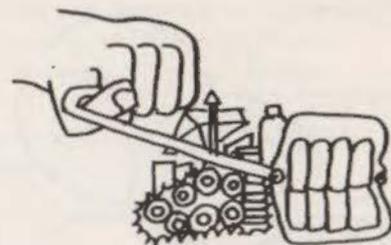
Response to Challenges

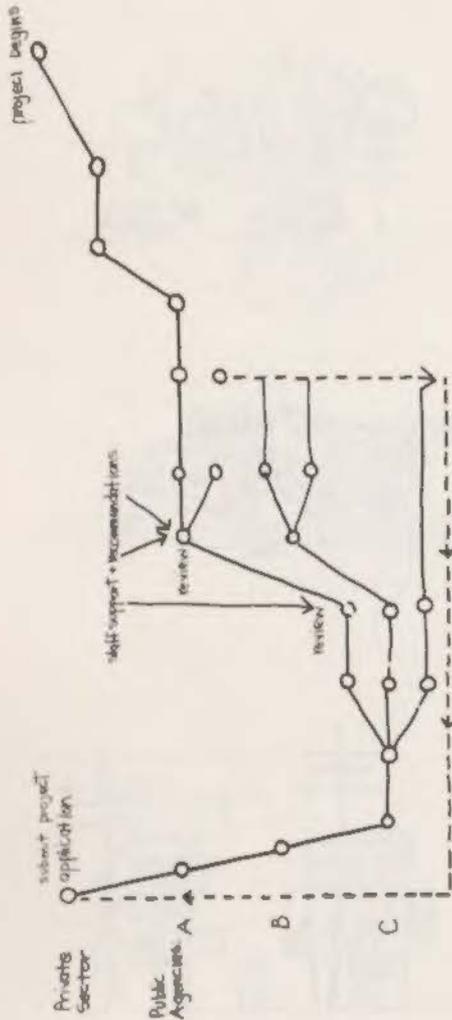
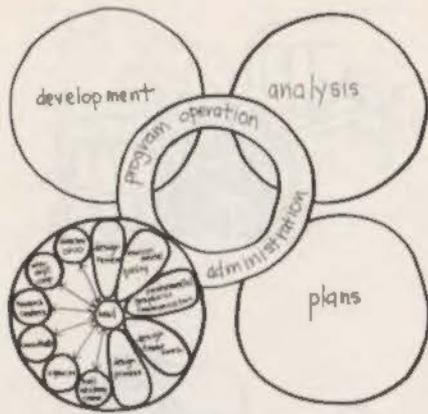
These questions and many others need to be answered before a truly responsive design can be attained, and they need to be answered by all branches of the design profession – both public and private.

Too often, urban design efforts tend to be fragmented, piecemeal, and ineffective. To remedy this situation, more effective ways to communicate with the general public as well as concerned civic and environmental groups must be found. Methods of decision making must be improved. Ways of realizing the design framework once it has been prepared, discussed, and adopted must be investigated. Such investigation takes continuous effort on the part of many people both inside and outside the government. Most important of all, the shared concern for Dallas must become a common cause, from which concerted, effective action may be taken to improve our environment.

In addition to these considerations, if the Urban Design Division of the Dallas Department of Planning and Urban Development is to respond to existing environmental problems and be sufficiently prepared for future challenges, it must be organized in such a way that the talents present within its staff be fully developed and used. For this reason, the Division is organized to embrace five types of design activity. These are:

The Design Framework Group, which contains those designers shaping the actual





design strategy, policies, standards and principles.

The Design Process Group, which contains those designers who reveal the political, economic and social restraints in which this shaping must take place.

The Design Review Group, which contains those designers who examine various individual solutions and comment upon their relation to the Design Framework.
The Environmental Quality Group, which contains those designers who research and understand how this shaping may respect the natural setting in which it must exist

The Environmental Graphics and Communication Group, which of course acts to tie everything together by making it visible and understandable.

From time to time, efforts of these groups are complimented by specialists and consultants as well as assistance and co-operation from design schools and research centers. At the same time, products of their endeavors indicate avenues of implementation that need to be explored in order to achieve the goals which are established.

In effect the result is to establish a design framework which will guide design efforts and a design process to realize these efforts.

Recently the Urban Design Division reviewed a proposal to build a five story parking garage along Turtle Creek Boulevard as part of an increasing involvement in design review. In order to understand what type of land use and construction was best for that site, a visual study of the entire Turtle Creek area became necessary. This survey gave the Division a picture of the natural elements, physical elements and visual experiences that occur along the boulevard, which in turn became the basis of decision on visual framework for Turtle Creek. The study revealed two things. The first was that a parking garage, especially one of such size, was a very inappropriate use for this particular part of Turtle Creek. We suggested, in turn, that the necessary parking addition be constructed underground on a less obvious part of the building site. These findings and recommendations were presented to the City Council. It is rewarding to note that the Council denied the original garage request and suggested to the developer to work with us on an acceptable alternative.

Some urban designers strongly believe in the need for providing visionary design to inspire a community to action and thus achieve better design development. Ed Bacon is a strong advocate of such a school. Others believe that the product is determined by the method. If the method is sound, then the quality of the product is certain. The late Walter Gropius held this belief for many years. These two opinions need not be contradictory, as a design could stress both product and method or rather *framework* and *process*.

The intent of the Design Division's organization is to assure an orderly, coherent, desirable growth and development of the city and, at the same time, encourage individual creative design solutions. Therefore, the interests of urban designers, inside and outside the government, are quite inseparable, and responsive urban design depends on their interaction. Architects have a special role to play in the city design development process because of their interests, design qualifications, and concern for human development. The degree to which architects respond to this challenge depends upon them, their understanding, and their effort.

In conclusion, we need to make full use of the human, natural, and built resources that Dallas and other Texas Cities possess by employing them in our efforts to resolve the growing number of environmental problems that are engulfing the city. These environmental problems include overdevelopment, insensitive design and public apathy.

In the process of meeting these challenges, it is necessary to answer a number of questions, such as: how to provide for the needs of a growing population; how to direct the city's growth into channels which are sensitive to the needs of people, and many others.

In light of these three activities, I would like to invite the interest, support, and involvement of Texas architects so that our joint efforts may produce a design development that is truly responsible, distinctive and meaningful.



I wish to express my thanks to Mr. George Harrell of Harrell & Hamilton Architects who read over the article and offered several valuable comments to it, to my staff, Robin McCaffrey for editorial assistance and Janet Neetham for graphic illustrations. The author alone is responsible for the content and limitation of this article.

The index is in two parts: Subject Index and Name Index

Designed and compiled by Nancy R. McAdams,
Architecture and Planning Librarian,
The University of Texas at Austin.

The Subject Index is arranged in alphabetical order by the subject category of the article or news item. Within each subject category, entries are grouped:

- (1) in alphabetical order according to place name (those entries not having a place name being listed first);
- (2) then in alphabetical order according to personal or firm name (those entries not connected with a name being listed first);
- (3) Then in alphabetical order according to the title or topic of the article or news item.

Computer Programming Consultant: Kelly R. McAdams, A.I.A.

The Name Index lists personal or firm names in alphabetical order, with the articles or news items for each name arranged in order of the date of their publication.

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THE TEXAS ARCHITECT

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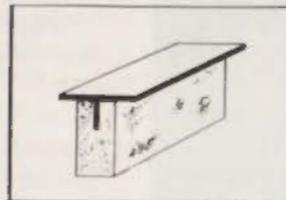
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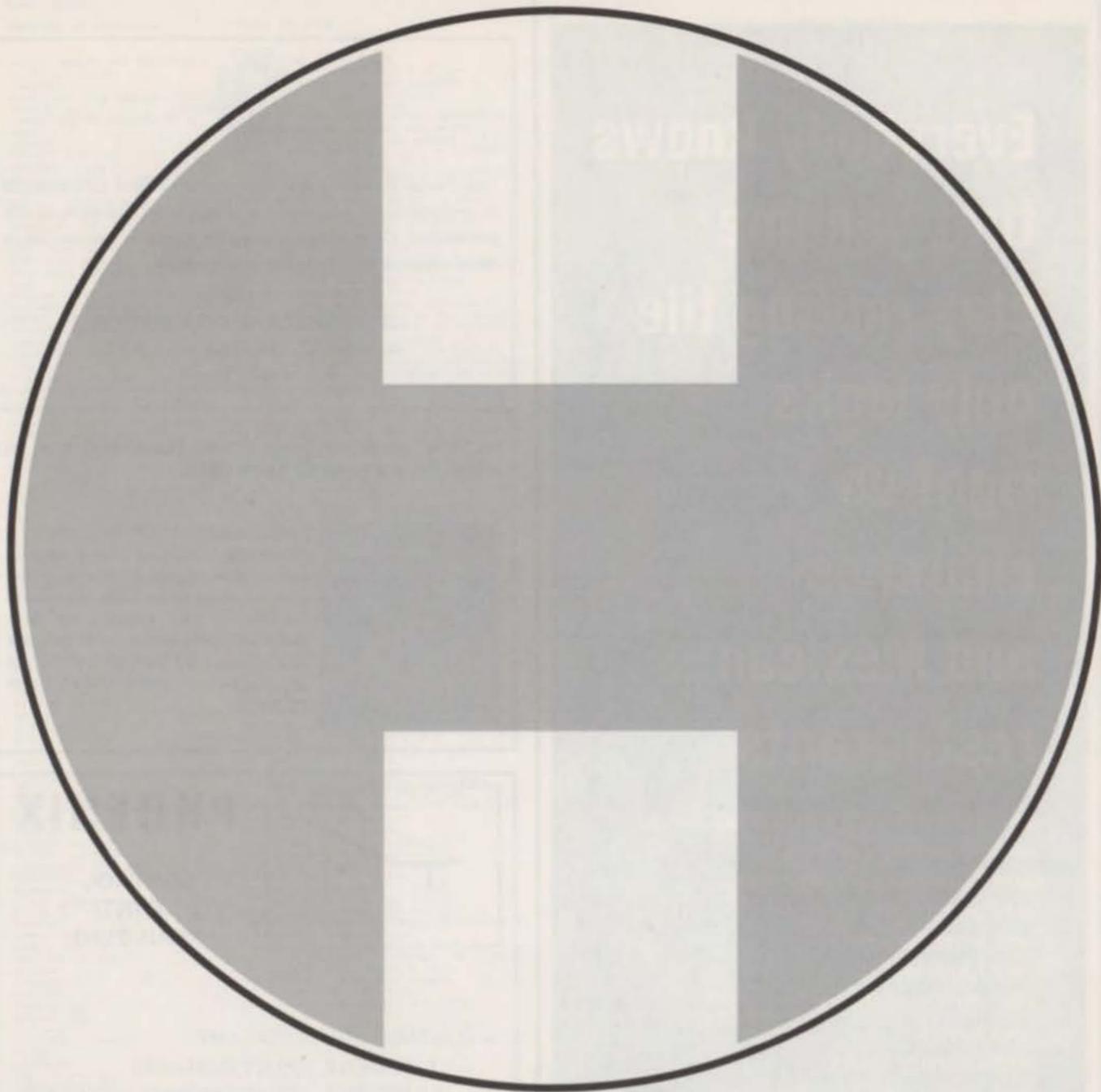
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**Let's show 'em Texas-size hospitality May 7 - 11
when the AIA National Convention comes to Houston!**

The Houston Chapter is getting ready to roll out the red carpet as host to the 1972 national convention. We're counting on having the biggest Texas turn-out in the history of AIA to show the other delegates the kind of stuff Texans are made of! The hospitality won't be Texas-size without YOUR presence and participation.

Zany fun: The traditional convention host chapter party is a "Texas Fiesta" at the colorful Pin Oaks Stables. Drawing on four cultures — Mexican, Western Cajun and Greek — the "Texas Fiesta" offers their food, music, a touch of their customs, and gala glimpses of the Texas that made heroes of simple men. Be part of the spell: come in costume (optional, of course). You can be a pirate's wench, a cowboy, a Mexican bandido, a saloon dancer — but do we have to tell you about Texas? Remember when somebody throws a fiesta in Texas, everybody comes!

And a lot of class: But just so the "outsiders" don't cast aspersions on our chic, the Houston Chapter has taken over the world-renowned Alley Theatre for a night. "An Evening at the Alley

Theatre" will be something to remember: One of the nation's finest resident professional companies performing in Robert Marasco's "Child's Play," a suspense yarn with humor, a Broadway hit acclaimed by the critics. And afterwards, a backstage champagne party and a chance to inspect this Ulrich Franzen award-winning design!

Some business: Be a part of the most challenging convention program ever undertaken by AIA: National Policy 1972, dedicated to shaping a national strategy for guiding our nation's development patterns. As the TSA "Texas: Handle With Care" program has pointed out, Texas still has time to reap the benefits . . . all the more reason why you as a Texan are obliged to reach out to help blighted regions now! Other lively business sessions include restructuring the Institute.

And more fun: A champagne bus tour of Houston, ending at the Astrodome . . . A VIP guided tour of NASA-Manned Spacecraft Center with an astronaut as your guide! . . . For the ladies, a brunch at the antique-filled Warwick Hotel and shopping at the Galleria (Neiman-Marcus, Tiffany's, W&J Sloane's, to name

a few stores) . . . Historical tours: the Harris County Heritage Society Tour of five of the oldest structures in Texas, now maintained in Sam Houston Park; The Museum of Fine Arts Tour of Bayou Bend, the former estate of Gov. James A. Hogg, housing a rare collection of American antiques, from primitive to Victorian . . . And the Houston Chapter Women's Auxillary hosts a luncheon at the exclusive River Oaks Country Club, followed by a fashion show by Neiman-Marcus and an intimate tour of some of Houston's showplace homes. (Men, if you're not planning to come, better not show this to your wife!)

Y'all come: The national AIA convention hasn't been held in Texas since Dallas in 1962. The last time the convention came to Houston was in 1949, twenty-three years ago when Frank Lloyd Wright received the Gold medal at the then-new Shamrock Hotel. Let's top even our own past efforts in '72! Practice your biggest Texas "Howdy" . . . consider yourselves "honorary" hosts . . . and come to Houston in May!

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PLANNED CITY GROWTH

Historic preservationists and downtown developers don't have to be at opposite poles in shaping the development of their cities. Preservationists claim the downtown developers are intent on ruining smaller cities with garish commercial development and high-rise buildings. On the other hand, the developers charge the cities will be embalmed in the past if they continually reject aggressive business policies.

But the battle lines need not be drawn this way. A volunteer team of architects invited by Falls Church, Va., city officials to provide an impartial third opinion, showed the residents that the goals of both factions could be accommodated to benefit of the entire community.

After studying the suburban city, which lies seven miles from the nation's capital, the architects mapped a direction for future growth which respected the city's residential character while structuring around it viable commercial development and expanded employment opportunities.

Their report proposed low-rise shopping areas, theaters, restaurants and civic areas in a car-free mall which would be formed by closing off streets in the city's historic center. It recommended that high-rise development be concentrated at the city's edge near projected Metro stations, freeway entrances, and existing shopping areas which lay just beyond the city's boundaries.

To form a more solid and varied economic base, the team of three architects and one economist suggested that the town assemble land to attract a major employment center such as a hospital, federal agency, or branch of a university.

Residents were enthusiastic even though the proposals would demand considerable commitment from the city for their implementation. For the first time, they said, they had been presented a coherent plan for the town's growth.



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