THE TEXAS ARCHITECT

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THE TEXAS ARCHITECT

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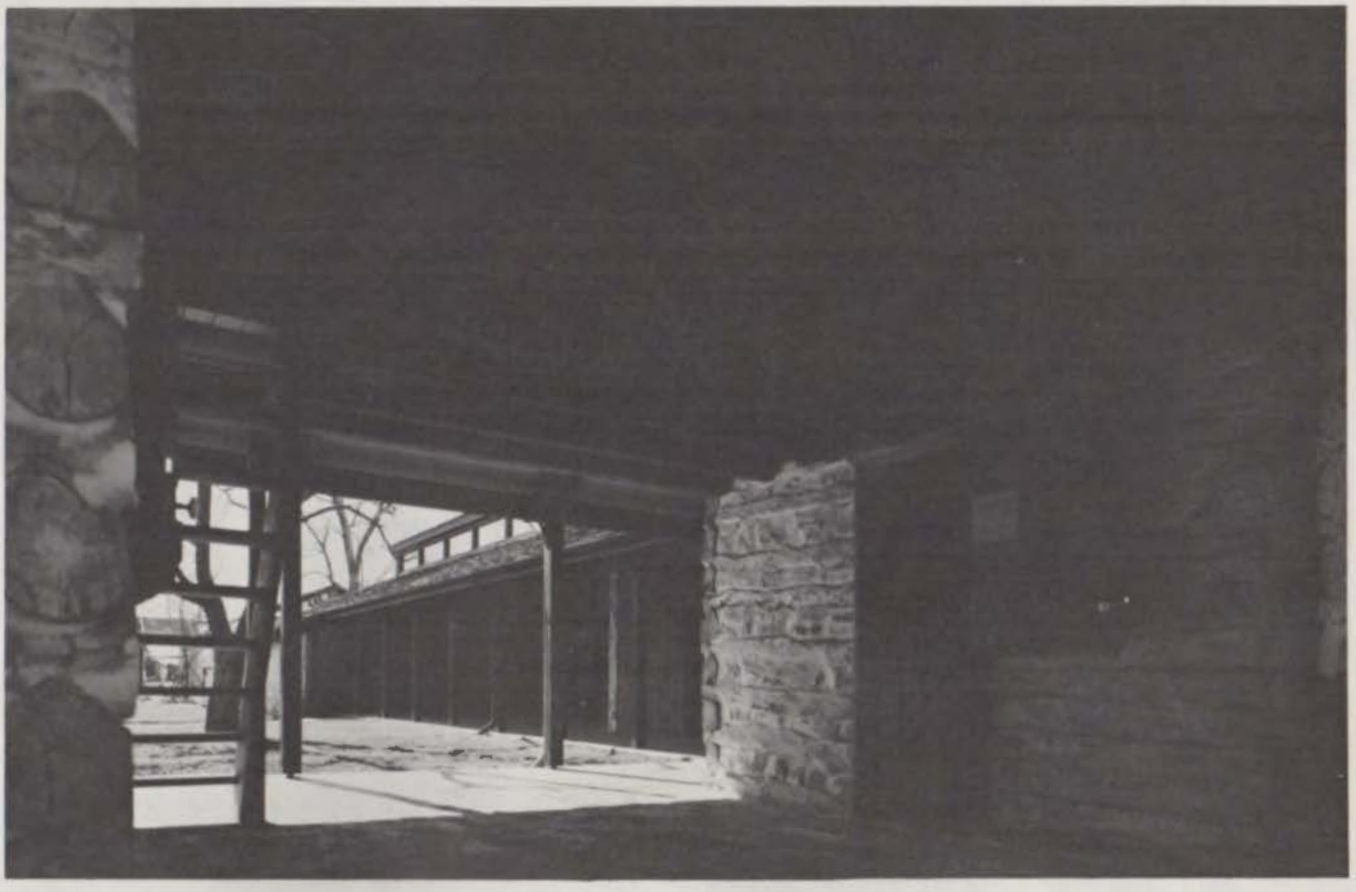
COVER PHOTO: The award winning Visitors' Center at Lyndon B. Johnson State Park houses exhibits of Hill Country history, area information and visitor facilities.

VISITORS' CENTER

LYNDON B. JOHNSON STATE PARK

TEXAS ARCHITECTURE 1970 FIRST HONOR AWARD

BROOKS · BARR · GRAEBER · WHITE ARCHITECTS



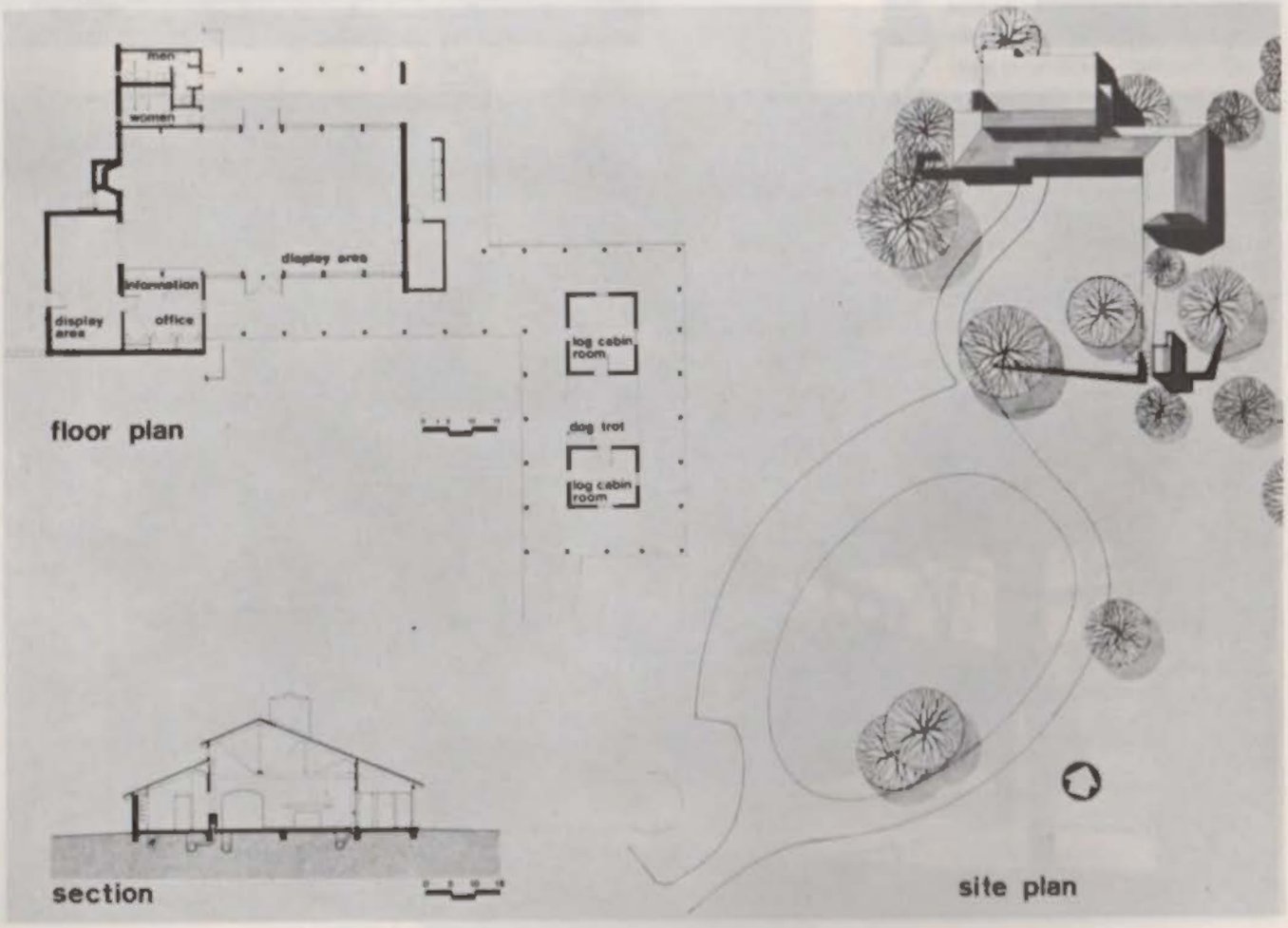
Visitors' Center for the Lyndon B. Johnson State Park

The Lyndon B. Johnson State Park Development began in 1967, and the need for a Visitor Information Center was apparent. The purpose of the building was to acquaint the park visitor with history of the hill country as well as the facilities within the park.

The major elements of the design program evolved as a large exhibit space, information office, public rest-rooms, office and vending machine space, as preliminary planning began, an old log cabin was discovered inside an existing building, and this became a part of the program.

The indigenous architecture of the area exerted a strong influence on the contemporary design of the building.

The largest single element is the exhibit room. This space was oriented to views of the president's house and a field of wild flowers. The exhibit room was located adjacent to the existing log cabin to permit covered passage from one space to the other. This was accomplished by open porches and wide roof overhangs, reminiscent of the dog-trot cabin design so prevalent in the area. The log cabin was designed as additional exhibit space.



The basic building materials reflect the architecture of the hill country—native stone and cedar shake roof, the exhibit area is column free and spanned by exposed timber trusses and an exposed 3" wood deck. Floors are 12" x 12" split tile on slab on grade. Walls other than stone are 12" board and batten.

PORT ARANSAS

MASTER PLAN & REDEVELOPMENT

Port Aransas was a community almost totally destroyed by Hurricane Celia. In an effort to correct disastrous results of previous planning mistakes, the trustees of Port Aransas authorized the 4th year environmental design class at Texas A & M University to conduct a study of possible planning and building alternatives. There is a possibility of implementation of portions of this study since certain aspects were incorporated in the Coastal Bend Regional Planning Commission "701" Comprehensive Plan of Port Aransas. Participants working under project coordinator Anthony J. Caporina were Craig Beale, Fred Castrovinci, Tom Cochran, Larry Foxworth, Mervin Johnson, Bob Lundeen, Tom March, Ralph Martinez, Wally Peterson, and David Walker.

The report provides guidelines and alternative solutions to the direction and growth of Port Aransas and includes research and analysis of existing conditions, goals and growth concepts, under the assumption that Port Aransas would evolve into one of the prime recreational areas on the Gulf Coast. It was felt that all the natural resources are present and what remains is a nurturing program of resource utilization.

Increased tourism is a trend developed by shorter work week, increased travel, and more unrestricted money for use in leisure recreation. In order to capitalize on this increase in tourism, Port Aransas will develop the facilities of the kind and quality which the public is seeking. The area will develop as a recreation center by diversifying the types of facilities and recreational opportunities offered.

The Gulf Coast Beach is a prime recreation area which is as yet undeveloped. The areas between the sand dunes and the water's edge can be developed. The portion of the beach from the South Jetty, through Nueces County Park all the way to approximately the intersection of Avenue G will be intensively developed with the construction of at least two more public restroom facilities, eating establishments, night clubs, fishing supply shops, surfboard rentals, etc. The area southwest from Avenue G could be less developed encouraging fishing, camping, and surfing.

Further down the beach at approximately the southernmost city limit boundary would be a large dune buggy track. Dune buggies would be allowed only on specified beaches. It is possible to build, rather than destroy, sand dunes with carefully planned dune buggy courses.

The marina will open from the existing municipal boat basin into the area now bounded by Cotter Avenue, Alister Street, Avenue G, and the cut-off road. The marina will be developed as the center of activities equal to the Gulf beach.

The proposed marina will include a harmonious mixture of public and private water-oriented facilities which range from private clubs and motels to public boat ramps and docks, etc. This marina will provide a commercial core from which could originate special attractions such as water ski exhibitions and fishing contests.

Joining the marina and beach and the residential areas is a system of boardwalks. These flow through the town at different levels and offer unique recreational opportunities. They permit hours of scenic leisurely walking and bicycling with occasional small commercial facilities and rest stops. Also in the future, a planned tram system can be introduced consisting of a lead battery car towing passenger vehicles. This system has been very successful at other recreational centers and would serve to reinforce Port Aransas as a prime recreational area of the coast.

Growth: Presently, Port Aransas has a condition of urban sprawl along the Gulf and pushing west into the mud flats. Sprawl indicates a condition of unplanned development which is an open invitation to blight and poor services to the inhabitants. Progress and growth need to be directed through control of services toward an outlying goal so that the increased demand upon the city's services and financial capabilities can be developed in an orderly manner to achieve ultimate land utilization.

History: In the early 16th Century, Spanish explorers Alonzo de Pineda and later Cabeza de Vaca ventured through the original natural pass to the Texas mainland. Subsequent exploration was sporadic until the 1830's when schooners

began delivering cargo bound from Mexico on mule trains and small ships started arriving with settlers along the coast. In 1854 a lighthouse was built at the pass and in 1861 and 1879 private and governmental interests unsuccessfully tried to dredge a channel. Two jetties and dredging of the Pass were finally completed by the federal government in 1909. In 1912, the Harbor Island Terminal Railway linked docks and warehouses on Harbor Island with the mainland and the island community was renamed Port Aransas to signify its new role as a deep-water port. Unfortunately, the ferocious hurricane of 1919 destroyed most of the Port Aransas area and discouraged further development. Ferry service opening in 1931 and a causeway replaced the auto train from Aransas Pass. Port Aransas began to develop as a fishing center and soon became known as the "Tarpon Capitol of the World". Throughout the 50's and 60's the area developed as a tourist and vacation center, parks and boat basins were developed and the University of Texas Marine Research Center was established.

Ecosystem: Some 45 hundred years ago the Mustang-North Padre Islands were initially formed as offshore bars in 5-20 feet of water. The islands emerged and grew seaward by beach and shoreface accretion; landward growth resulted from hurricane washover and drifting of sand. Normal vertical height of the islands is 5-10 feet; dunes of 20-35 feet border the Gulf beach for much of the islands' length. It is separated from the inshore coastline by marshes and a bay and natural changes brought about by storms are common. On the bay side, tidal sand and mud flats cover over one third of the area. Tidal flats are flooded daily by normal tides and as a result are rich in food for aquatic life.

The high pinnacle type dunes located along the beach are great protection devices. Stabilized by grasses, they accept the waves, reduce the velocity and absorb forces. The fact that the dunes stabilization is dependent on the vegetation restricts some of the land uses. Fresh water is the life giver of the stabilizing plans and to dredge a development would cause too great a runoff of water, which in turn would eventually lower the fresh water table on the island and kill the stabilizing plants.

The estuaries around Port Aransas support valuable sport and commercial fisheries.

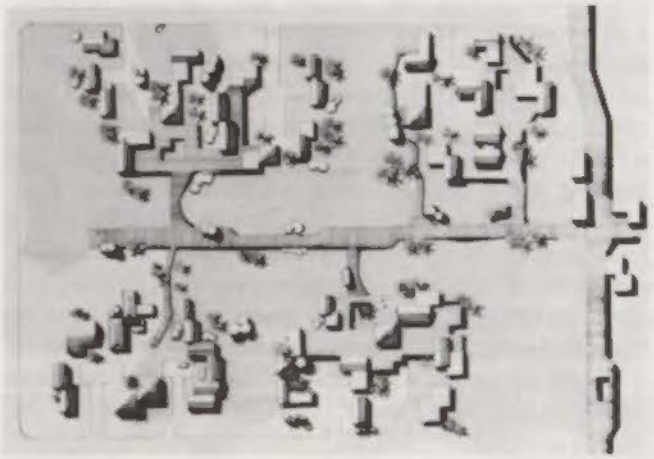
Non controlled growth and technology around Port Aransas is by far the biggest tyrant to nature and the life blood and future of the island. Sand dunes are of utmost importance for the protection of the city proper. If they are allowed to deteriorate, the city will be at a peril of every storm that comes close to the area. A county environmental control board should be appointed to educate all developers of the area and oversee growth within the entire Port Aransas region. Members of the board should have a background in geology, conservation, fish and wildlife, and engineering. The group should be aware of the history and development of the island, the necessity of ecological balance of the area, plan for future growth of the area, including building,

The proposed marina complex viewed from the southwest. Each area of the marina entertains a different activity, varying from commercial fishing to pleasure boating. The conceptual tri-tower hotel at the far end of the complex provides a vertical focal point for the area while offering its occupants a panoramic view of the marina facilities.

The proposed marina complex viewed from the west. This shows the merging of Corpus Christi Ship Channel with the mouth of the marina. Also shown are the separate systems for pedestrian and vehicular traffic; allowing favorable co-existence between man and vehicle.

Birds-eye-view of the proposed marina complex as seen from the merger of the Corpus Christi Ship Channel and the marina entrance.

Conceptual drawing of "Boatel" on the marina complex.



Conceptual drawing of a typical housing cluster showing the separation of pedestrian and vehicular traffic systems and the recommended raised housing.

Existing condominium built to acceptable standards for the harsh weather conditions. (Living areas raised on heavy pole columns which are continued to the roof, built behind the dune line to make use of the dunes as protective wind and water barriers, use of board walks to remove destructive pedestrian traffic from the valuable dunes.) This project received minimum damage during the storm.

water and sewerage and determine emergency procedures for such events as containment and removal of an oil spill in the area.

The present five month tourist season should be extended to take advantage of the seven-month ideal climate. Sensitivities to existing resources should be developed and promoted that would attract persons from northern parts of the country to a unique recreational area during the traditional off season.

Chief threat to the future of Port Aransas is destruction by hurricane. The sea builds up into a storm surge, a water level rise caused by 100-185 mph winds. The past 77 years of hurricanes have produced ten surges of 10 feet or more with the maximum reaching 14.8 feet at Matagorda Island in 1942. A combination of storm surge, tide and wave action brought the hurricane water mark level up to 22 feet above normal at Port Lavaca during hurricane Carla in 1961. A breaking wave may move forward at speeds up to 60 mph with water weighing about ¾ tons per cubic yard. There is little that can withstand a "headon" collision".

Marina: Should be the center of all new commercial development and should provide resort accommodations (hotels and restaurants), marine facilities, retail stores, and a community center.

Existing commercial development has been sporadic and conflicting with residential areas, resulting largely from lack of development control and infiltration of residential areas by commercial establishment in lots left by residential recession. This disorganized growth encourages dependence upon the automobile as a means of transportation, inflicts unnecessary vehicular traffic in residential neighborhoods, and cuts down on potential business traffic.

With the projected tourist influx of 5,500 persons per day by 1990, all island development should highlight the city's marine atmosphere. 40% of the tourists will come to spend the day at the beach, 25% will stay in cabins and 15% will be camping (camper, tent), etc. The remaining 20% would stay in resort type hotels at the marina area. New motor inns, parking and service facilities will be required. The marina area should offer complete facilities for the modern mariner and his craft, modern accommodations, good food, opportunities for varied recreation and relaxation. There should be convenient dock space complete with repair facilities, ample supply of parts, fuel and supplies. Restaurants should be developed to allow thousands of persons eating at any one given time.

A permanent population of 2500 could support 60,000 sq. ft. of commercial facilities. The city has two alternatives in the construction of the marina and facilities:

(1) to construct the facilities and lease them directly to the operators (an example of this system is Houston

Sports Association's leasing of the Astrodome from Harris County) or

(2) to construct the marina and the necessary services and let the operators construct their own facilities. In the latter case, strict guidelines should be set up to which these operators must comply. For smooth operation and greatest cooperation among the proprietors, a marina coordination board should be elected from the operators, responsible to the city planning commission for reports on growth and needs of the marina complex.

Such development would be eligible for various federal funding programs, including the following:

Open Space Land Acquisition and Development Grants (Housing Act of 1961) to help curb urban sprawl, prevent the spread of urban blight, to encourage more economical urban development and to help provide needed park, recreation, conservation, scenic and historic areas. Eligible expenditures include those of acquiring land and structures, demolition of inappropriate structures where development land is being acquired, and real estate services, improvement cost for roadways, signs, and landscaping---but not major construction.

Urban Beautification and Improvement Grants – to provide grants to expand community activities in the beautification and improvement of publicly owned and controlled land in urban areas. Grants may be used for park and recreational upgrading and development of waterfronts, streetways, squares, and other public land.

Demolition Grants – provides assistance to municipalities to use in appropriately selected areas to assist in demolishing structures that are unsound, dilapidated, hazardous, and unfit for human habitation. Relocation payments are provided for those displaced.

Community Renewal Programs – provides grants to assist in preparing community wide renewal programs concerning rehabilitation, code enforcement, redevelopment, neighborhood development programs, capital improvements, social action, and anti-poverty programs.

HA 1954, Section 702 – public works planning advances: interest free advance to assist in planning of essential public works and community facilities.

Watershed and Flood Prevention Act – technical and financial assistance to state and local administration for planning, designing, and installing watershed improvement works. Flood prevention measures are also eligible. Grants cover the full cost of construction and engineering

Public Works and Economic Development Act of 1965 – grants up to 50% of development costs of such public facilities as water sewer, access roads to industrial parks or harbor facilities, flood control projects and various side improvements. Loans are available for public works and development facilities.

The difference in available funds and project costs would have tn be made up by town bonds, but the burden of these bonds could be lessened by phasing of the marina and application of initial profits to futher development.

Housing: Since the focus of attention is upon human development rather than commercial or industrial development, Port Aransas can do much for the improvement of local residential and tourist housing. Plan unit development could ideally be used in Port Aransas to take advantage of cluster development of single family residences, town houses, garden apartments, condominiums or other forms of multi-family housing. A PUD has at least 25% of its area in open land and let the building be sited so that the remaining land can be minimally disturbed and makes utilities and services cheaper to install for the builder and cheaper to maintain for the town. A PUD can offer a psychological benefit to the town because it shows the good intentions of the builder. The hit and run speculative builder of past Port Aransas areas is not forgotten and local officials and residents can breathe more easily knowing that a PUD builder has committed himself to a six or seven year building whose success depends on continuing quality. By developing cluster housing, Port Aransas could develop a more logical planned city. Groups of condominium apartments and townhouses with open areas of beach and sand dunes between different groups create a community which has been developed with an eye to natural beauty and which is bound to be more attractive than one that has been bulldozed into submission.

Housing and Building studies should be initiated to develop systems that can provide acoustic and thermal insulation, wind and other weather resistance and very low maintenance. New insurance requirements may soon require the raising of units above the ground to minimize hurricane damage. A planning board should be created to review minimum building standards as well as zoning requirements.

Transportation: The automobile should not remain the primary means of transportation in Port Aransas. Local residents and tourists traveling to and from the town as well as making shopping trips or traveling from house to beach or fishing pier should have access to alternative transportation systems. If a system was created to remove pedestrians from automobile traffic, bicycles or even walking (from the beach to the marina is only a 20 minute walk) could easily become the normal way of life. Construction of a system of boardwalks from residential or commercial areas and limitation of automobile access to several main dispersal points could easily be established. For public convenience a tram system could link the marina to the beach area with stops at residential and commercial sections.

Port Aransas will continue to experience population increase regardless of the amount of internal development, mainly because the increase in urbanization in Corpus Christi. Only 40% of the population have resided in Port Aransas over five years. The increased population will be characterized by more affluent and younger people.

AFTER CELIA
NEW DIRECTIONS IN ENVIRONMENT
PLANNING & HOUSING SEMINAR

Atmosphere, vegetation and water — these make up three quarters of the environment we inhabit. The fourth component is man — and man as a component profoundly affects all the other three.

Since man is obviously the most critical factor in the quality of our environment, how do we influence the quality of man's contribution so that what he brings to the environment is good — so that he does not deliver a bad effect on the atmosphere, the vegetation and the water? How do we insure that the actions and structures which man gives to our environment are good? The first step in the search for quality is to inform ourselves about the good and the bad in our environment.

This is what the Corpus Christi Environmental Planning and Housing Seminar was all about. It was a challenge to the people of South Texas to rebuild better. It was a challenge to expand out physical world better. It was a challenge to plan better.

As co-sponsors of the seminar, Robert P. Wallace, President of United Savings Association, and Edward H. Harte, Publisher of The Corpus Christi Caller-Times, recognized the destructive tragedy of hurricane Celia, produced a set of conditions which presented opportunity for improving the quality of the physical development of the entire area.

The seminar was co-sponsored by Rice University, the University of Texas at Austin, United States Savings and Loan League, The Texas Society of Architects, The Corpus Christi Chapter of American Institute of Architects, The Redevelopment Assistance Center, The Small Business Administration, and the Department of Housing and Urban Development. It was produced in cooperation with the United States Navy, the City of Corpus Christi and the Coastal Bend Regional Planning Commission.

Students volunteering graphic design skills, organizational abilities, and detailed planning were headed by Hettie Worley and included Fred Worley, Ken Routh, Morgan Price, Nick Wagner, Regan Terrier, Larry Neal, Woody Hammond, Rodolfo Fernandez, Don Cook, Ann Brudno and Rich Bihner.

Results of the seminar have taken many different directions even though a great deal of anticipated new investment has been handicapped by very high permanent lending market.

Two progressive Corpus Christi businesses have made an investment in the community's welfare through design education. The Corpus Christi Public Housing Authority has reviewed competitive submissions for 230 new PHA housing units and awarded a construction contract based on the best design and total environmental package rather than the lowest bid. The University of Texas is producing a 20 minute motion film depicting the high points of the housing conference for further educational use with groups to develop an esthetic awareness and excellence in environmental design.

theGalleria

Developer Gerald D. Hines was inspired by the 110-year-old Galleria in Milan, Italy. Houston Architects Neuhaus and Taylor provided contemporary design interpretation.

The Galleria is a three level, air conditioned shopping mall. The Galleria Complex includes a 22-story office tower, a 21-story Western International hotel (The Houston Oaks), and a landscaped plaza with three tiers of surface and underground parking.

The Galleria contains 600,000 square feet of floor space, 440,000 sq. ft. of which is tenant space for more than 100 merchants. The Neiman-Marcus store contains 188,000 sq. ft. The Post Oak Tower, contains 347,000 sq. ft., and The Houston Oaks, contains 338,500 sq. ft. The complex is designed to grow, more than doubling the shopping, office and parking space.

Multi-level shopping was dictated by the cost of the land, and reduces walking distances between shops while creating dramatic spaces.

A large ice skating rink occupies the middle of the ground floor, adding life, action and color, visible from all levels. The main or second level of The Galleria is cantilevered over the rink, while the third level is set back, creating dramatic vistas and increasing natural light. Overhead, the sky is visible through the glass-domed skylight, 550 feet long and 40 feet wide.

Access between levels is via grand stairways and escalators at either end of the rink. Space is provided for landscaping and furniture. There are sidewalk cafes, flower stands, two movie theatres, restaurants, boutiques, furniture stores, shoe shops and art galleries.

NORTHEAST TEXAS DESIGN AWARDS

The Northeast Texas Chapter has presented design awards to six Texas buildings for excellence in design. The buildings were selected in a design awards competition sponsored by the Northeast Texas Chapter as part of its continuing program to recognize architects and honor the owners for their concern and sensitivity for outstanding design and a better environment.

first honor award

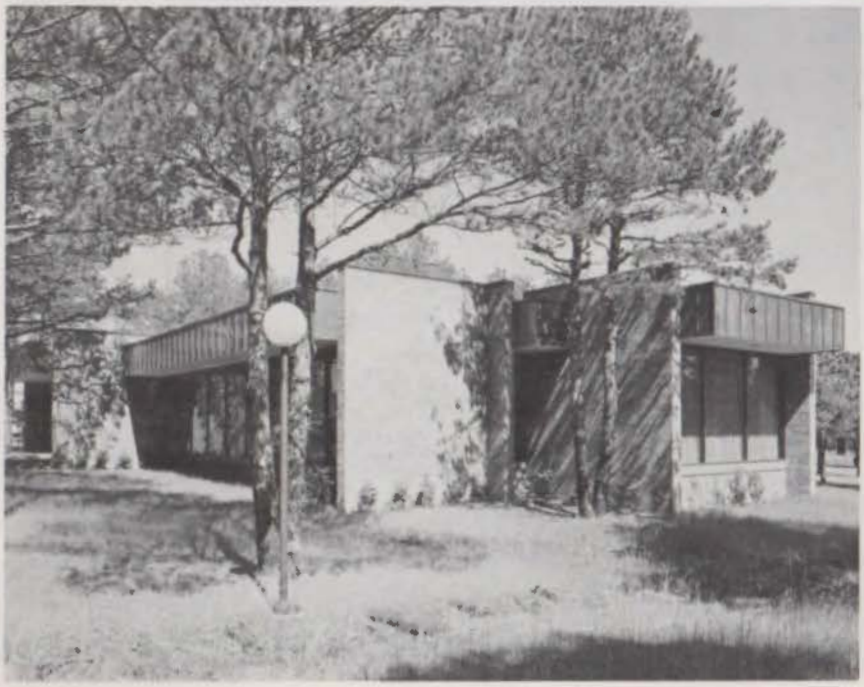
LAKE HOUSE FOR ROBERT ALLEN

cherokee lake
robert allen & associates, architects

award of commendation

K-N ROOT BEER DRIVE-IN

longview
allen & guinn, architects



award of merit

THOMAS & THOMAS OFFICE BUILDING

texarkana
reinheimer, cox & associates, architects

award of commendation

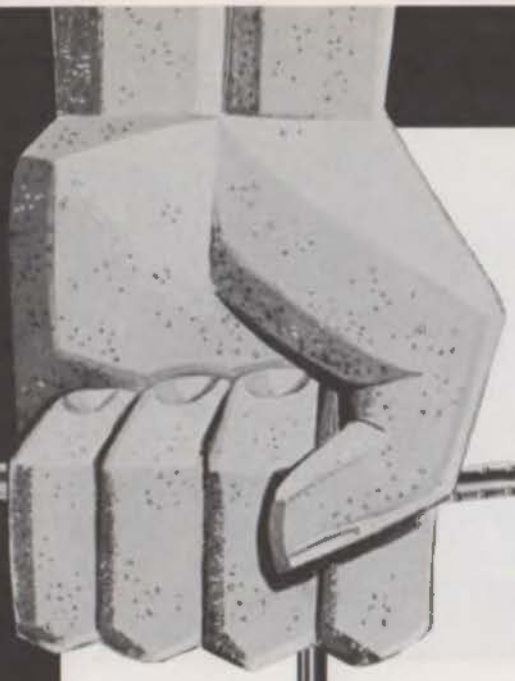
TEXAS NATIONAL BANK

lufkin
hill, wiener, morgan & o'neal
architects

award of commendation

ROSS PEROT
SCOUT SERVICE CENTER

texarkana
reinheimer, cox & associates,
architects



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3. Deformed side rods with 10 degree bends can not slide in mortar.
4. Crossbar is extended ⅛" over side rods. Stress is evenly distributed across weld at critical stress point—the joint.

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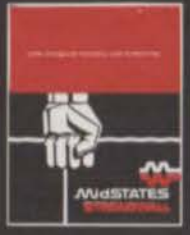
Write for free Strongwall Brochure and complete specifications, both ladder and truss type reinforcing.



MidSTATES WIRE

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Division of Keystone Consolidated Industries, Inc.

THE JOSIAH FOWLER HOUSE

The Josiah Fowler house is located just off Texas Highway 71 approximately 40 miles south-east of Llano. Josiah Fowler, a school teacher from Tennessee, came to that spot of Texas in 1851. In those years, when Austin, the nearest town, was a good day's journey away, and when Indians and bear still were to be seen in the area, Josiah Fowler first built for his family a simple log house. Located very near the present stone house, it had a dirt floor and a fireplace along one wall. Once Josiah had established his homestead, and had begun to raise wheat and corn he started to build a stone house.

Josiah located his house on top of a very gentle rise, in the center of a number of large liveoaks. He had good farmland surrounding him, a creek for the family's water to the north, a comfortably shaded and breezy hilltop location, and good building limestone in the hills to the south. In this excellent location Josiah built a two story building with solid, 18" thick walls throughout. The house is very simple in plan with both floors being indentical in their subdivision. The house is divided into five rooms on each floor: a central hallway with a door facing east; and a large room at each corner of the house with a fireplace in each exterior and wall. The stone chimneys rise above the steep roof in four equal shafts. The flooring is identical at both floor levels. Cyprus beams are placed into notches in the walls and planked over. The roof is of cyprus timbers also, and was originally decked and boarded with cyprus. Apparently all the wood on the house was cyprus and came from the old cyprus mill nearby. Although there are doors on both floors, there was originally no porch for either. Simple stone steps led up to the front door.

The stone for the house was quarried by slaves about three miles to the south and east and hauled to the site in oxcarts. There it was finished by two stone masons from Marble Falls who used only hammers and chisels in their work. Josiah's grandson believes that Josiah had no special reference when he designed the house. But it seems probable that the stone masons were responsible for some features of the design and certainly some of the detailing at the cornice. The house had almost been completed when work was stopped for the Civil War. Shortly after the war it became habitable, and the development of the house became that of modification.

When Josiah's son acquired the house he performed certain modifications. He replaced the cyprus roofing with corrugated iron. And when that leaked he replaced it with a continuous sheetmetal roof. He also built a front porch for the house. First there were cedar porches for the two doors, but these were later replaced with a planked porch on a stone base downstairs, and a framed, planked, and metal covered porch for the second floor. During those years he had the windows screened and put up lightning rods on the chimneys. A fourth roof, of sheet metal was put on in the 1930's by some tinners from Fredericksburg. The wooden porch was taken up and concrete poured in its place. The existing cedar poles were then boxed in with square columns. Years later the bannister that had been around the second floor porch became rotted and was removed.

The land, at some point, began to die. The creek and spring to the north became less dependable and a well was dug near the house. Farming took second seat to ranching in the later years. Even the large trees around the house began to die and were cut down, until the house, today, stands almost bare on the landscape.

Excerpts from a graphical essay by Jon Franklin, Sid Graham and T. W. Tull, University of Texas

September 10 and 11
Urban Design and Land Use

Urban living is their choice for some people, for others, necessity. Whatever the motivation, modern man is a city dweller, and traditional ways of developing the urban environment have signally failed him.

That America's cities need redesign is not a new and startling academic exercise but a social and economic necessity. If life is to be made better, new directions must be charted – soon!

Who should build America's future cities and modify present ones? Surely, architecture is central to the required systems design that includes, for openers, structures for home and work, transportation, communication pollution control, education, economic development, entertainment and recreation. Science and technology must be utilized and political feasibility understood, for even the best of systems cannot be implemented without them.

On a smaller scale, what immediate use of a specific plot of ground can the architect responsibly recommend to his client who desires short-term growth of his investment? This sort of problem relates to urban design as well as to the daily business of the architect.

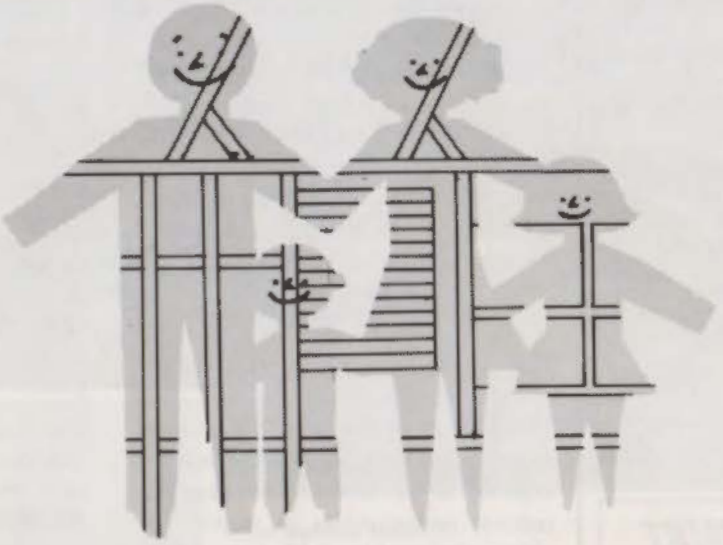
All meetings will be held in the Umphrey Lee Student Center, Southern Methodist University campus.

Sessions will begin at 9:00 a.m. and conclude by 4:30 p.m.

The fee for each Seminar is $100, which includes luncheons and program materials. Registration is complete when fee is paid. Please make checks payable to Southern Methodist University (noting desired meetings). All correspondence and inquiries should be addressed to:

Mrs. Mary E. Miller, Associate Dean
School of Continuing Education
Southern Methodist University
Dallas, Texas 75222
(214) 363-5611, extension 578

How to build happy clients into the homes you design!



You build beauty into a home. And comfort. And convenience. Why not *freedom* from high monthly utility bills? Gas appliances cost far less to operate. And they're built ruggedly to give long, dependable service with few repair bills. Your gas company representative will be glad to provide full information and specifications on all gas equipment. Why not put him to work. Today.

Texas Forestry Association Awards Program

The Texas Forestry Association annually awards an attractive engraved plaque to a practicing architect who has done an outstanding job in designing buildings featuring wood construction. Members of TSA are urged to submit nominations for this award. Nominations should be made to the Texas Forestry Association, Box 1488, Lufkin, Texas 75901. The building or subject of the nomination can be a residence, a public or commercial building. The entry must have been constructed within the past three years in Texas, however, the architect does not have to reside in Texas. Entries should consist of a picture, if possible, and a brief description of the building. Entries should be in by September 15, 1971.

The Arts Council of Austin

The purpose of the Arts Council is to serve the community and the arts by assisting to increase and improve the cultural opportunities in Austin, enriching the quality of life here, better educating the citizens and enlarging audiences.

The Third Annual Arts Council Awards were presented to Mrs. Alma Thomas and Brooks, Barr, Graeber & White, Architects.

Brooks, Barr, Graeber & White, Architects was honored for its many contributions to the beauty of Austin and the restoration of invaluable historic landmarks. These include The Claudia Taylor Johnson Park and Fountain which surround the two remodeled Post Office Buildings on West 6th Street (to be used by the Chancellor and Vice Chancellor of the University of Texas to remove the system's administration offices from the Campus to downtown Austin), the Lyndon B. Johnson Library, the East Mall Fountain, the incorporation of the Old Bakery Bldg., into the new Texas Highway Department Bldg., and the restoration of the St. David's Episcopal Church block.

BUILDING CODE

A model code for the construction of one and two family dwellings has been developed after years of cooperative effort by the American Insurance Association, Building Officials and Code Administrators International, International Conference of Building Officials and the Southern Building Code Congress.

The new document standardizes the four current model codes, doing away with the countrywide variations in minimum construction standards.

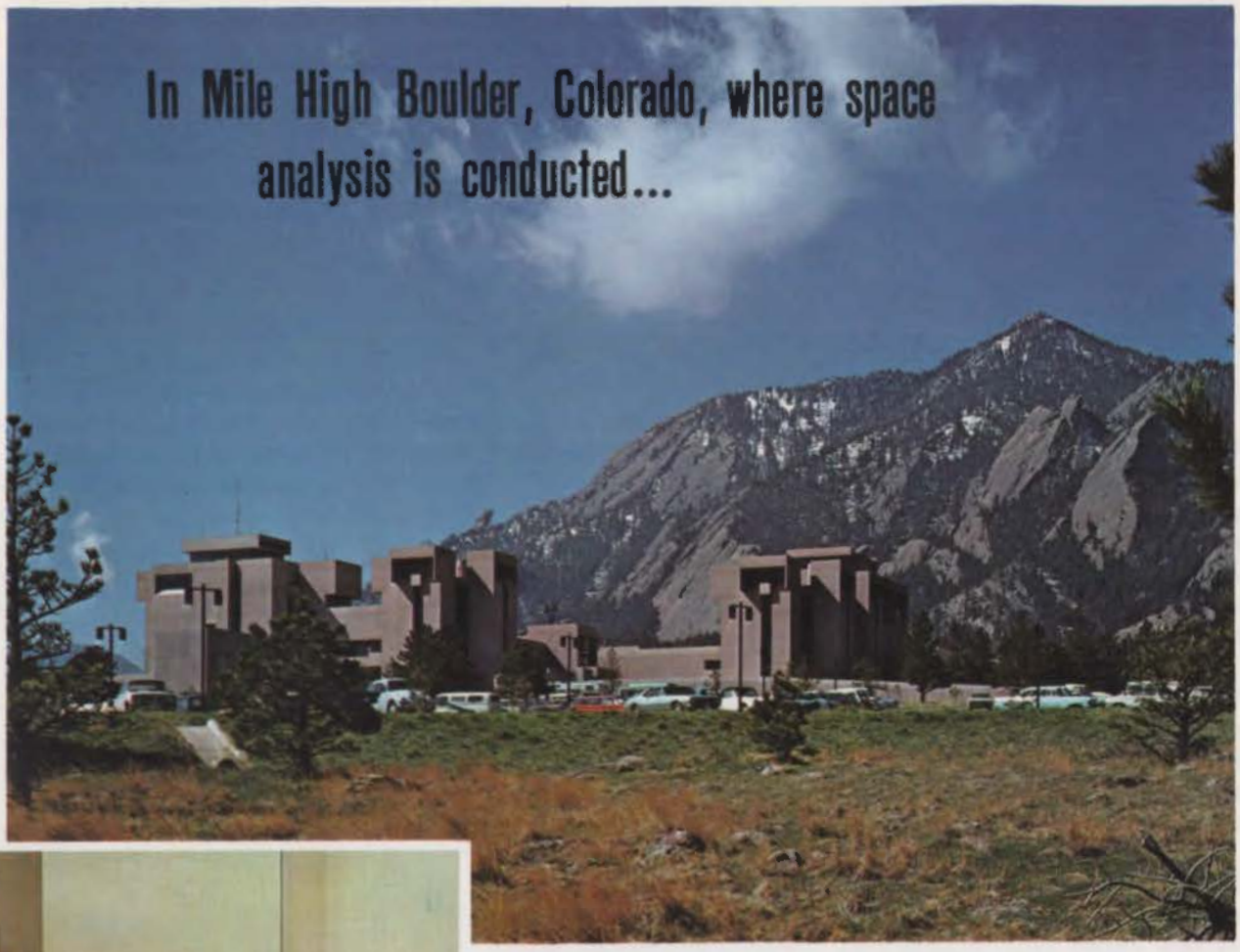
The code provides minimum requirements to safeguard life or limb, health and public welfare and for the protection of property. It provides these safeguards by regulating and controlling the design, construction, prefabrication, equipment or appliance installation, quality of materials, use and occupancy, location, and repair of detached one or two family dwellings not more than three stories in height.

The code further standardizes requirements by compiling data of national model codes for plumbing and for mechanical and electrical installation.

In addition to its contribution to better building construction, safety to the public, and uniformity of building laws, the new code grants full justice to all building materials based on the true merits of each material. The code will contribute to the future growth of urban areas through unbiased and equitable treatment of building construction in all areas adopting the code.

The code is available at $7 per copy from American Insurance Association, 85 John St., New York, N. Y.

In Mile High Boulder, Colorado, where space analysis is conducted...



The National Center for Atmospheric Research

I. M. Pei Architect

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Boulder, 5,350 feet high in the Colorado Rockies, is the site of the National Center for Atmospheric Research, where satellites are monitored, and smog and air pollution are studied.

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RICE UNIVERSITY
MASTER OF ARCHITECTURE IN URBAN DESIGN

With the graduation of its first 10 Masters of Architecture in Urban Design, Rice University automatically will become a pioneer in launching a new era of cooperation between the architect and the real estate developer, traditional adversaries of the past.

There still is a great deal of mistrust and suspicion between the developer and the architect but our philosophical approach is that we want to work with the developer.

Today, the developer is much more sophisticated than his forebearer who may have earned the architect's animosity because of greed and disdain of planning. Today's developer believes good construction and good planning make good sense. The differences arose chiefly because the architect looks at types and groups of buildings whereas the developer has the two-dimensional view; he looks at maps and highways, streets and roads. There is no reason the two cannot work together. The developer has become a realist. He has come to appreciate the economics of good planning and design.

This new era of cooperation between the two principal factors in designing or changing the face of the nation's urban areas is but one achievement of the program of studies in urban design. The program at Rice is different from similar studies because its emphasis has been on new design rather than on urban redevelopment. Studies in Eastern universities have been centered on slum areas, how to clear them and recompose them in cities such as Boston, Washington or Philadelphia but at Rice, the graduate students have found a virgin field in the explosion of Houston and their emphasis is on new design.

A principal area of study, for example, was the Westheimer strip where both commerce and residential development has leaped westward with extraordinary celerity over the past two decades, most of it during the last 10 years.

Another facet of studies addressed itself to a projection of what is going to happen in the Baytown region extending into Chambers and Liberty Counties as a result of location there of a giant U.S. Steel Corp. plant.

Yet a third project was a model of development for George Mitchell & Associates, owners of approximately 15,000 acres northwest of Houston Intercontinental Airport off Interstate 45, on which the company plans to create a new city of several thousand population. This involves creation of a totally new community from the ground up with homes, business districts, streets and recreational areas with provision for continuing expansion in the future.

The urban designer must know much more than architecture, that he should delve into such fields as sociology and economics because he works in both the private and public sectors.

Architecture has been concerned with cities for a long time but only in the past 15 years has it extended specifically into urban development. Zoning used to be regarded as synonymous with planning but this does not hold today. Zoning merely tells us what we may not do. There is, however, a factor called "economic zoning" which operates as a determinant on all builders who must consider the price of their land when they plan development.

Land areas respond to the automobile and when an area becomes too congested with traffic, land use declines with a consequent drop in land values. This has happened along the Almeda strip in Houston.

Studies of the Westheimer strip and its extension westward reveal the history of Houston's expansion in that direction. The changes have been predominantly economic and semi-social in their evolution. The residential street of the 1920s is now given over to antique shops and hippies.

The area beyond Montrose represents the development of the 1930s but there is a pause when the street runs through River Oaks, due to the land restrictions of a quality residential area.

The area beyond Post Oak represents the present and demonstrates how a strip responds, not to the people who drive through it, but to those who live behind it.

First come the filling stations, then the hardware stores, the drug stores, the shopping centers and the franchise food stores, so that today the FHA won't finance a single-family house facing on Westheimer, but will readily lend money on a house half a block off the strip.

A similar situation exists along Montrose where land values fronting that street are three times the value of land a block off Montrose. Consequently, that area, now in a period of decline from its former grandeur, will experience a renaissance because of operation of the "economic zoning".

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