Brittelle, Ginning and Associates, Architects and Engineers
Citadel for the Salvation Army, Albuquerque. This projected single story building will be located in downtown Albuquerque, and will serve both adult and youth needs. Space will be provided for an assembly room which will seat ca. 200 people, a game room for young people’s activities, kitchen, meeting rooms and offices. Construction will be of block with a bar joist fire proof roof.

Wolganhood, Millington and Associates Co. Architects
Hermosa Jr. High School, Farmington. This building will contain 12 class rooms, a library, science rooms, home economics department, music department, shop, and a combined gym and cafeteria. The school will be ready for occupancy in January 1960.

regional and community planning

The most urgent problem confronting the architectural profession today is that of planning on a national, regional and community basis, and especially the role which the architect should be playing in these various redevelopment programs. With a few notable exceptions, architects as individuals or as members of a professional organization have displayed a remarkable lack of interest in large scale planning or when they have found themselves involved in programs of this type, they have generally been outvoted or out-maneuvered by other interests, especially those of the highway and traffic engineers. This lack of controlled planning was the subject of a recent characteristically searching article by Lewis Mumford in the November 14th issue of The New Yorker magazine. It was also the subject of a four day fall meeting of the Board of Directors of the American Institute of Architects which was held in early November in Portland, Oregon. The AIA Board of Directors at its Portland, Oregon, meeting, issued the following statement:

The American Institute of Architects calls upon its local chapters and individual members to take the lead in improving our cities by advancing a coordinated approach to planning for community building and rebuilding.

Our first priority in this coming decade must be to make our communities more liveable, efficient and beautiful. By 1975 our total population will increase to around 225 million people, 70 percent of whom will live in cities and suburbs. Unless the habitation for this vast population expansion is properly designed and built, our cities and suburbs will continue to generate slums and traffic congestion.

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planning

NMA, December '59
expect the designs of such well-established figures as Richard Neutra, Craig Ellwood, and Smith and Williams, to name only a few, appear frequently on the pages of these architectural magazines. Even the winning entries of the annual “Western Home Awards” are printed in several periodicals besides Sunset which along with the Western Division of A.I.A. sponsors the contest.

Compared with these other western publications, the Western Architect and Engineer would seem to present both a broader and narrower picture of the western architectural scene. Its more general coverage is apparent in the wider geographic distribution of works illustrated in its pages, as well as in the more varied presentation of western building activities. Although it may have a tendency to orient itself toward the Bay Area of California, it still presents a well balanced fare of buildings from such widely separated areas as Portland, Oregon; Seattle, Washington; and Albuquerque, New Mexico.

As to the overall plan and general format of this magazine it is tastefully designed, but in no sense exciting or experimental. In this regard it does not compare favorably with the older more stylishly modern Arts and Architecture, nor has it yet acquired the breadth of this latter magazine which publishes an excellent music column written by Peter Yates and an equally good art section by Dore Ashton. As with most present day magazines the Western Architect and Engineer primarily presents current architectural works, although it has provided the reader with a few critical and historical articles such as the presentation of the historically significant First Christian Science Church in Berkeley by Bernard Maybeck, and with a few general word and picture essays such as “The West in Architecture,” (September, 1959) written by V. K. Thompson, (the editorial director of the magazine) and illustrated with the photographs of Ansel Adams. As with many of our current architectural magazines Western Architect and Engineer has thus far avoided critical comments concerning the buildings illustrated in its pages.

In the end it must be admitted that this new magazine cannot be compared with its predecessor the Western Architect, for “modern” is now the accepted norm for architecture and there is no pressing need for a crusading policy on the part of any publication, regional or national. The validity of this publication, as well as other architectural magazines, will ultimately depend on the critical depth and quality of its selection. It is impossible at this time to determine whether this magazine will come up to the tradition of high quality of its predecessor. One certainly hopes that it does.

David Gebhard

some recent books of interest:

Henry-Russell Hitchcock, Architecture Nineteenth and Twentieth Centuries, Penguin Books, British Book Center, New York, 1958. $12.50. (a virtual encyclopedia of European and American architecture of these years.)

Grant Carpenter Manson, Frank Lloyd Wright to 1910, Reinhold Publishing Corps. New York, 1958. $10.00. (a study of Frank Lloyd Wright’s early Prairie years. Its major limitation is that it fails to relate Wright to his contemporary world.)

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The traffic problem cannot be solved by our present highway programs. On the contrary, highway construction without proper community planning is disrupting and disfiguring our communities. In San Francisco, Boston, and other cities irreparable damage has already been done by expert highway engineering without regard to city planning. In the National Capital the single minded highway engineering concept deliberately delegates to second class status the proposed cultural center, the beloved Lincoln Memorial, the charms of the Potomac River, the parks, and other works of historic significance.

The decay of our cities is overtaking our limited on-again, off-again renewal efforts. Our national pride, the continuation of our high standard of living and our leadership of the free world demand sound and continuing redevelopment programs based on proper planning and design.

We must stop the pollution of land, water and air. We need greater emphasis on beauty in our environment. Effective means must be found to control city and highway blight, billboards, overhead wires, and other disruptive outdoor advertising.

In many cities — Kansas City, Detroit, Nashville, Memphis, Indianapolis, and Toledo among others — architects have already given effective leadership in redesigning their communities. Architects elsewhere must follow these examples by actively contributing to the improvement of our environment and by rallying the support of the public and our local, state and federal governments.

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number of color photographs of distinguished buildings.

Primarily intended for students in high schools, the film is also considered suitable for adult audiences such as PTA, civic, service, and business groups. “Designing a Better Tomorrow” can be rented for $5.00 per showing from the Library, The American Institute of Architects, 1735 New York Avenue, N.W., Washington 6, D. C.