# ARCHITECTURAL RECORD

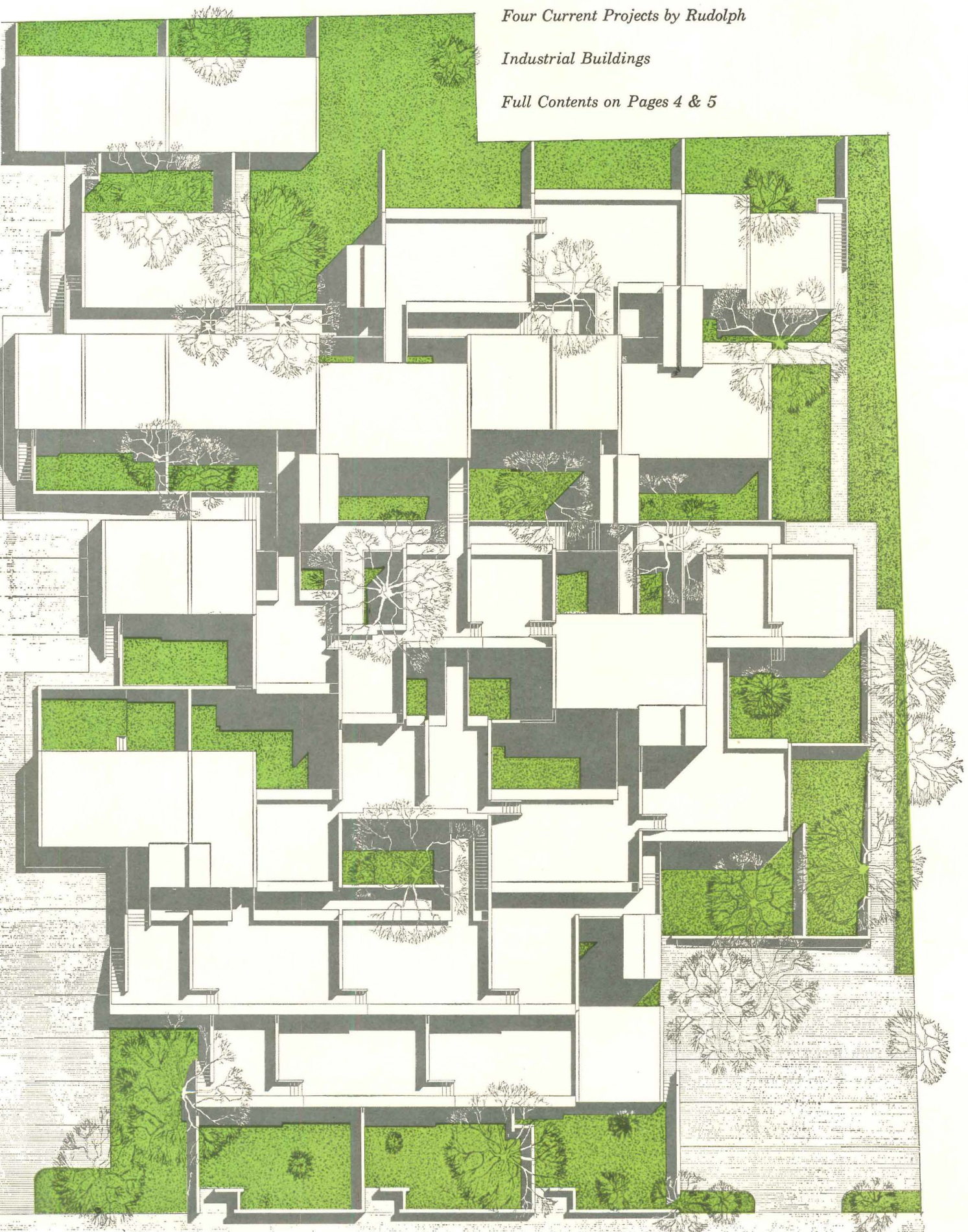
3 *March 1961*

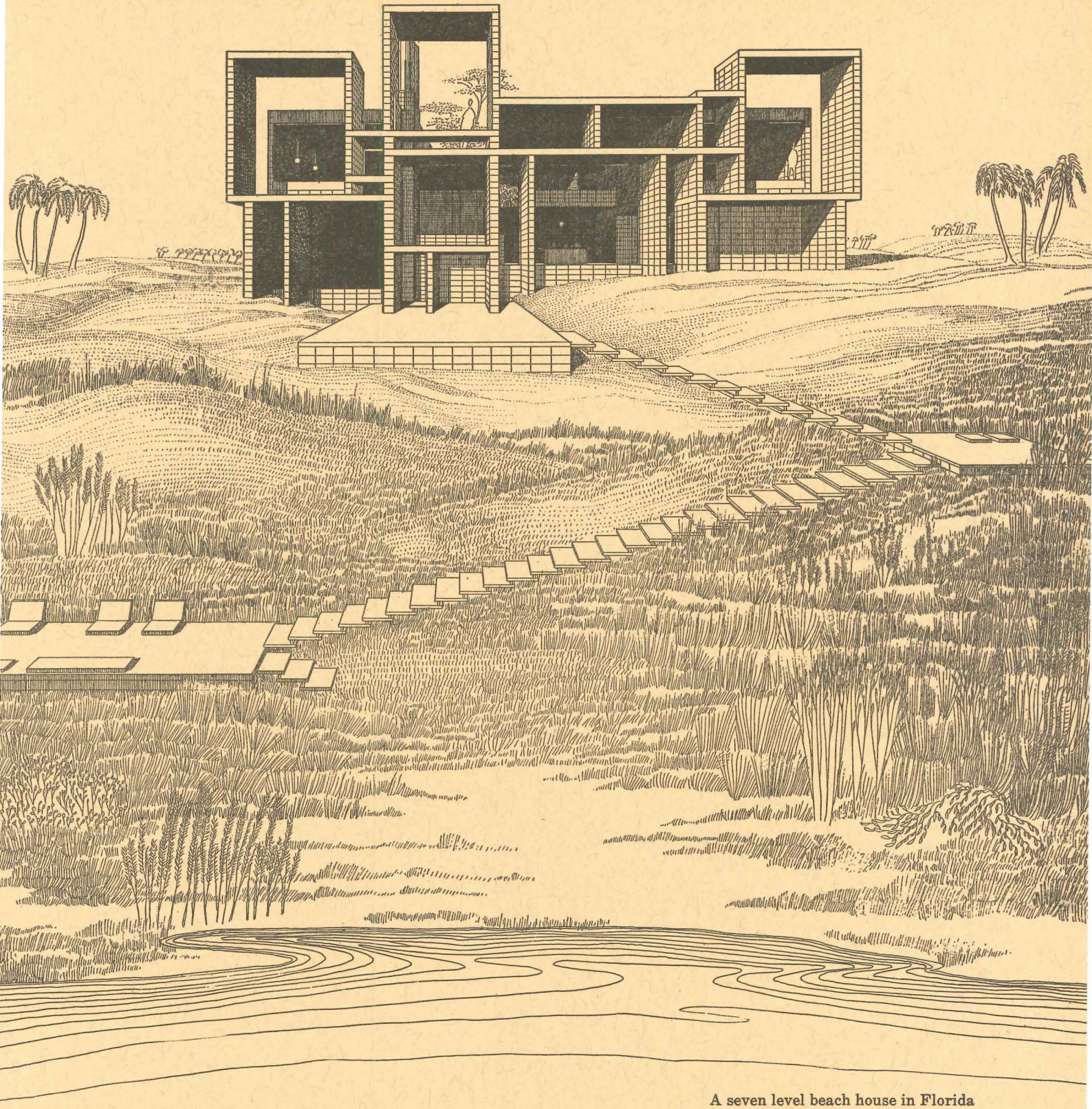
*Building Types Study: Apartments*

*Four Current Projects by Rudolph*

*Industrial Buildings*

*Full Contents on Pages 4 & 5*





A seven level beach house in Florida

# FOUR CURRENT PROJECTS BY RUDOLPH

New rules or no rules? Rudolph has called his work of the last several years "the new freedom". Is this a freedom to charge off in any direction as some accuse Rudolph of doing, or is it a new discipline of itself? The buildings which follow, a beach house, married student housing for Yale, a motor lodge and an urban parking garage, have a coherence as a group which indicate that Rudolph's new freedom is developing rules of its own.

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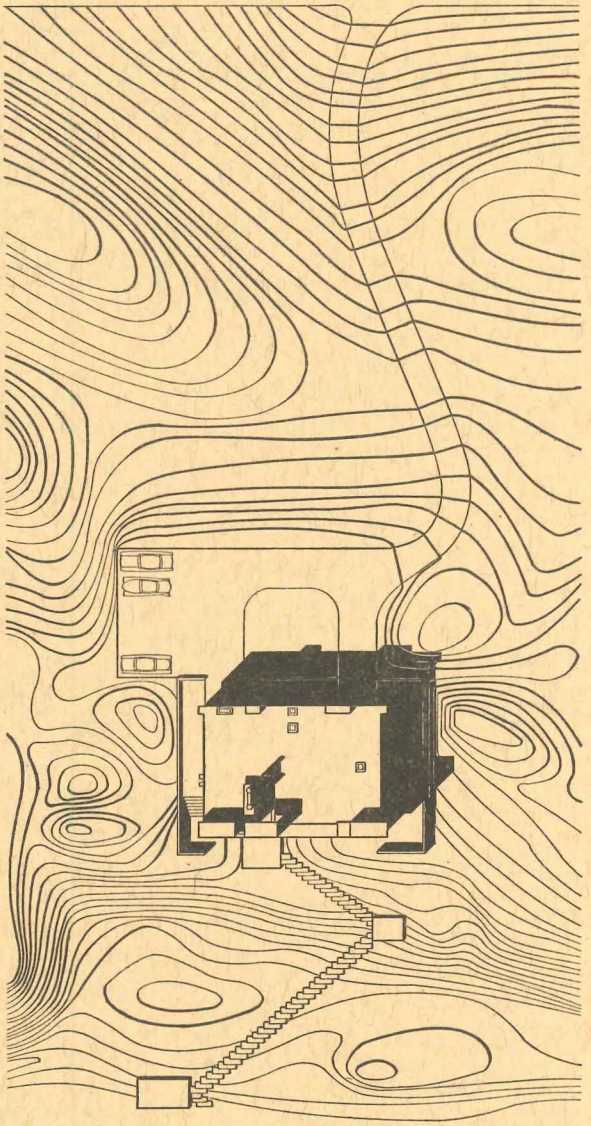
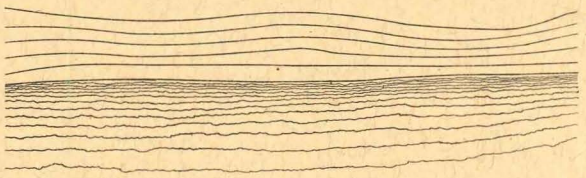
# The House of Seven Levels



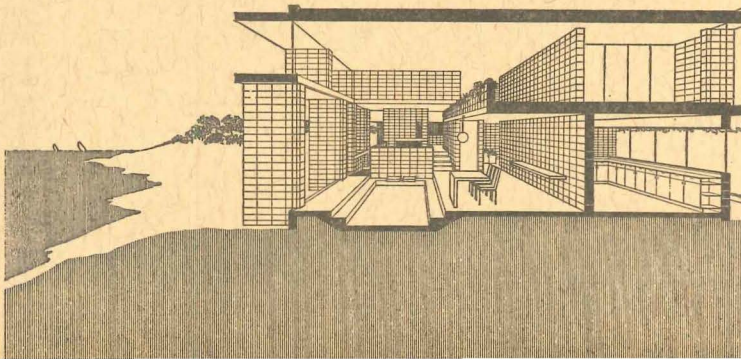
Rudolph's new schemes force the floor and ceiling planes to become more active as space definers. Space interpenetrates on varying levels in a more complex way than in the plans of Mies or Wright. In the Milam beach house, essentially a series of platforms, the floor plane drops to form an extended conversation pit in the living area, rises to create a platform for dining, and four risers higher becomes an inglenook defined by a low parapet. The second floor plane is continuous as a floor but is interrupted to permit more than half of the living space below to extend to the roof. A mezzanine overlooking the living-dining area adds a pleasant spatial complication as does the dropped roof deck which creates a lowered ceiling over the inglenook to make a cozy group around the fire even cozier. A separate living area for children is on the lowest level and its position behind the thick chimney core suggests that their noise will go unnoticed by parents and guests.

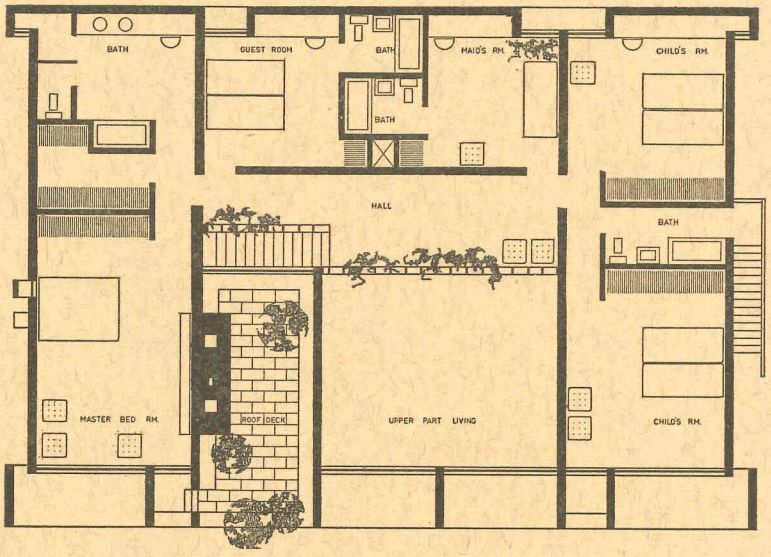
The chimney is the heart of this house, as in the domestic work of Wright, and the snug low ceilinged chimney corner overlooking a great space which is both broad and high and extends across a mezzanine shares its domestic quality with the best of Wright's work. According to Rudolph, in this house one locates oneself according to mood. "The inglenook offers a nest, the two storey portion of the living-dining space provides a goldfish bowl, and the far end of the living area is a cave."

A deliberate effort was made to make furniture less obtrusive. The only portable furniture in the large and informal living-dining space are the dining room table and chairs. Storage is built in. Cushions can be arranged on the ledge around the living area in a flexible way to seat thirty people or six. A fireplace occurs at every level along the chimney wall and an ingenious arrangement of openings causes the flames from a fire at one level to reflect on the ceiling of another level.

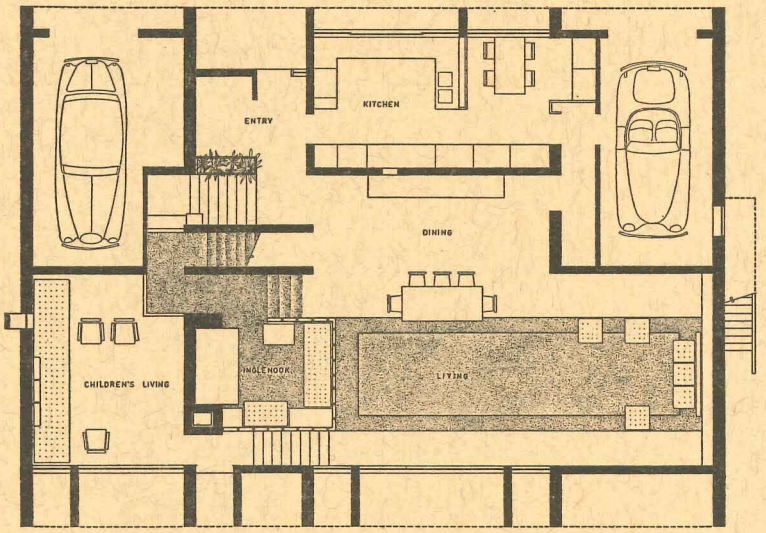


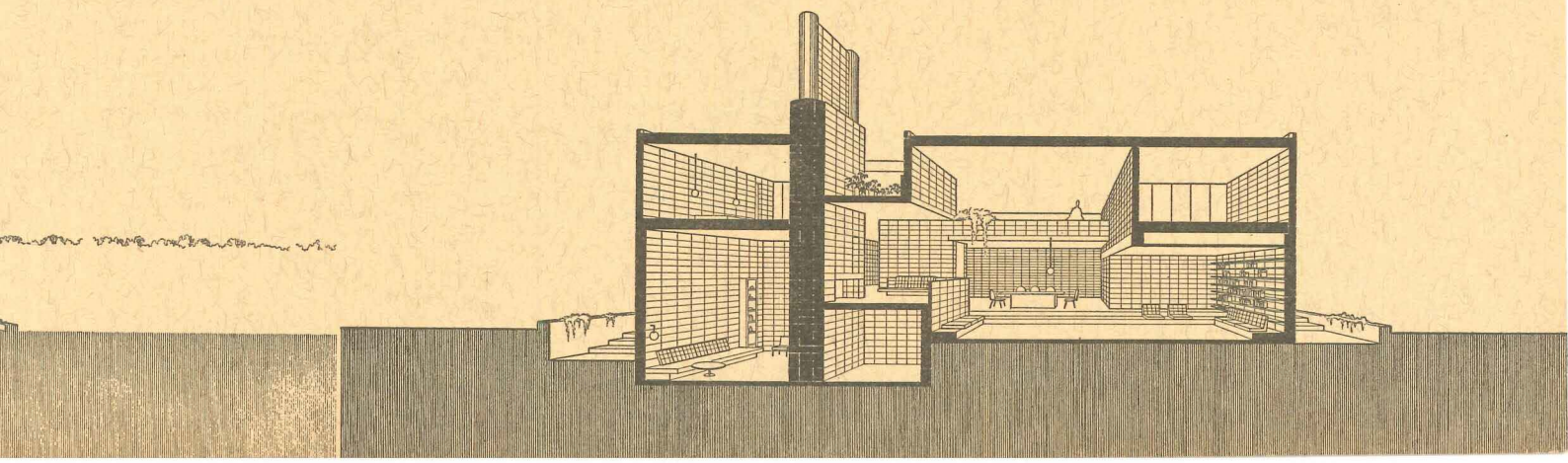
The house is being built high on the sand dunes overlooking the Atlantic, 45 ft above mean tide. Constructed of beige concrete block, its precise geometry contrasts with the uncultivated natural site, but its color matches the sand. This is Rudolph's first house in which a structural system of regular bays has not been used. No modular system has been applied except that of the concrete block units. Rudolph states that "modules are not necessarily applicable to houses . . . the modular building concept is applied many times where it doesn't have much meaning." The house is completely air conditioned and the *brise-soliels* reduce glare. Natural lighting effects have been carefully studied. Note additional narrow vertical windows in plans.





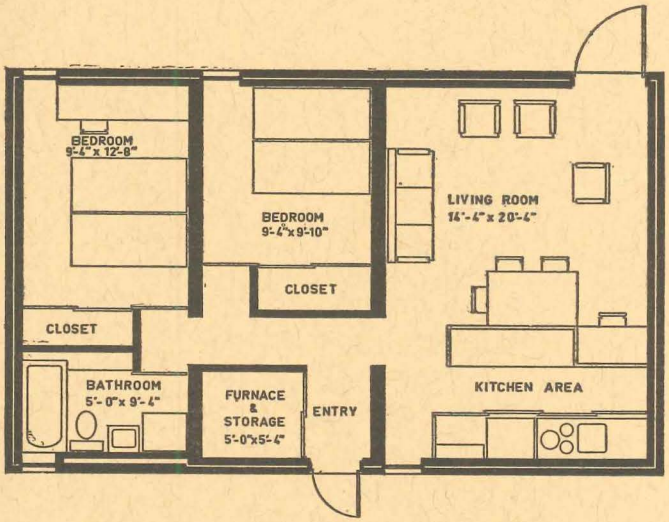

LOCATION: *St. John's County, Jacksonville, Fla.*
ARCHITECT: *Paul Rudolph*
STRUCTURAL ENGINEER: *Herman D. J. Spiegel*
MECHANICAL ENGINEER: *Frank B. Wilder & Associates*
ARCHITECTURAL SUPERVISION: *Robert Ernest*
OWNER: *Mr. and Mrs. Arthur W. Milam*



# Married Student Dormitories for Yale Planned Like an Italian Hill Town

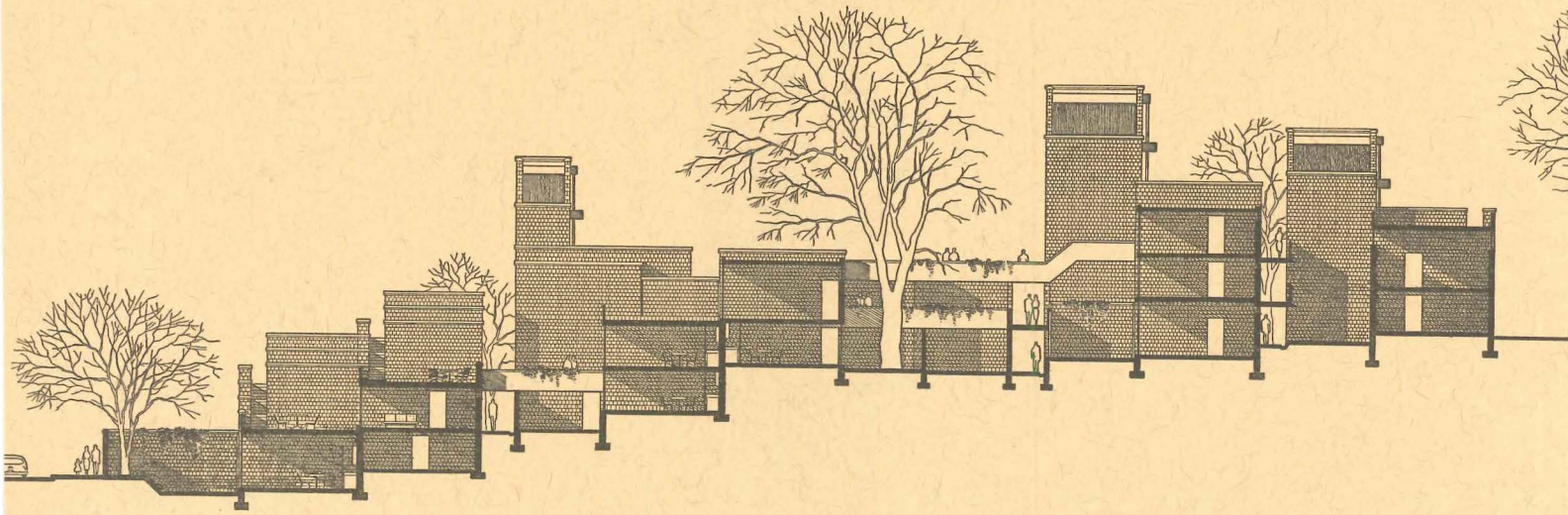
NAME: *Yale Married Student Dormitory*
LOCATION: *New Haven, Conn.*
ARCHITECT: *Paul Rudolph*
STRUCTURAL ENGINEER: *Henry Pfisterer*
MECHANICAL ENGINEER: *vanZelm, Haywood & Shadford*
OWNER: *Yale University*

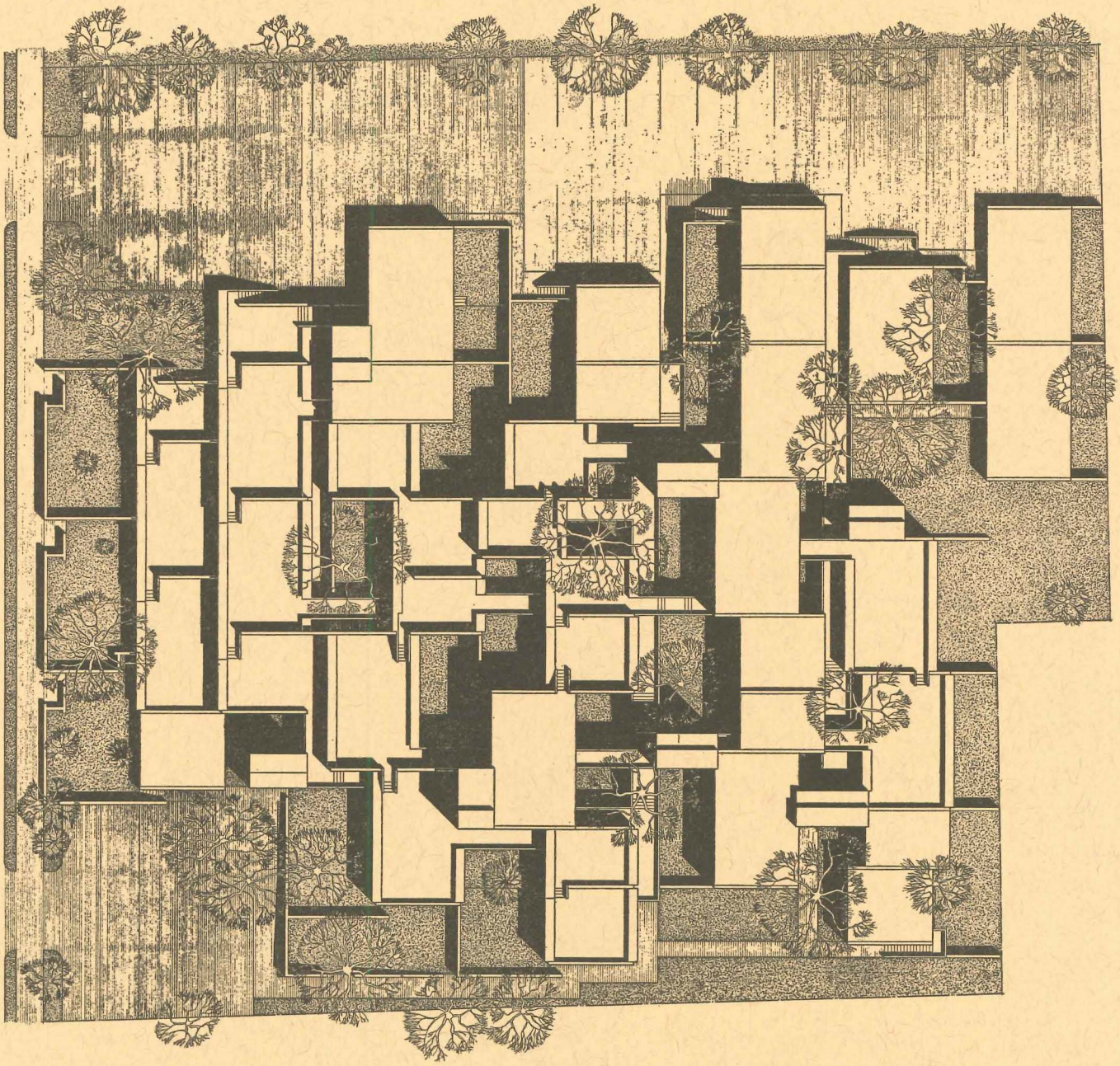



In describing this low rise, medium density housing complex for Yale, Rudolph said: "It should look like a village, not housing . . . though parts are repeated they don't look it. Traditional housing has used repeated housing units, but it doesn't bore. We too must repeat, but not bore. Spaces in between the units are important . . . courtyards and terraces, and paths and entrances."

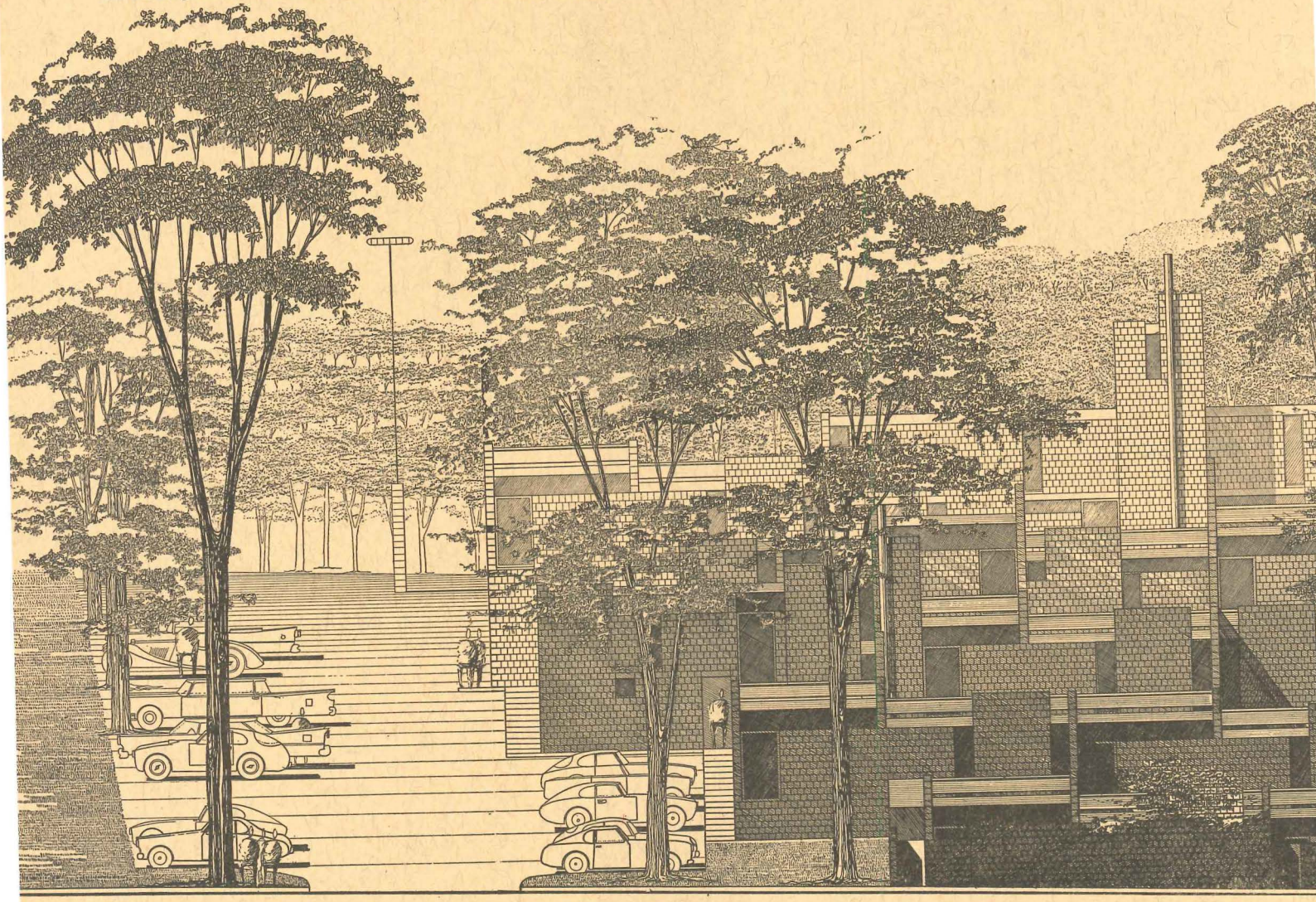
Although Rudolph frees himself from the module in the beach house on the preceding pages, he acknowledges its necessity in a project of this type, but refuses to let it become monotonously assertive. In a necessarily far more complex manner than in the beach house he provides for an infinite variety of spatial experience at a multitude of levels. Entrances are approached through narrow pedestrian alleys that recall the old quarters of old towns, one student family's roof is the next family's terrace, a path between two walls suddenly opens into a court planned to surround a fine existing tree.

Fifty-one units are planned for a gently sloping wooded hillside plot approximately 250 ft by 250 ft or an acre and a half, in a residential section within easy walking distance of the university. All but six of the units have a courtyard surrounded by 7 ft walls, or a terrace. Although all fifty-one units could have been placed in a single high rise building which





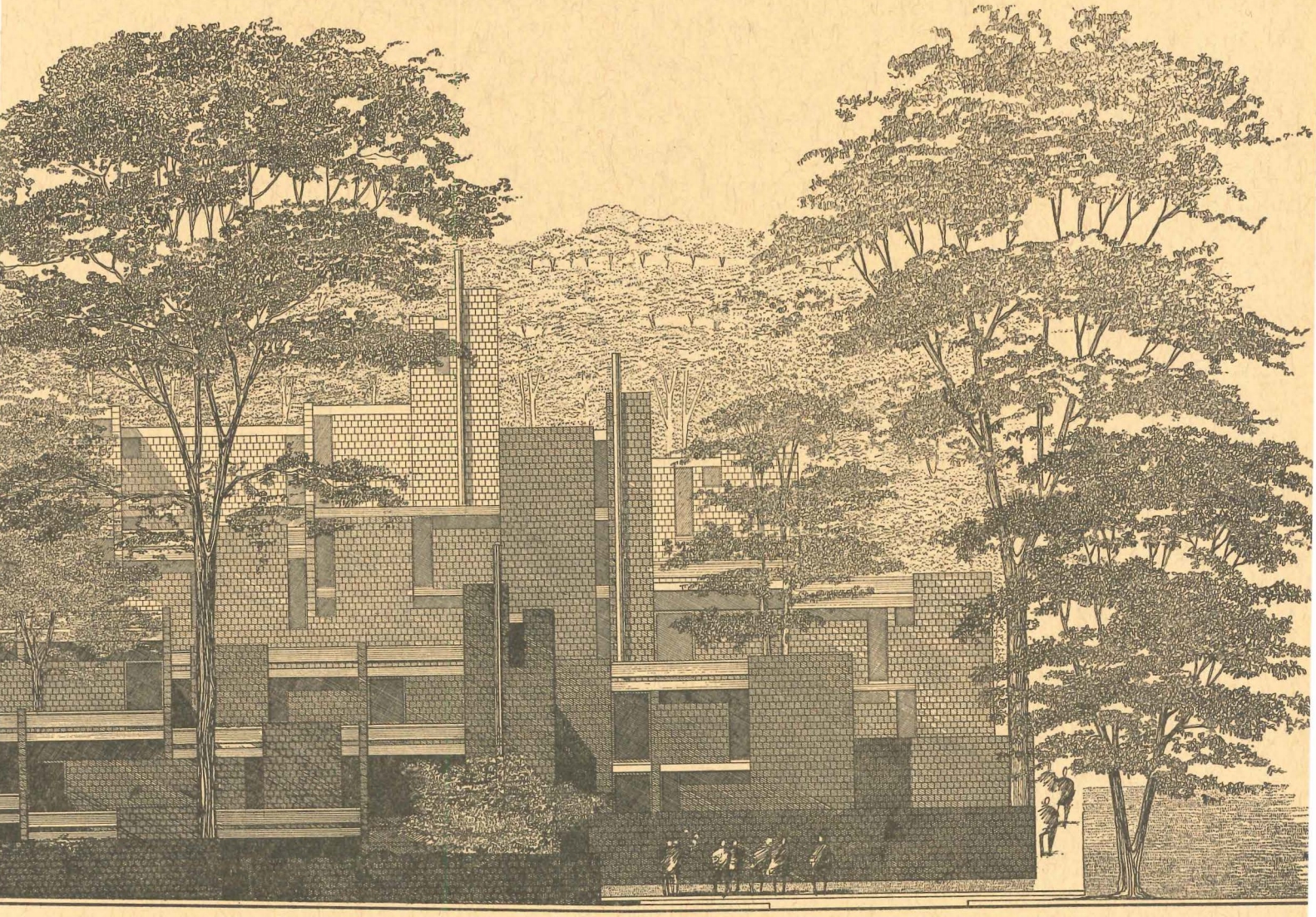
*All drawings were made under the direct supervision of Paul Rudolph. The drawing below was executed by John Fowler*

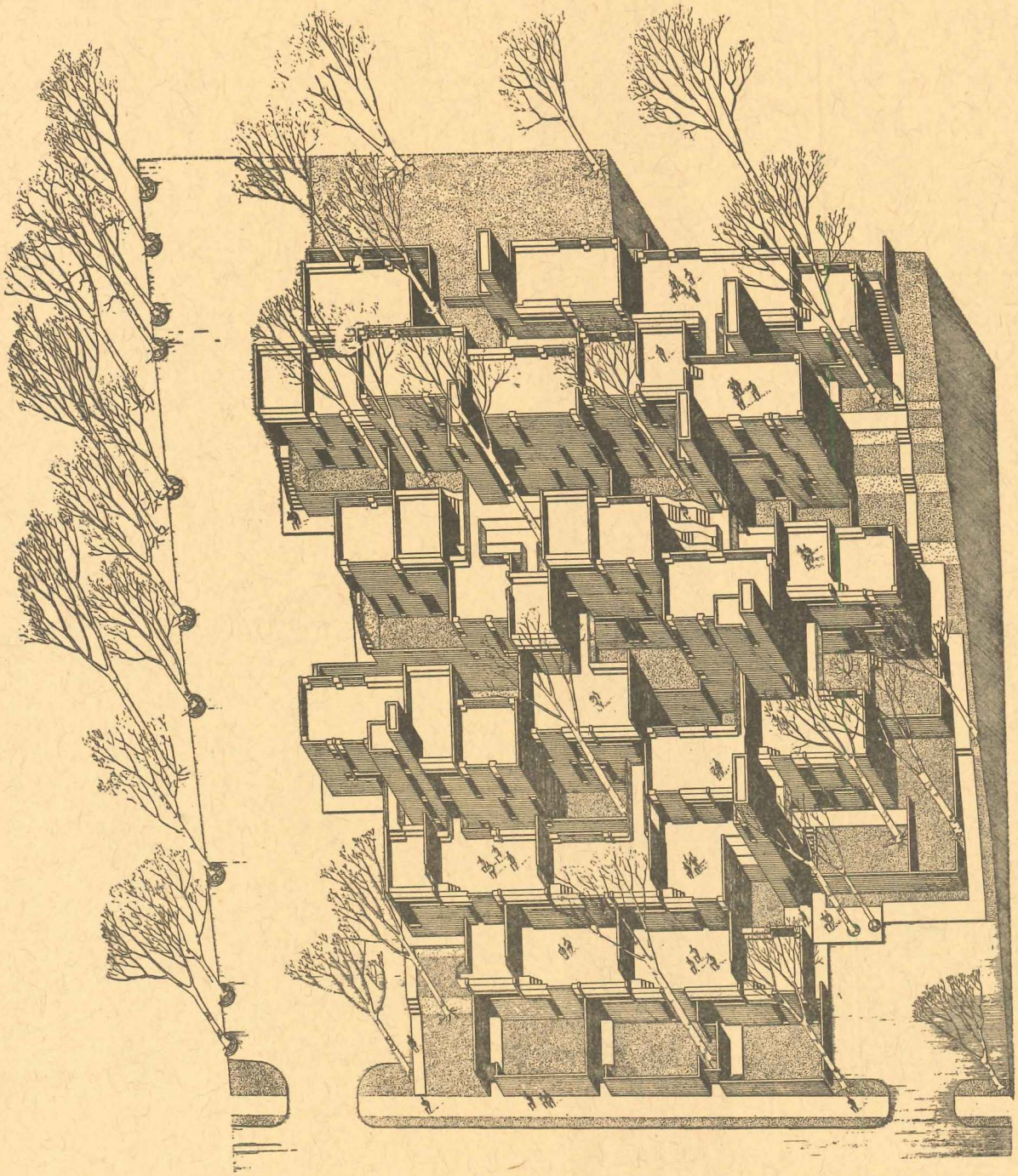


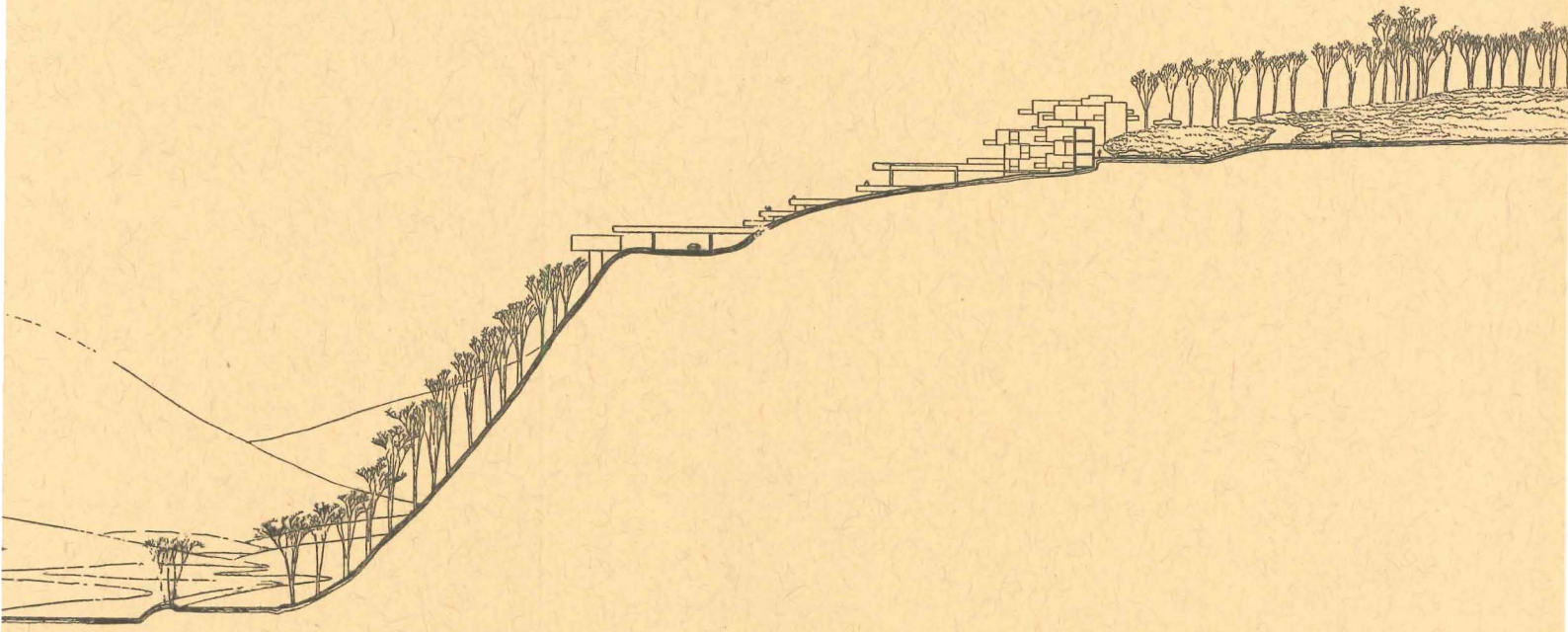
The building complex slopes in two directions, following the slope of the site from the northwest corner at the top of the hill to the southeast corner at the street. Stair towers are dominant verticals

would have utilized a much smaller percentage of the site, Rudolph deliberately chose a low rise solution. It consists of a series of one, two and three storey units, with the one storey units at the bottom of the lot on the street, the two storey in the middle and the three storey at the top, thus exaggerating the appearance of a rising hill.

Construction is based on a completely precast concrete aesthetic. Almost all precast units in addition to the concrete block are standard parts. All load bearing walls will be of cavity construction using 4 in. thick blocks with a 2½ in. air space between. The heavy masonry will have a sound deadening effect important in a building where studying must be done in the midst of one's own and other's noisy family life. Floors will be black asphalt tile, the ceilings unpainted plaster. Terraces will be macadam.

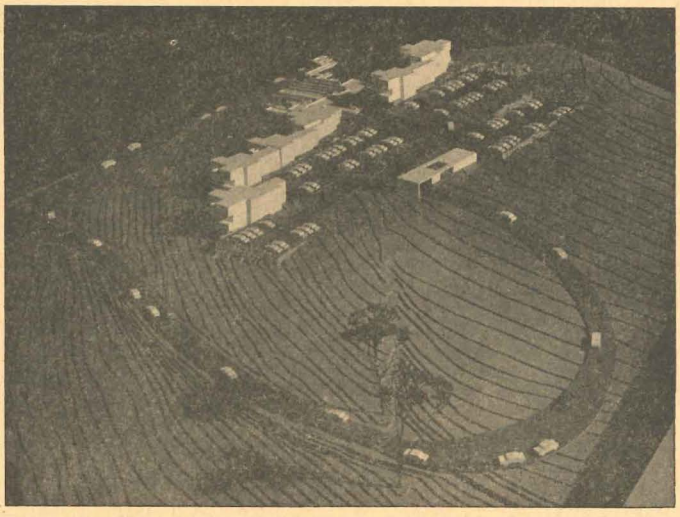


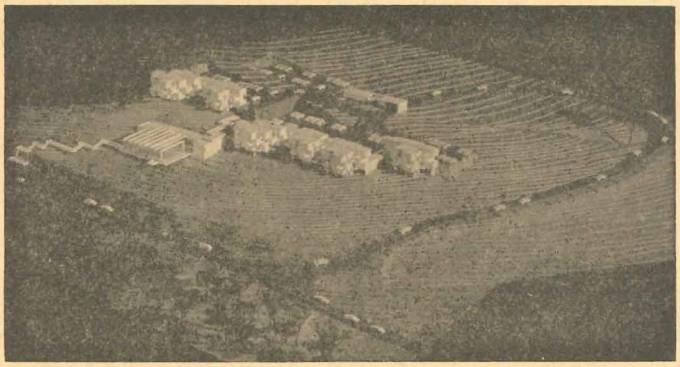




# A Motor Lodge of Complex Levels on a Slope

NAME: *O'Brien's Motor Lodge*
LOCATION: *Waverly, New York*
ARCHITECT: *Paul Rudolph*
STRUCTURAL ENGINEER: *Henry Pfisterer*
MECHANICAL ENGINEER: *vanZelm, Haywood & Shadford*
OWNER: *Edwin and William O'Brien*

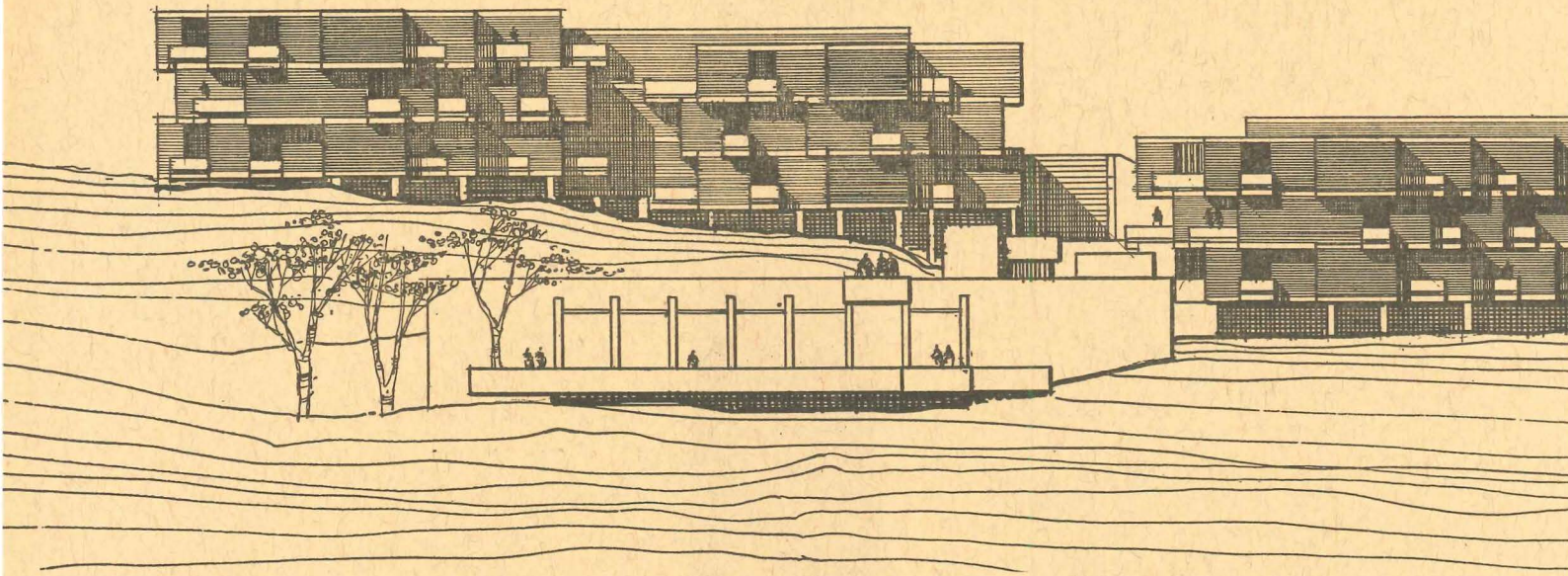


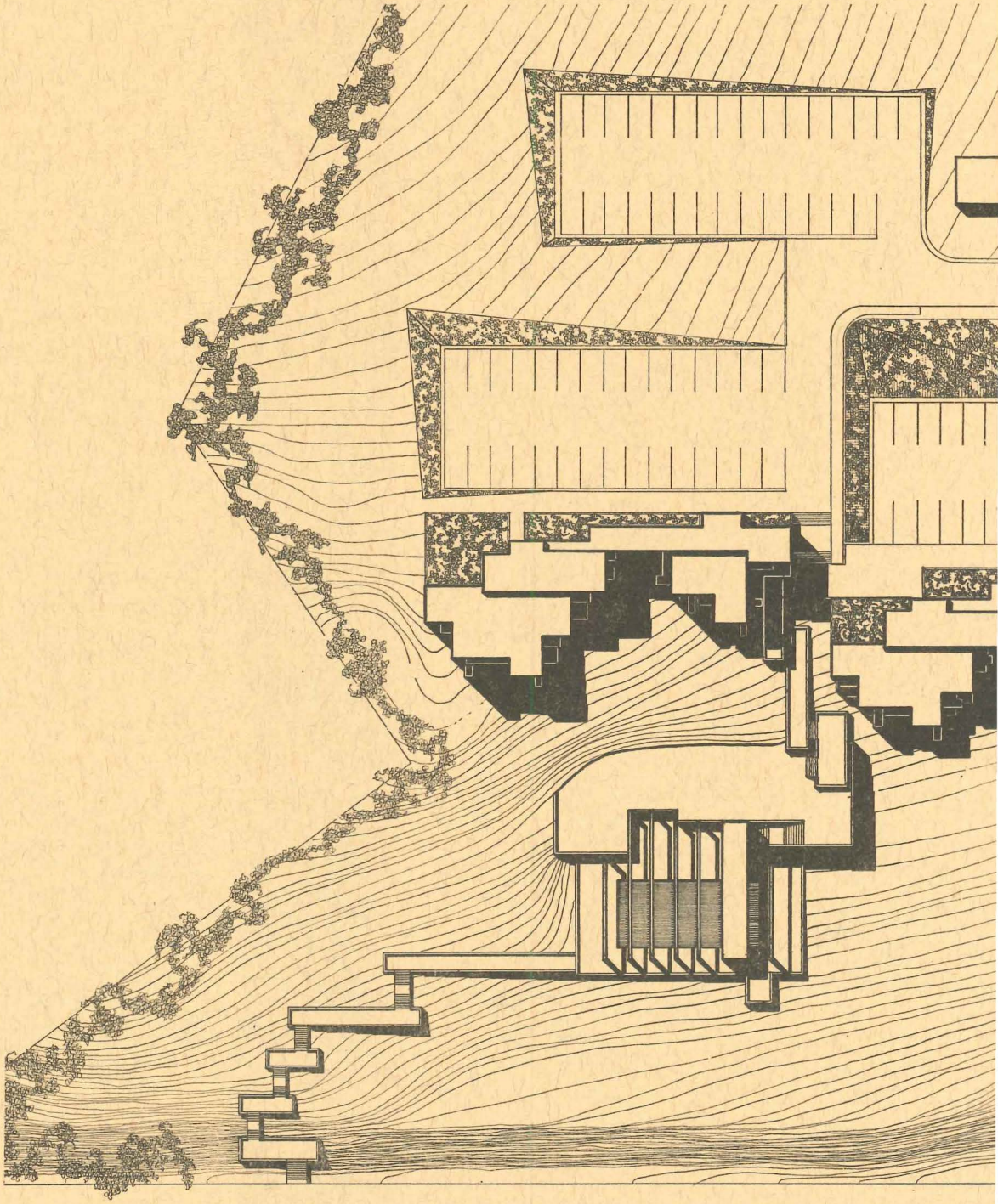


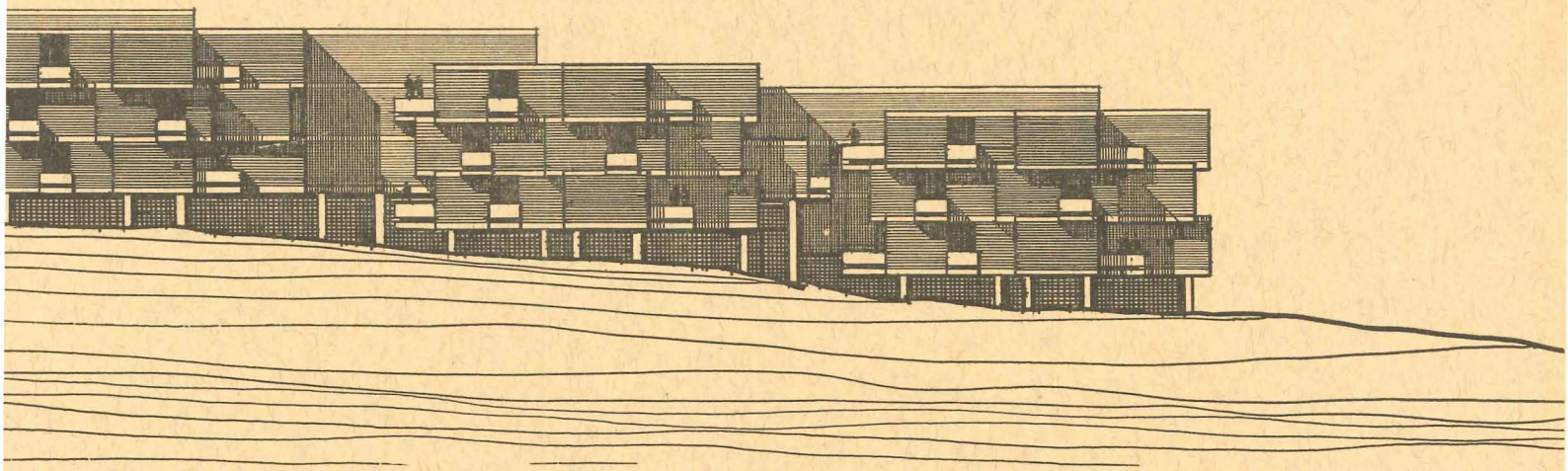
*model photographs by J. Watson*

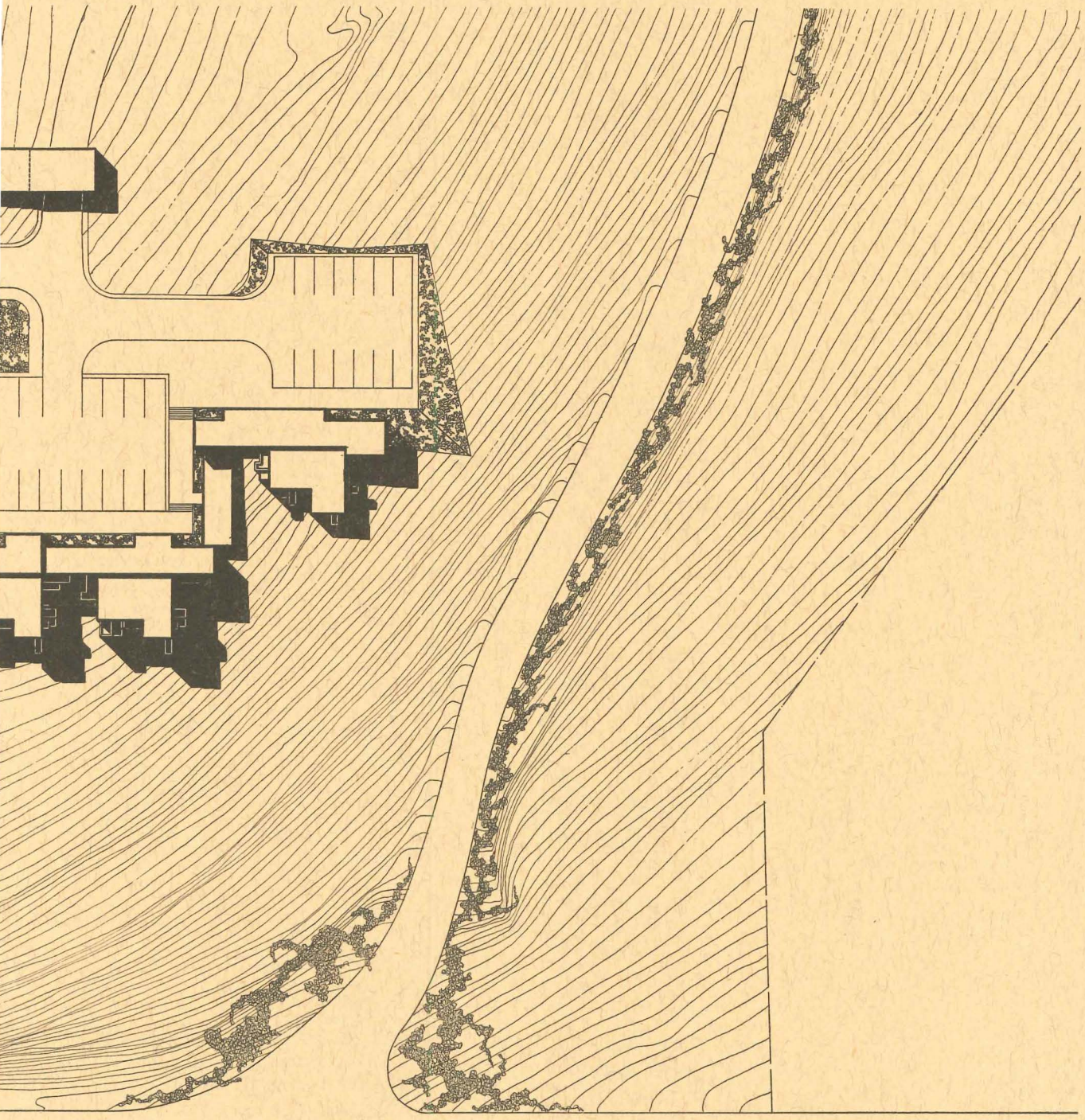
As in the beach house and to a far greater degree like the Yale student housing, this motor lodge is fractured into separate, but interlocking and interpenetrating components. Like the Yale building, the structural module is not easily read. The elements which repeat do so subtly in an irregular rhythm.

It will be constructed of poured in place concrete expressed as such with light brown brick walls. Balconies will be of poured concrete with concrete tables and seats an integral part of the form. Each room will have a balcony and can link with others to form interconnecting suites. All storage will be built in. Brick walls will be exposed on the interior, floors will be carpeted and ceilings will be covered with acoustic plaster.

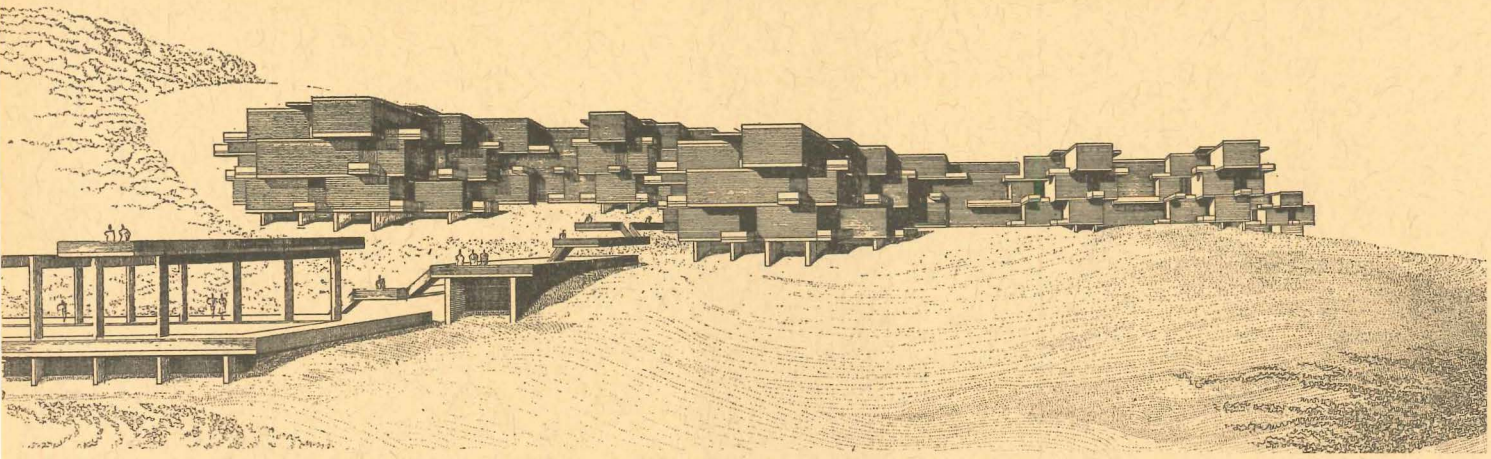


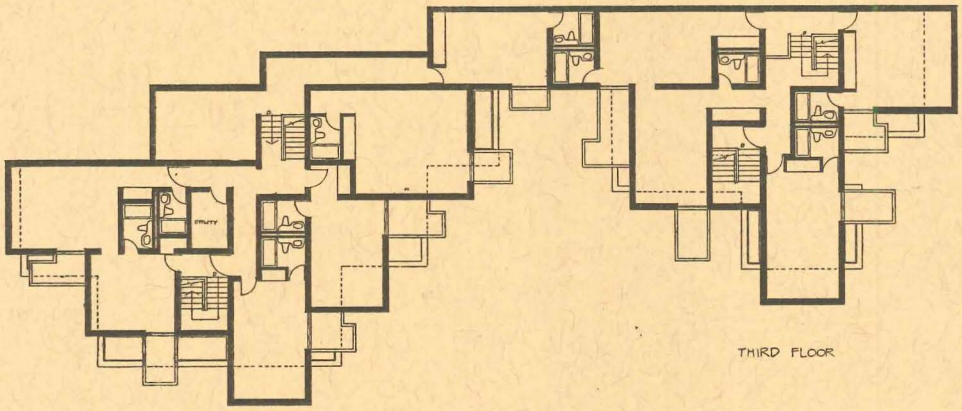


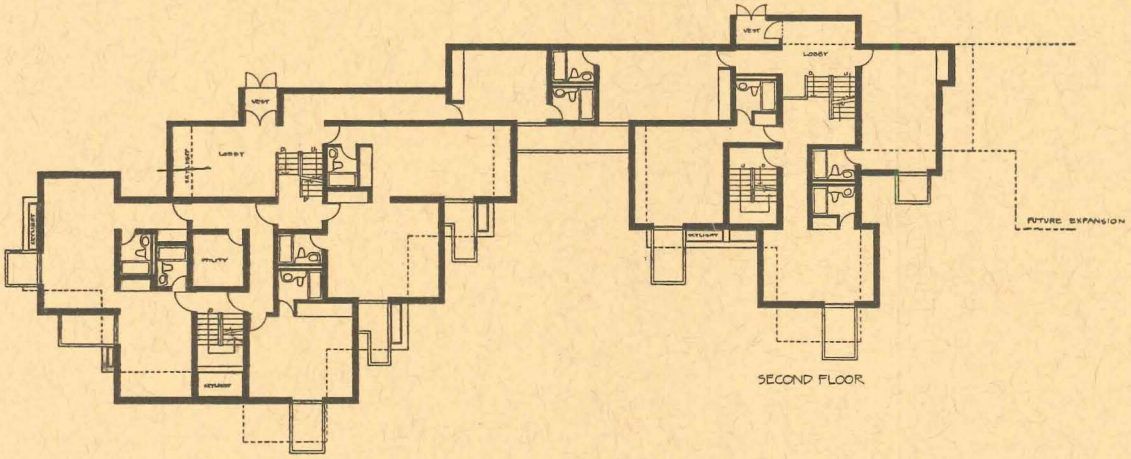


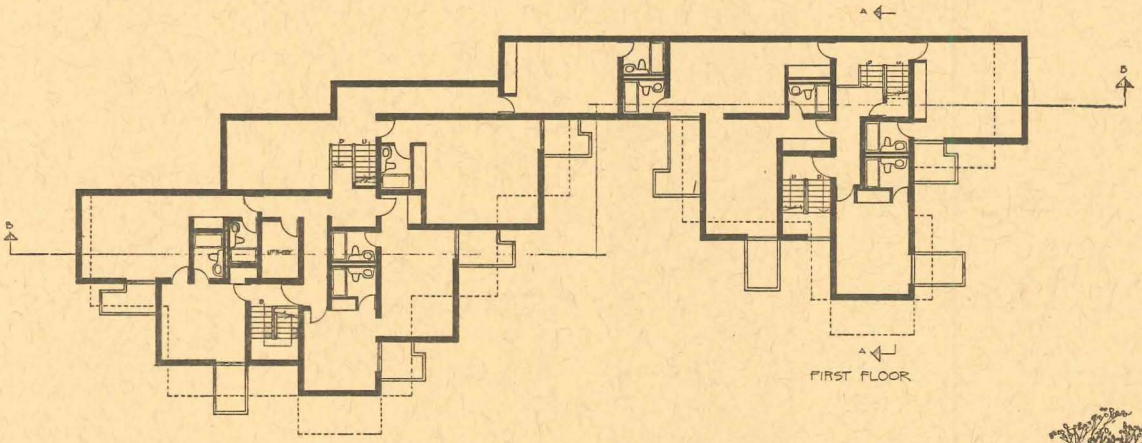


Overall plan. Entrance and control unit extends across road at top of plan

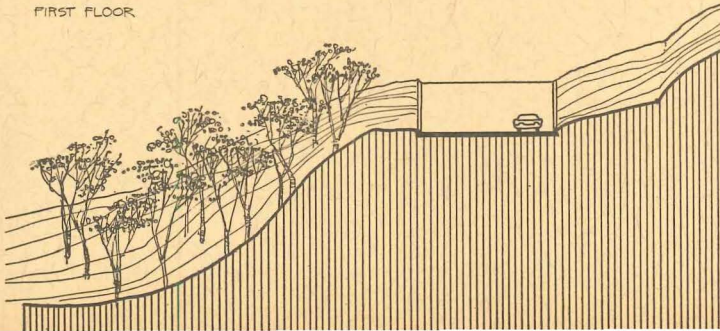


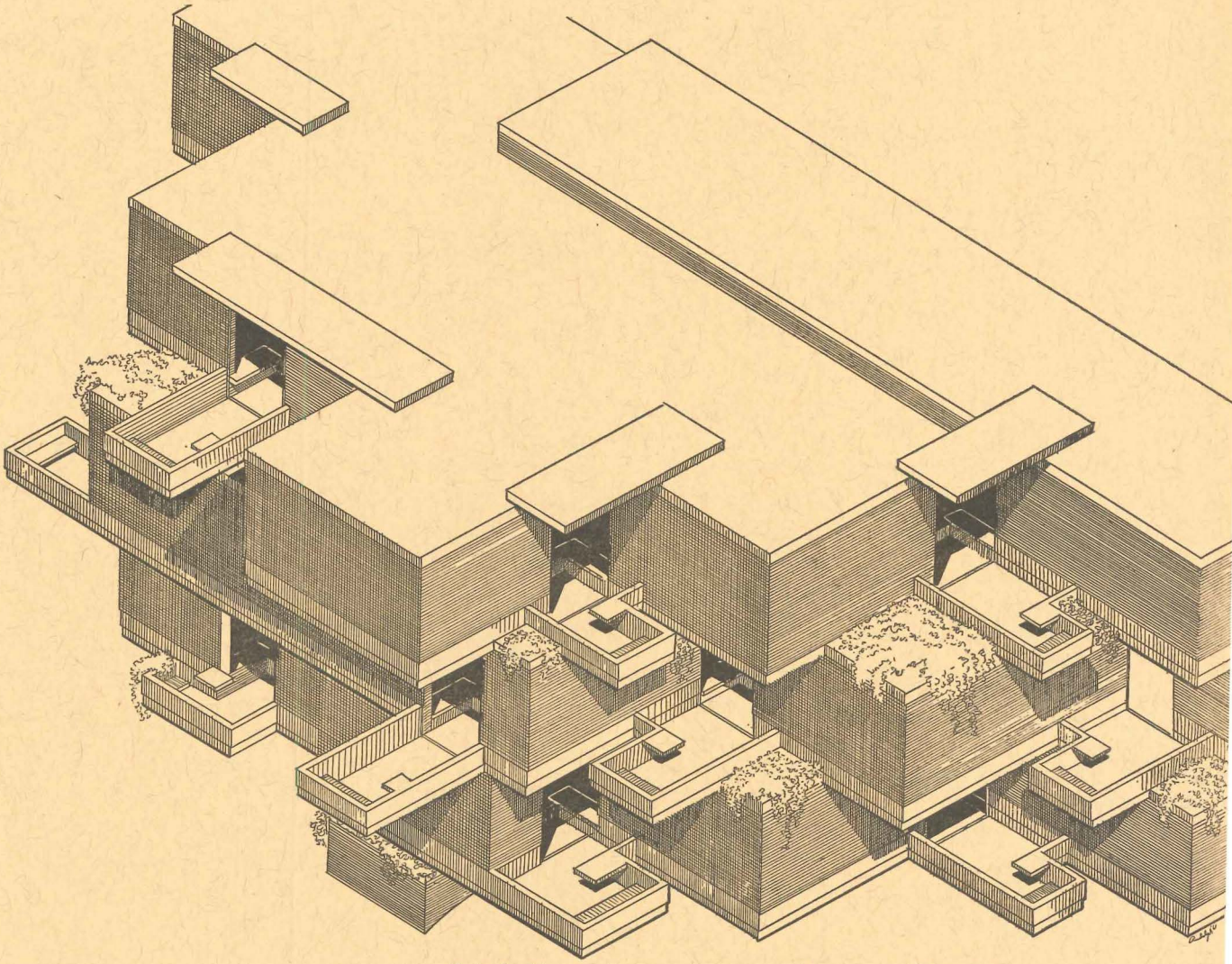


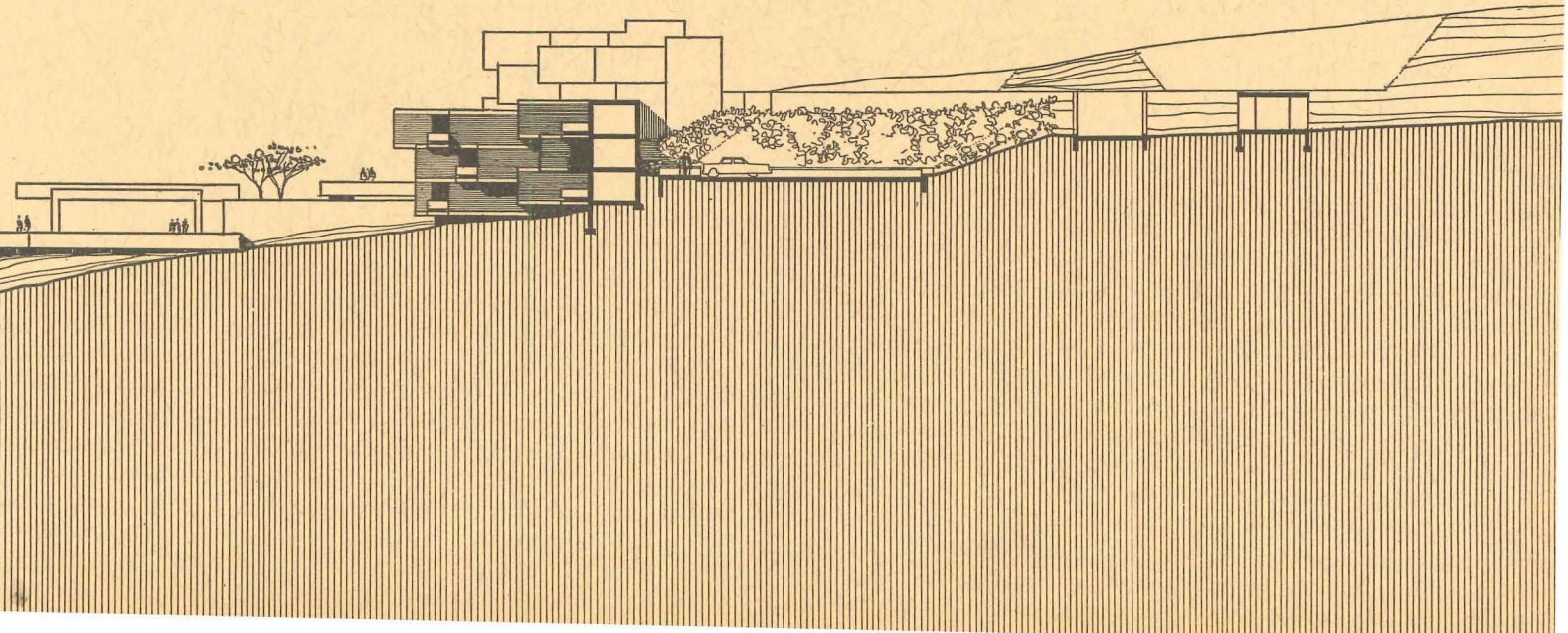



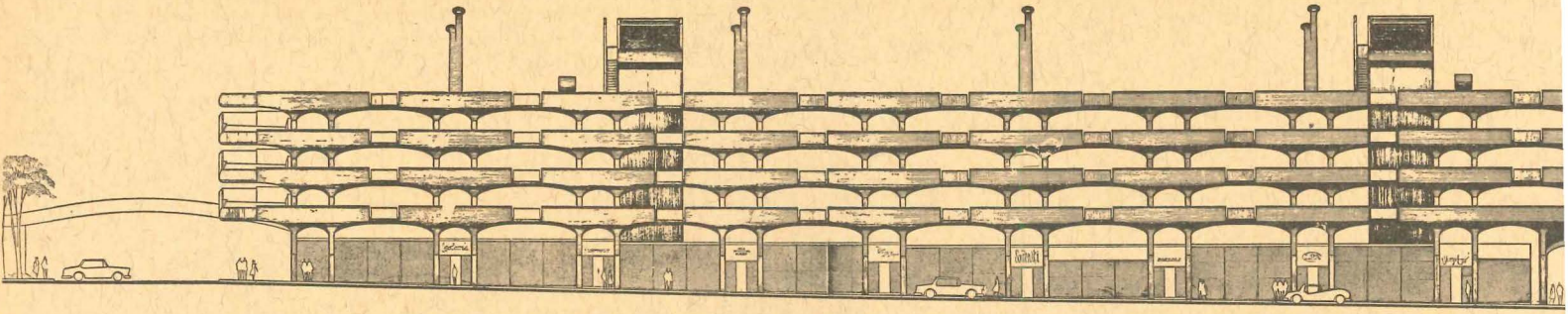

Each individual room is expressed on the exterior. To be built on a barren, sculptured rock outcropping on a mountainside which overlooks a river valley 200 ft below and can be seen from thirty miles away, the lodge is designed to create a strong image from a distance.





**Interlocking units create terraces. Note poured in place concrete tables and seats on projecting concrete balconies**

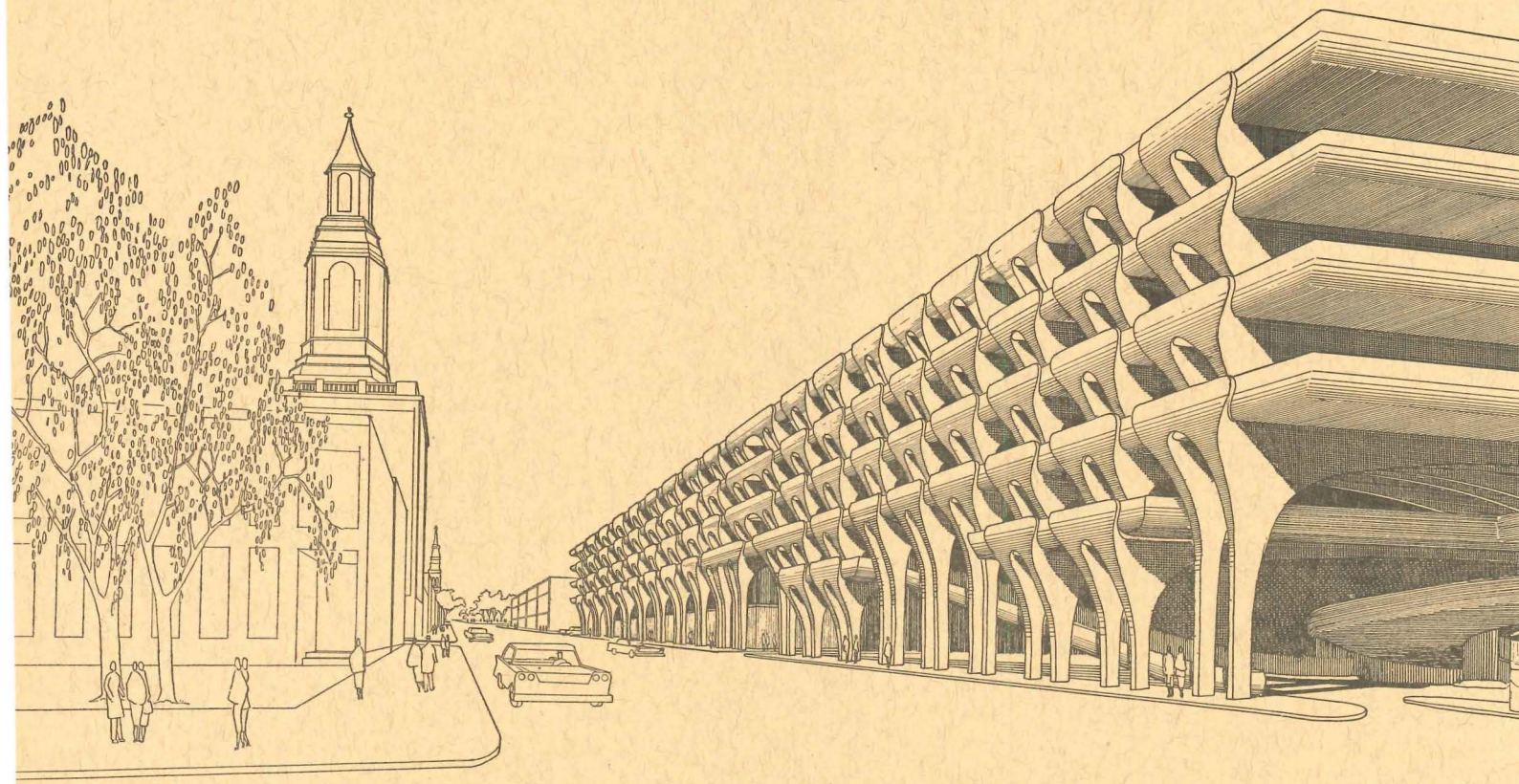


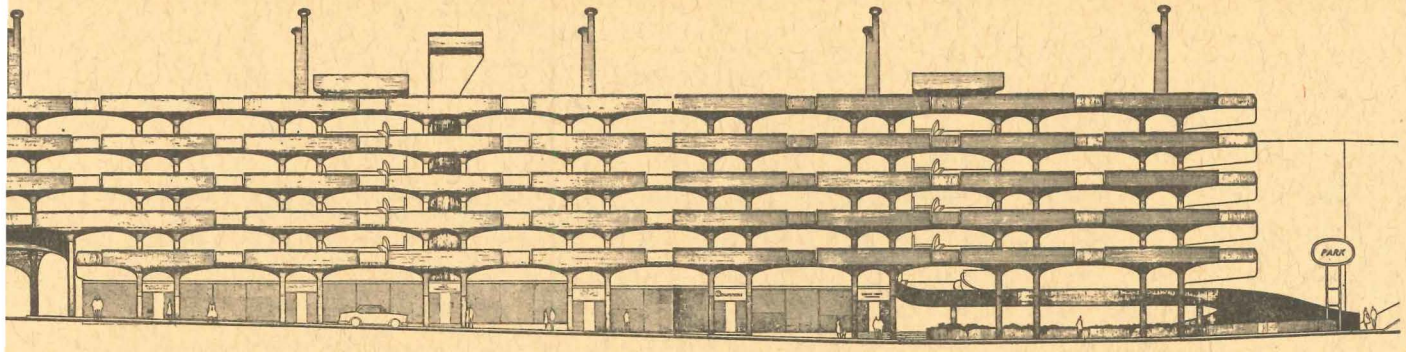


# A Parking Garage for 1500 Cars

NAME: *Temple Street Parking Garage*
LOCATION: *New Haven, Conn.*
ARCHITECT: *Paul Rudolph*
STRUCTURAL ENGINEER: *Henry Pfisterer*
MECHANICAL ENGINEER: *Jerome Mueller*
PARKING CONSULTANT: *E. A. Barton & Associates*
PARKING ECONOMICS CONSULTANT: *Wilbur, Smith & Associates*
OWNER: *City of New Haven, Conn., Honorable Richard C. Lee, Mayor*
*New Haven Parking Authority, Roy A. Michaels, Chairman*

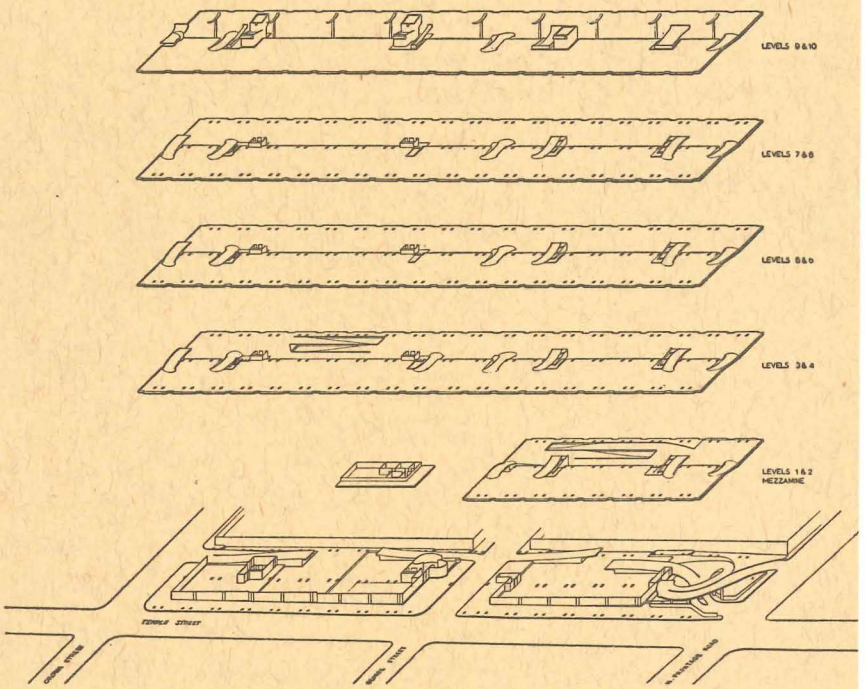
In the housing on the preceding pages Rudolph attempts to create the proper ambience for people, in the Temple street parking garage he endeavors to hit the right note for cars. Said he: "Most parking garages look like office buildings with glass. I wanted to make it look like it belonged to the automobile and its movement . . . a system of bridges . . . of large open spans." Unlike the beach house, the Yale dormitories and the motor lodge, the structure of Rudolph's parking garage is clearly expressed and clearly modular. The structure itself, rather than a pattern of projecting and receding units, establishes the basic rhythm of the building. Floor levels are staggered (see section, page 154) but this is common practice in parking garages. This parking garage, however, reflects the same basic architectural approach found in the housing, an approach which never permits preconceptions about expression of

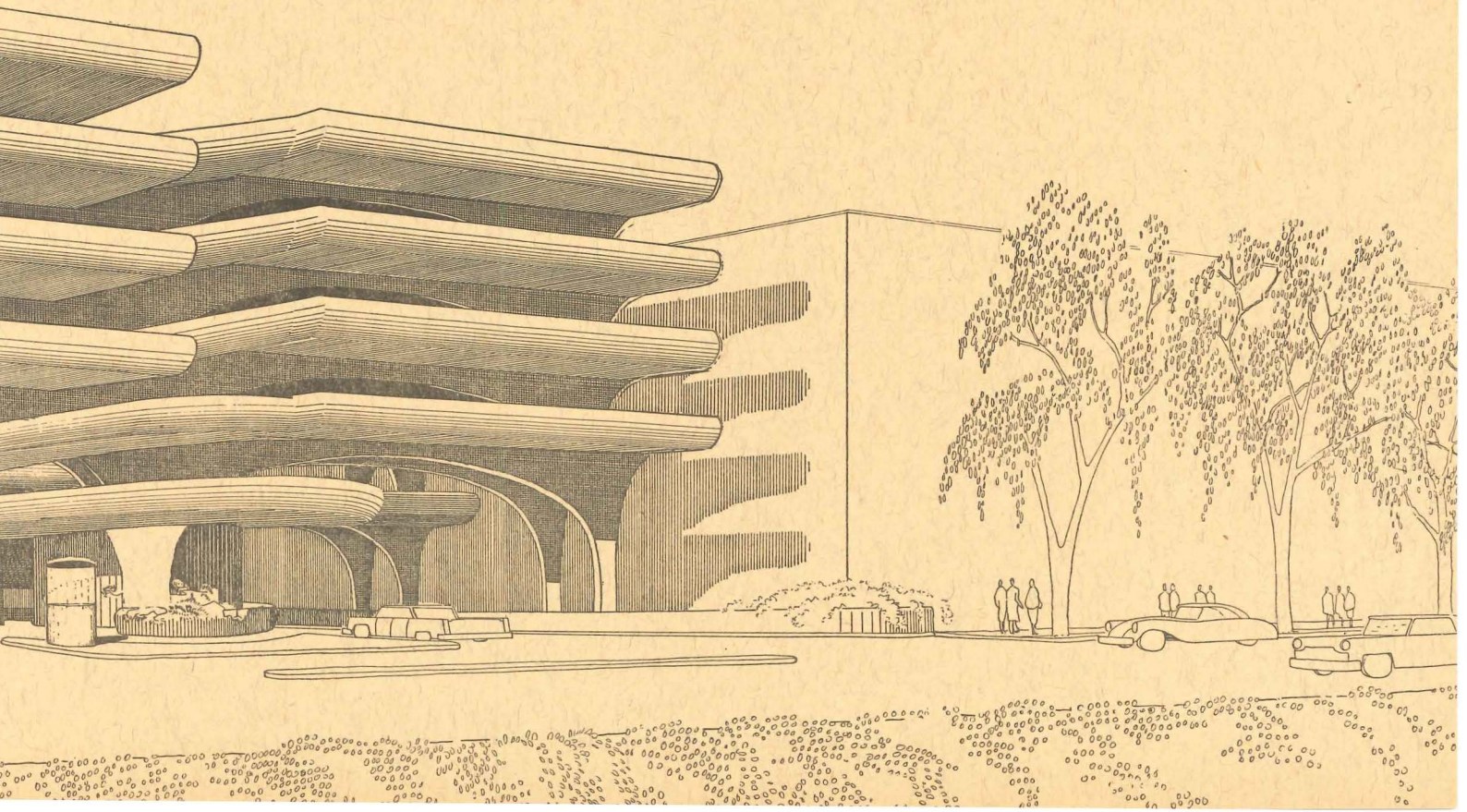




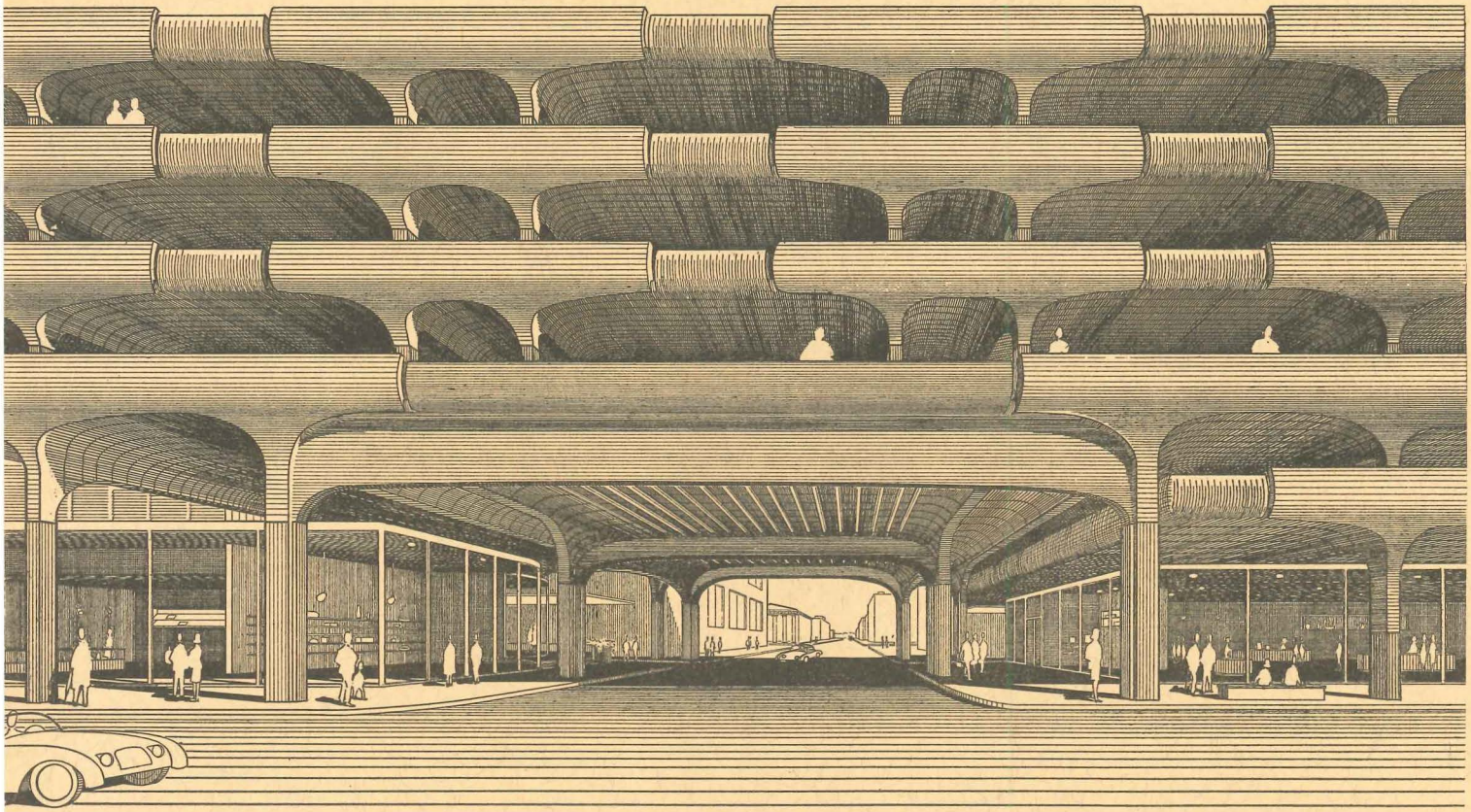

structure and module to interfere with the search for appropriate form.

This garage, a part of the Church Street Redevelopment Project in the New Haven Urban Renewal Program spearheaded by Mayor Richard C. Lee, will stretch for 726 ft spanning two city blocks in the central business district near New Haven Green. There will be three half levels underground and eight half levels above ground with shopping at the street level. Now under construction, the reinforced concrete structure is made of two dimensional curves formed by strips of wood 2 in. wide. Form marks will show. Double columns are 10 ft apart and each pair of them is 30 ft apart. One car may be parked between the double columns and three between each pair. The double columns provide a needed vertical emphasis in the horizontal length of the facade. The approximate cost will be $4,700,000 without shops.



*Paul Rudolph: Parking garage*



Garage is located near New Haven's Oak Street connector which links New Haven's shopping and commercial district with the Connecticut turnpike. Perspective shows garage spanning major traffic artery, section shows staggered levels for economical use of space