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January's issue will present 28 pages of the architect-designed interiors that have been chosen as award winners from this year's vastly increased number of submissions. The very number of submissions, their high quality, and the diverse types indicate the growing interest for architects in this field.

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## BUILDING TYPES STUDY 539

### NEW PERCEPTIONS FOR THE 1980s

THE NEED FOR A NEW KIND OF PIONEERING IN DESIGN AND THINKING ABOUT DESIGN, IN REBUILDING OUR CITIES AND TOWNS, AND IN MEETING THE NEEDS OF ALL THE PEOPLE

#### 85 Introduction

#### 92 Fission and fusion and free-style architecture

The biggest and best revolution that the 1980s can stage would be a revolution against revolutions and in the cause of diversity. Gerald Allen asks in his thoughtful article: Is the revolution at hand?

#### 96 Social architecture—that rare architecture which gives form to the collective experience of human beings—is alive and well

It was called "advocacy planning" in the Sixties. Under such labels as "community design," "participation planning" or "self help," it has continued with little publicity, but undiminished vigor, in the Seventies. In his article "Social Architecture: Giving Form to Life," architect, planner and teacher C. Richard Hatch urges architects to broaden their perceptions of social responsibility—and in six case studies describes the work of some in Europe and America who have done so.



#### 108 Marshall, Michigan: The small town comes back

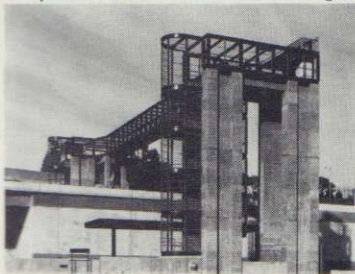
One hundred and fifty years ago, this gem of the Middle West was settled to reflect the cultural, economic, and civic vision of some well-off, socially progressive Easterners. Their houses were to range from the most exquisite subtleties ever achieved by the Greek Revival to the most spirited of the Italianate style. Their main street provided for many elements of commerce and culture. Today Marshall is hitting the comeback trail in all respects, giving pointers to the ground swell of small-town revitalization that is occurring across the land—and which will be a key focus of the nation's demographic, physical, and cultural development during the 1980s.

#### 114 New perceptions of opportunity for cities

We've all been talking about the potential of revitalizing our cities for a long time. We've tried a lot of major and heavily subsidized "urban renewal" programs that promised wholesale solutions. But they didn't work, partially because they didn't recognize the things that made cities vital in the first place: the great visual variety, the combination of old and new, the accidental excitement and the just plain urbanity that gives cities their character, differentiates cities from each other, and cities from shopping malls and office parks. But as we enter the 1980s, it is possible to hope that a combination of forces—all pressing in on us right now—might in the 1980s create the conditions for doing the things we should have been doing all along.

#### 120 New perceptions of mobility

Transportation planning will be one of the most critical issues during the 1980s. Its success—based on the comprehensive integration of new design ideas with existing mass transit systems and the automobile, interrelated with pedestrian spaces—will change the face of business, retail and housing centers, what and where we build, and most dramatically affect the safe, efficient mobility of people. The solutions will not be Buck Rogers technology, but plain old hard work in rebuilding our existing systems.



#### 126 O'Neil Ford: Musings of a National Landmark

The sage of San Antonio, and one of architecture's most honest and honored personages, is quite interested in the territory of ideas, needs, limits, and artistry that is opening to architects in this post-modern time since, some time back, as a pre-modernist, he mapped it every which-way.