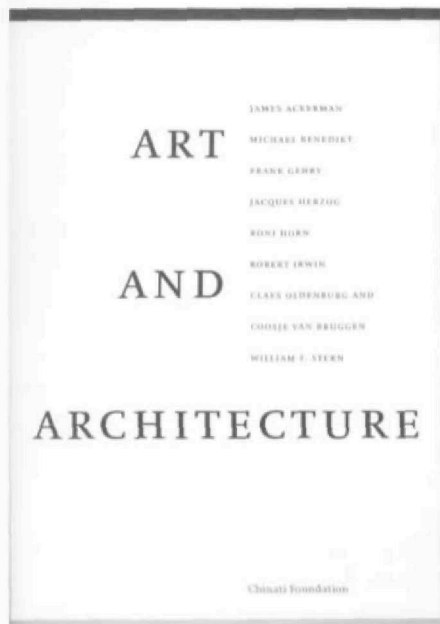


ART
of the
WORD

FRANK GEHRY

HERZOG



CHINATI
FOUNDATION
BEGINS PUBLISHING
PROJECT

COOSJE VAN BRUGGEN

The soft-bound books, designed by Dutch graphic artist Ruger Fuchs, are the first in what Chinati Foundation spokesman Steffen Boddeker says will be an ongoing series, with new editions appearing about every two years, which is to say at about the same schedule as the symposiums themselves.

Though the print versions of the Marfa meetings lack the often illuminating conversation that can spring up between lectures, and lack as well the starkly isolated setting that helps make the Chinati events stand out in the minds of their primarily urban participants, they nonetheless manage to capture much of the symposiums' appeal. They also boast an impressive list of contributors: *Art in the Landscape* includes lectures by author Lucy R. Lippard and artists James Turrell and Hamish Fulton, while *Art and Architecture* features architects Frank Gehry and Jacques Herzog, and artists Claes Oldenburg, Coosje van Bruggen, and Robert Irwin, among others. The books, printed in an edition of 2,000 each, are available at bookstores and through the Chinati Foundation itself at www.chinati.org. — MJSbiolds

FOR YEARS, the only way people could take advantage of the Chinati Foundation's highly regarded, if semi-regular, symposiums on art and other related topics was to travel out to Marfa, the tiny West Texas town where artist Donald Judd created both a series of impressive site sculptures and a memorable setting for aesthetic talk. But now the foundation has expanded the reach of its lectures by publishing a pair of volumes documenting two of its gatherings — *Art in the Landscape*, pulling from a symposium of the same name in 1995, and *Art and Architecture*, which collects presentations from a similarly titled 1998 event.

UT SELECTS NEW BLANTON ARCHITECTS

THE REGENTS OF THE UNIVERSITY OF TEXAS have selected a new architectural firm to design the Jack S. Blanton Museum of Art on UT's main campus in Austin. Kallmann McKinnell & Wood Architects Inc. of Boston has been given the commission that was abandoned a year ago by the Swiss firm of Herzog & de Meuron in a dispute that led to demonstrations on the UT campus and the resignation of the dean of the University's School of Architecture.

The manner in which Herzog & de Meuron was treated by the UT regents (detailed in "A Flaw in the System," *Cite* 47) led some in Austin to worry that good architects would be wary of vying for the Blanton commission. However, according to Lawrence Speck, the former architecture dean who gave up his post in protest, while some architects did shy away as a result of the controversy, there were also some notable firms who com-

peted for the job, among them Michael Graves & Associates.

Still, notes Speck, there was a difference in what the UT regents were looking for this time around. The committee that selected Herzog & de Meuron was seeking museum specialists interested in designing a signature building. The committee that chose KMW was more interested in finding a firm with a sensitivity to context, one that would design something to fit snugly into UT Austin's existing architectural fabric.

While that approach could make it hard to come up with something as memorable as Herzog & de Meuron's rejected proposal, Speck remains cautiously optimistic. "They're very good architects," he says of KMW. "They have done extraordinary work. And they're quite capable of pulling off something extraordinary here." Assuming, of course, the regents let them. — MJSbiolds

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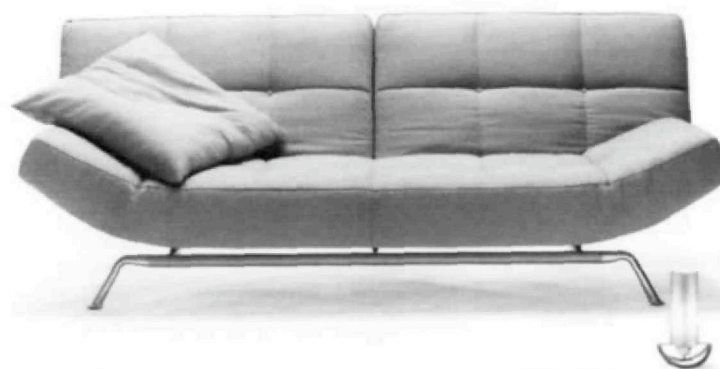
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BRIDGING 59



Above: Bridges over U.S. 59, looking west from Mandell Street.
Left: Street level view of Mandell bridge.

By EARLY DECEMBER, three of the four new bridges spanning U.S. 59 between Shepherd and Montrose had been opened, with the fourth scheduled for completion by February 2001. The quartet of tied-arch bridges, constructed at a cost of \$1.7 million each, replaced four smaller bridges that had to be removed to clear way for the widening of U.S. 59. The previous bridges were 166 feet long and 50 feet wide; the new spans are 228 feet long and 60 feet wide. Engineers with the Texas Department of Transportation came up with the initial design concept for the bridges, and then Rey de la Reza Architects and the SWA Group were hired to enhance the structures and provide landscaping. Rey de la Reza reshaped the proportions and aesthetics of the bridges, adding, among other elements, finials, decorative spheres, fencing, a walkway with multicolored pavers, and gray caps at the top of the arches to add height and conceal structural connections. Final landscaping will be done following the freeway's widening. — *MJS Shields*

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