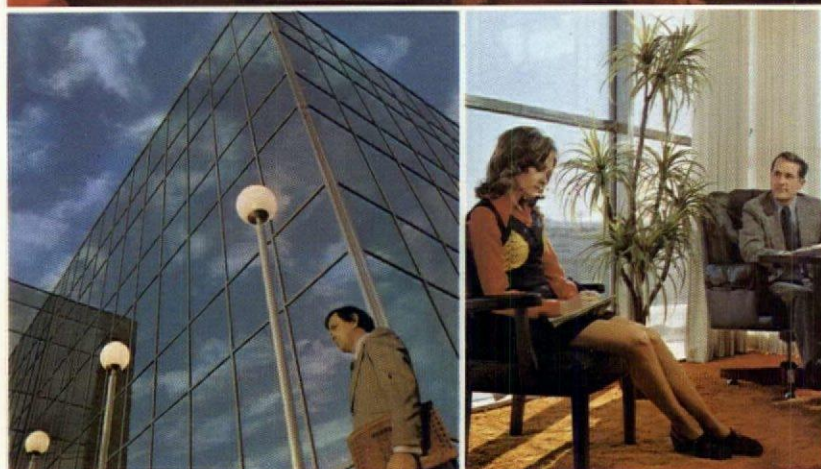
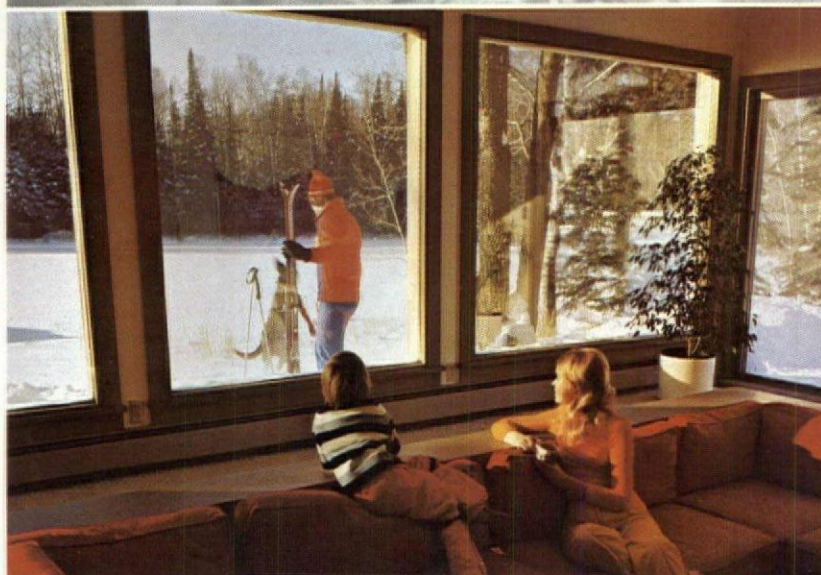
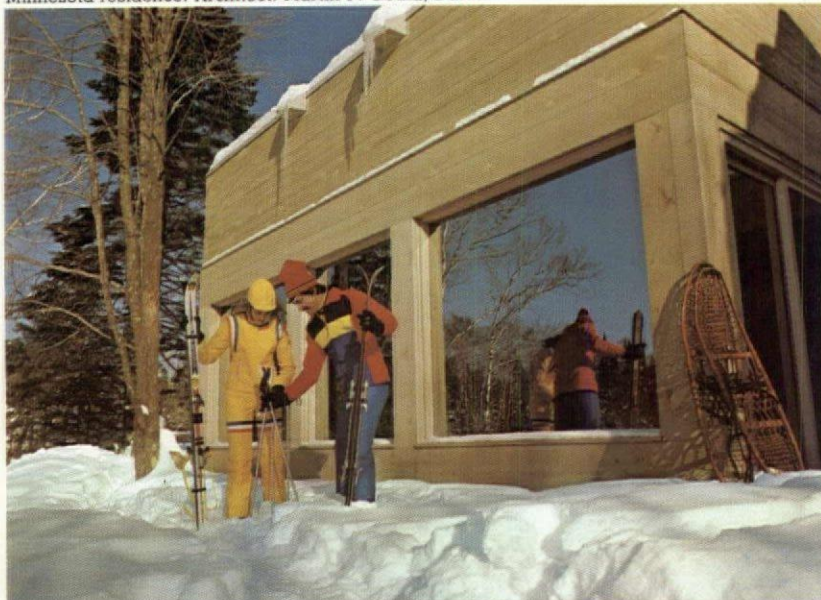


AMERICAN

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## Convention '74: The Capital as Forum And Laboratory

"The convention of choice" is the phrase used by Robert Calhoun Smith, AIA, to describe the 1974 Institute convention in Washington, D.C., May 19-24. The nation's capital will be a laboratory and a forum for examining in detail the theme of "A Humane Architecture." Smith, who is host chapters' chairman, says that conventioners will have choices among "new cities and old neighborhoods, venerable public buildings and exciting new homes, urban redevelopment and colonial estates, museums and Metro systems, antiques and private art collections," as architects examine the nation's capital and its environs on tours arranged by the Washington Metropolitan, Potomac Valley and Baltimore Chapters.

After registration and delegate accreditation, tours of the capital city, the Metro, Baltimore, the inner harbor and the new town of Reston, Va., as well as the McGraw-Hill Dodge/Sweets party on May 19, the convention will open officially on Monday, May 20. Architects will be welcomed to the nation's capital by Mayor Walter Washington, and the keynote address will be given by Mayor Thomas Bradley of Los Angeles. Earlier in the day, the Association of Student Chapters/AIA will have opened its Life Center on the Mall and the host chapters will have given conventioners yet another opportunity to tour the city, the U.S. Capitol, the Washington Cathedral, the Metro and the Arlington/Alexandria, Va., area. There will also be such highlights on Monday as the Honor Awards presentations, the investiture of Fellows and a reception at the AIA Headquarters Building.

Under the leadership of Jeh Johnson, AIA, the 1974 AIA Convention Committee has planned an array of convention programs to challenge the practitioner. The theme session on Tuesday, May 21, will be introduced by chairman/moderator Robinson F. Barker, who is chairman of the board of PPG Industries. Panelists for this session on "A Humane Architecture"



include Judith Roeder, AIA, Department of Planning, City of Pittsburgh; John Eberhard, AIA, president of the AIA Research Corporation; and Theodore Liebman, chief architect of the New York State Urban Design Corporation. Afternoon workshops will center on "Urban Design and Human Behavior" and "People and Buildings."

Also, the Marketplace of New Ideas will get in full swing on May 21 with its seminars and workshops conducted in and around the exhibit area. Some of the topics for discussion: design/build/bid; systems building; value analysis; control of building costs; personnel practices.

On Wednesday, May 22, seminars and workshops will continue, emphasizing such matters as the growth unit; current housing programs and policies; office brochures; and professional liability insurance. The ASC/AIA site workshops and AIA business sessions will be lightened by more tours.

The host chapters have planned some unusual tours. On Tuesday evening, for example, Baltimore architects will entertain in a Victorian mansion, and on Wednesday there'll be a "very special" tour of Baltimore called "Art in Residence."

And Smith promises: "When the seriousness of everything is beginning to get to you along about Wednesday, we will put on the greatest ball you've ever attended in the most fabulous space you've

ever danced in. We promise that the Pension Building (left) ball will even surpass the famous Power House ball of 1965. If you think we're just bragging, come call our bluff."

On Thursday, May 23, theme workshops will consider "Humane Project Design" and "Expanding Interface Between Engineers/Architects on Public Works Projects," the latter chaired by Harry Weese, FAIA. The Marketplace seminars will focus on a variety of topics, including women in architecture; design review boards; negotiations with the owner; and environmental impact statements. Also highlighted on Thursday will be regional caucuses, balloting for AIA officers and tours to the new town of Columbia, Md. and to Washington area residences, educational facilities and theaters. All these activities will be climaxed by the annual ball at the Sheraton-Park ballroom.

On Friday, May 24, AIA members and their families will leave for exotic foreign places or for areas closer by. Or perhaps home. Smith summarizes the general tenor of preparations for the convention: "We are pleased and honored to be your hosts. Come and let us welcome you to our beautiful city."

## Convention '74: The Celebration of Architecture by Students

Large as life are the plans being made for the National Architectural Student Conference to be held in conjunction with the AIA convention on May 19-23. Indeed, the theme of the student gathering is "Life." It's going to be what they call an "architectural celebration."

The planning is being done by architectural students at Howard University, Catholic University, the University of Maryland and the Washington Technical Institute. Coordinators are Daniel Sze, who is president of the Association of Student Chapters/AIA at Howard, and Robert Mackie, who heads the ASC/AIA at Catholic. The enthusiastic Mackie, the

*going on continued on page 8*



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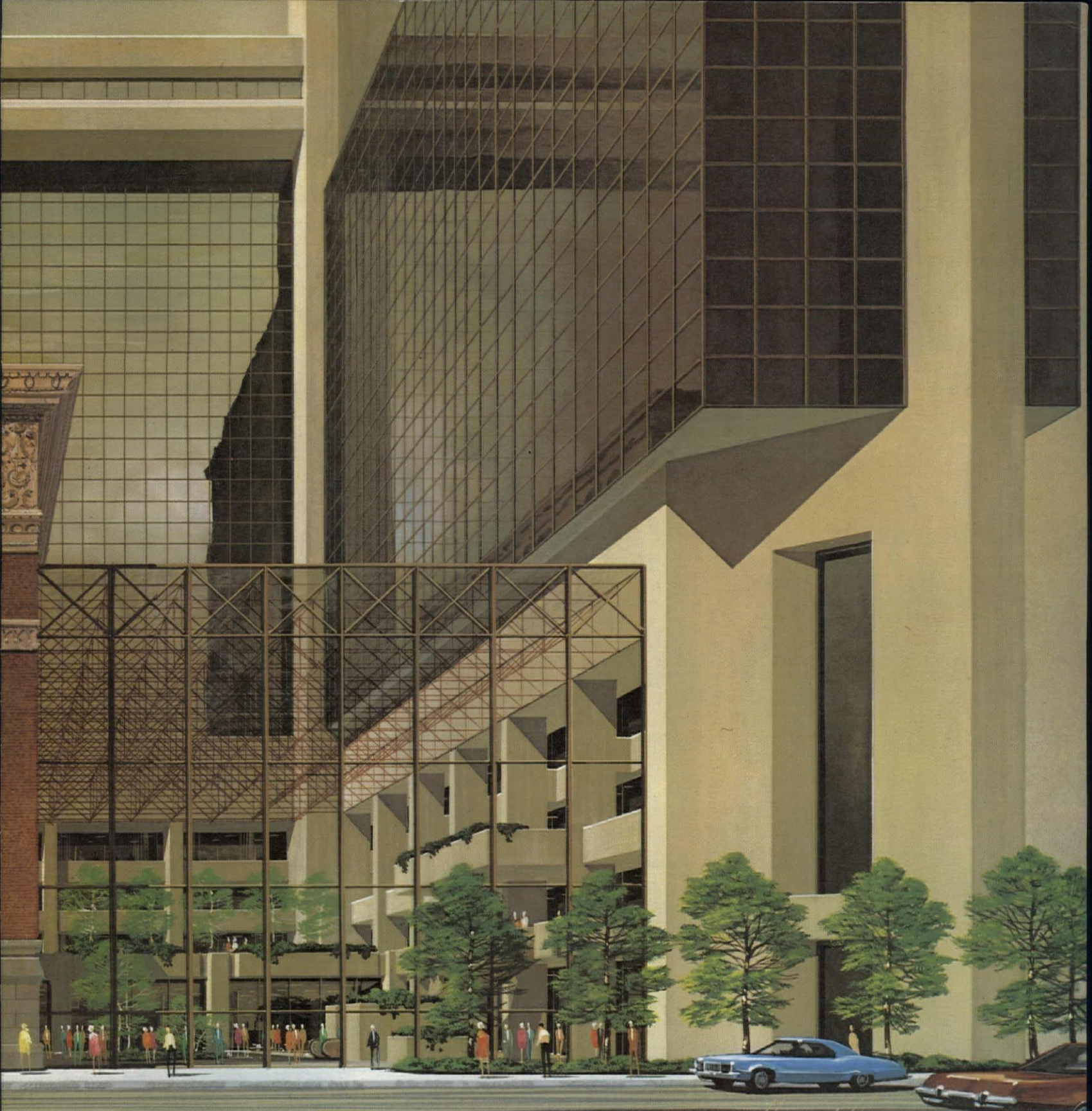
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recipient of an AIA minority scholarship, says that what he's aiming to do is to "express his appreciation to the architects for what they've done for him" and to prove that students "are doing something."

The conference planners are hoping for interaction with both the public and with professionals. Using Washington itself as a resource tool, they are taking over the Mall, near the Washington Monument, as a large exhibition space. Pneumatic structures and tents — and a pyramid — will house the largest exhibition ever attempted for the display of projects by architectural students. The focus will be on ethnic and cultural lifestyles. There'll be such things as a continuous slide show, and children will gather to let the public and architectural profession know how they interpret the environment in which they live.

All these festivities on the Mall, open to the public, will begin with a big splash on Monday, May 20. Tours of Washington sights will terminate at the site.

More nearly the norm of the usual conference will be the student orientation program on Sunday. Throughout the week, there will be workshops, spontaneous discussions, seminars and presentations at the AIA conference hotel, the Sheraton Park and Motor Inn, which the students hope professionals and the public will attend.

## Seventy Three Named Fellows of the Institute

A member of the AIA is eligible to be elevated to the College of Fellows if he has been a member in good standing for 10 years prior to his nomination and if he has made notable contributions to the advancement of the profession. The following architects have been advanced to Fellowship:

Armand Bartos, New York City  
MacDonald G. Becket, Los Angeles  
Herbert Beckhard, New York City  
George Bissell, Newport Beach, Calif.  
Howard T. Blanchard, Garden City, Kan.  
Elmer E. Botsai, San Francisco  
John Bozalis, Oklahoma City  
William R. Brockway, Baton Rouge  
Fred W. Butner Jr., Winston-Salem, N.C.  
Mario E. Campioli, Washington, D.C.  
Arthur R. Cogswell Jr., Chapel Hill, N.C.  
Andrew S. Cohen, Waterbury, Conn.  
John P. Conron, Santa Fe, N. Mex.  
Araldo Alfred Cossutta, New York City  
Walter H. Costa, San Francisco  
Warren W. Cunningham, Philadelphia  
Natalie G. deBlois, Chicago  
Eugene A. Delmar, Silver Spring, Md.  
David R. Dibner, West Orange, N.J.  
Rockwell King DuMoulin, Wakefield, R.I.  
Herbert E. Duncan Jr., Kansas City, Mo.  
Robert E. Entzeroth, St. Louis  
Herbert Epstein, Brooklyn, N.Y.

## Louis I. Kahn, FAIA 1901-1974

Louis I. Kahn, FAIA, "bridges the gap between the architect as artist and the architect as practitioner as no other seems able to do—just as he has been the healing breach between the present and the near no less than the distant past," said Vincent Scully in his book *Louis I. Kahn* (1962). But, Scully continued, Kahn is "not for the fainthearted."

In 1971, the AIA awarded its Gold Medal—the highest honor it can bestow—to Kahn, calling him an "architect, educator, form giver in the highest tradition of his profession." Kahn was also a poet, and in his acceptance speech, he summarized his philosophy of architecture when he said: "A work of architecture is but an offering to the spirit of architecture and its poetic beginning."

Kahn died of an apparent heart attack on March 17 at the age of 73. His body was found in a rest room in Manhattan's Pennsylvania Station. He was on his way to his home in Philadelphia from Ahmedabad, India, where he had been visiting a building he designed for the Indian Institute at the University of Kujarat.

Kahn was born in 1901 on the Island of Saarama, Estonia. He came to this country as a child, later receiving his architectural education at the University of Pennsylvania. It was not until the '50s that Kahn emerged as a major creative figure, when his addition to the Yale University Art Gallery received acclaim. Since that time, he has been internationally recognized.

He was chief of design for the Sesqui-Centennial Exposition, 1925-26. During his early career, he was associated with George Howe (1941-42) and with George Howe, Oscar Stonorov (1942-43.) During this period, he worked on a number of public housing projects. In 1935, however, he had set up his independent practice in Philadelphia, organizing the Architecture Research Group of 30 professionals who planned housing, slum clearance and city redevelopment for Philadelphia.

He was a member of the Yale University architectural faculty from 1947 to 1957 and became Professor of Architecture, University of Pennsylvania, in 1957, a position he held until his death, while still maintaining his architectural practice.

The recipient of many awards and honors, Kahn himself lists as his major works his numerous housing projects; the Yale Art Gallery; the University of Pennsylvania Biology Laboratories; the Salk Institute, La Jolla, Calif.; the First Unitarian Church, Rochester; the Second Capitol of Pakistan, Dacca; the Indian Institute of Management, Ahmedabad, India; the Theater for Performing Arts, Fort Wayne, Ind.; Kimball Museum of Art, Fort Worth, Tex.; library and dining hall buildings, Phillips Exeter Academy, N.H.; a factory for the Olivetti Corp., Harrisburg, Pa.; and Temple Beth El, Chappaqua, N.Y. His last design is a landscaped composition—a memorial to President Franklin D. Roosevelt—which will be unveiled this month on Roosevelt Island in New York City.

Geoffrey W. Fairfax, Honolulu  
Howard T. Fisher, Newmarket, N.H.  
Richard J. Fleischman, Cleveland Heights, Ohio  
William L. Fletcher, Portland, Ore.  
Richard C. Frank, Ann Arbor, Mich.  
Rodney F. Friedman, Belvedere, Calif.  
Frank O. Gehry, Santa Monica, Calif.  
Harry Abbott Golemon, Houston  
Ezra Gordon, Chicago  
David Haid, Chicago  
James Wright Hammond, Chicago  
John A. Holabird Jr., Chicago  
Granville Warner Hurley, Washington, D.C.  
William R. Jenkins, Houston  
Matt Lawrence Jorgensen, Atlanta  
James T. Lendrum, Phoenix, Ariz.  
H. Mather Lippincott Jr., Philadelphia  
Robert Prince Madison, Cleveland  
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David A. McKinley Jr., Seattle  
Louis A. McMillen, Cambridge, Mass.  
William H. Metcalf Jr., Washington, D.C.  
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Lloyd Anthony Ruocco, San Diego  
Stanley Salzman, New York City  
Nathaniel W. Sample, Madison, Wis.  
Charles M. Sappenfield, Muncie, Ind.  
James A. Scheeler, Washington, D.C.  
Robert J. Schultz, Mishawaka, Ind.  
David M. Scott, Pullman, Wash.  
Frank Slavsky, Honolulu  
Hamilton P. Smith, New York City  
Charles B. Soule, Chevy Chase, Md.  
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Ben Weese, Chicago  
Helge Westermann, New York City  
Kenneth D. Wheeler, Newark  
John M. Woodbridge, Berkeley, Calif.

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## Architects and Engineers Discuss National Issues

More than 250 architects and engineers from 41 states attended the 1974 Public Affairs Conference held recently in Washington, D.C. by the AIA, the American Consulting Engineers Council and the American Society of Civil Engineers.

Campaign financing reform was a major theme of the array of Congressmen who addressed the group. Senator Walter F. Mondale (D-Minn.) said that a bipartisan bill on campaign financing soon would be debated in the Senate. Among the provisions of the bill would be a \$3,000 ceiling on individual contributions, full disclosure of all contributions and expenditures by the candidates and the provision of matching federal funds for candidates who could demonstrate widespread public support.

Representative Larry Hogan (R-Md.) told the assembly that he planned to introduce legislation calling for the inclusion in all federally negotiated contracts of a clause that would give the government the right to terminate a contract without liability and to recover the full amount of fees or payments if a contractor were convicted of corrupt practices.

Legislation supporting the development of solar heating and cooling was dis-

cussed by Representative Mike McCormack (D-Wash.), who called for a national energy policy as a "starting point for any discussions before we start talking about energy independence." Later in the day, a seminar session devoted its time to a discussion of guidelines or standards for improved design, construction and operation of buildings with relation to energy conservation. Other seminar sessions focused on such topics as land use and national growth, pension reform and conversion to the metric system of measurement.

## Research on Black Architects

Richard K. Dozier, who is assistant professor of architecture at Yale University's School of Architecture, is conducting a research project in which he plans to trace and document the role of the black man in architecture from 1800 to 1945; a later study will be made covering the period of 1945 to 1976. He will try to identify black architects, builders and craftsmen and their accomplishments in the study which is supported in part by a grant from the National Endowment for the Arts.

Dozier asks that information on black architects, builders, contractors and craftsmen be sent to him at P.O. Box 105, Lincolnton Station, New York, N.Y. 10037.

## AIA Staff Appointments

Edward G. Petrazio, AIA, has been appointed administrator of the Institute's professional practice department. Since 1968, he has been project manager with the Chicago office of Skidmore, Owings & Merrill. Harold B. Glover, previously associated with planning consultants Barton-Aschman Associates, Inc., Washington, D.C., has been named director of community development in the environment and design department. Nicole Gara, who has served as assistant director of Congressional liaison in the government affairs department since 1971, now holds the position of director. Ms. Gara will be responsible for monitoring federal legislation affecting the profession and for maintaining liaison with Congressmen and their committees and staff.

## Women at Harvard

Last fall, Harvard University's Graduate School of Design enrolled a total of 571 students: 430 men and 141 women. Enrollment in the entering class included 285 men and 106 women. This 27 percent of entering women students is the highest ratio of women to men in the school's history. *going on continued on page 14*

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## Surprise Setback For Federal Land-Use Legislation

"The idea agreed to by nearly all interests in Washington, D.C.—left and right—was the need for some kind of planning for the American landscape . . . to prevent the endless repetition of sprawling and ill-designed suburbs, hideous strips of hamburger stands, neon signs and automobile junk yards," said David Brinkley, NBC News commentator in a nationwide broadcast on February 27. He was commenting on the action of the House Rules Committee in shelving the land use planning bill (H.R. 10294), sponsored by Rep. Morris K. Udall (D-Ariz.). Brinkley remarked that a recent poll shows that "only 21 percent of the American people said that they have confidence in Congress." The action of the Rules Committee, he said, "is not likely to raise the score."

After years of study, a bill for land use planning was passed by the Senate last June by a vote of 64 to 21; the House Interior and Insular Affairs Committee approved a land use bill, 26 to 11, and urged "its early consideration." But the nine-member Rules Committee, which manages legislative flow, voted to shelve the Udall bill indefinitely, thus denying debate and vote by the other 426 members of the House.

An editorial in the *New York Times* on February 28 called the action by the Rules Committee "high-handed" and disparaged "heavy pressures from chambers of commerce, real estate interests and others lobbies for which local zoning powers are a sacred and often profitable fetish." The newspaper called the action of the Rules Committee a "perversion of the democratic process when a handful of men at a strategic point can lightly be allowed to deprive the entire House of an opportunity even to vote on a question of immense national importance."

The *Washington Post* commented editorially on March 4 that the "wrong-headed" move "seems to have been based largely on a lack of understanding of the land use bill and a susceptibility to the distortions and alarms peddled by the opponents of effective planning." This "conservative measure," the newspaper said, has the purpose to "insure that a basic, finite, threatened resource—the land—will be prudently used" and that state and local governments would be encouraged to "establish effective planning processes of their own." The newspaper called for a "massive educational effort . . . to dispel the misapprehensions and focus attention on the actual provisions and temperate nature" of the bill.

Also asking for action is the AIA Legislative Minuteman Program, whose director is Ms. Nicole Gara. A letter from

her to the AIA Board of Directors and various committee and component executives urges that members write their Congressmen to request that the Rules Committee submit the bill to a full House vote. The Institute has supported a strong land use planning bill for several years as a major legislative vehicle for the implementation of portions of its policy on national growth.

An opposite view on the bill is taken by the Chamber of Commerce of the U.S. A recent news release from the Chamber says that the bill "opens the door to possible abuse by authorizing a state to impose 'no-use' prohibitions on some land instead of using the process of eminent domain to acquire the land." The Chamber contends that the Udall bill "provides no funds to compensate landowners." It supports a bill advanced by Rep. Sam Steiger (R-Ariz.) as "more moderate." Evidently, President Nixon also supports the Steiger bill. The *New York Times* says that Rep. Steiger "claims credit for having turned Mr. Nixon against" the Udall bill, although his environmental advisers support it. The *Washington Post* calls the Steiger bill "nothing but an empty shell, devoid of any of the implementation provisions which would make planning a consequential process rather than an idle game."

At this writing, Rep. Udall's office told the AIA JOURNAL that he thinks his bill has suffered only a "temporary setback" and that he will not abandon it.

## Solar Energy: Putting The Emphasis on Design

John P. Eberhard, AIA, president of the AIA Research Corporation, recently testified before the Senate Committee on Aeronautical and Space Sciences, expressing the views of the Institute on the Solar Heating and Cooling Demonstration Act (S. 2658). The act "will provide for the demonstration within a three-year period of the practical use of solar heating technology, using current technology for this purpose, and . . . for the development and demonstration within a five-year period of the practical use of combined heating and cooling technology."

Section 5 calls for the Secretary of Commerce, acting through the National Bureau of Standards, to determine "on the basis of open competition an appropriate number of approved designs for various types of residential dwellings suitable for and adapted to the installation of solar heating systems," which meet performance criteria. The competition "shall be open to all professionally recognized architects and engineers (or architectural or engineering firms) who are qualified to assist in the design of houses to demonstrate solar heating."

Eberhard said that the AIA resists "the notion of using design professionals simply to generate a series of stock plans for limited hardware application." He called for design issues to be "much more basic and pervasive," with the design professions included in the conceptual and evaluation stages as well as in the applications of solar energy in projects.

Eberhard reminded the committee that architects and related professionals have "long been involved in relating the sun to our buildings and cities," having designed and built over the years a number of projects that demonstrate the potentials of solar energy. He stressed that design principles should be included in the development of solar energy applications, rather than having the developments made exclusively by scientists and engineers who "may see it as another hardware program."

Eberhard called for the development of solar energy as an alternative source of energy that should be applied not as an expedient but as part of a long-term energy policy that "reflects our concerns with how we balance our needs as a nation with the rest of the world; with nature's own balance and our growth policies; and with the quality of our lives as well as the quantity of our possessions." He noted that last year the AIA had adopted a policy statement on energy conservation which warns that the "sudden focus on the depletion aspects of energy must not divert our attention from, or compromise our efforts in, reducing the energy use which results in the degradation of the environment." The AIA sees the need for a long-term national energy policy that is in "sharp contrast with policies of continuing exploitation of the earth's resources."

## Fannie Mae Faces The Inner City

For many Americans there may be an end to the dream of owning a cottage with a picket fence around it in suburbia. Because of such things as changing lifestyles, changing markets, growing scarcities and the no-growth policies of the suburbs, the time may have come for inner-city housing. So concluded participants in a forum sponsored by the Federal National Mortgage Association, whose deliberations are reported in the recently published *Forum One*. Housing experts and specialists in marketing and finance exchanged ideas on "how the private sector can arrest inner city deterioration" and "how new design concepts and new directions in financing moderate-income housing" may bring decent unsubsidized housing within the reach of more American households.

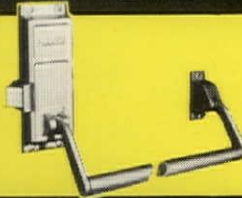
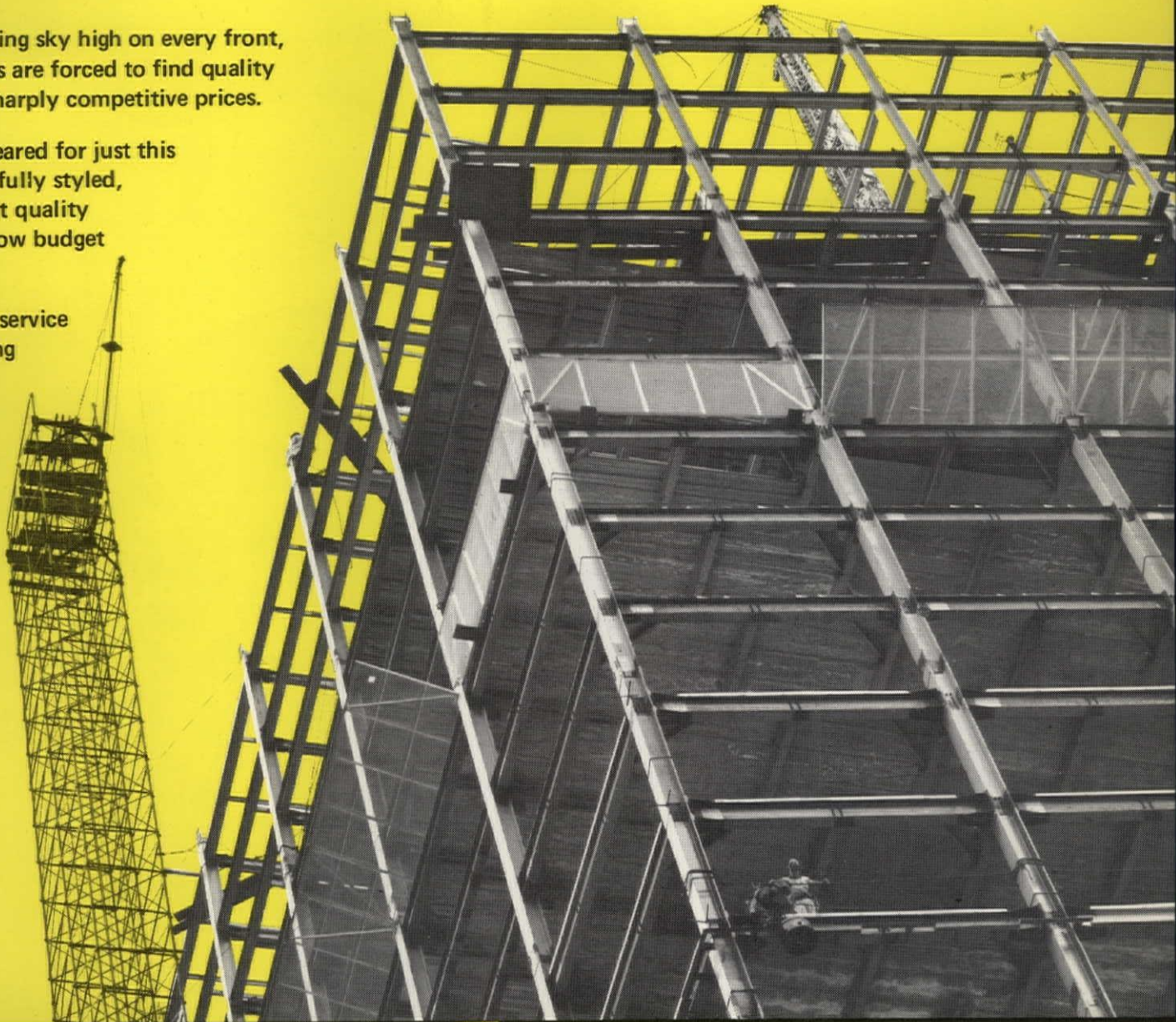
FNMA Chairman Oakley Hunter estimates that about 50 percent of the inner  
*going on continued on page 21*

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**WHAT PRICE  
FORM, COLOR,  
FUNCTION?**



going on from page 18

city's residents can't afford new or rehabilitated housing, although in many cases their incomes are too large for government subsidies. Executive Vice President Lester P. Condon called for tax incentives and "innovative mortgage instruments created under federal statutes for the inner city" to attract "replacement funds in competition with other market options."

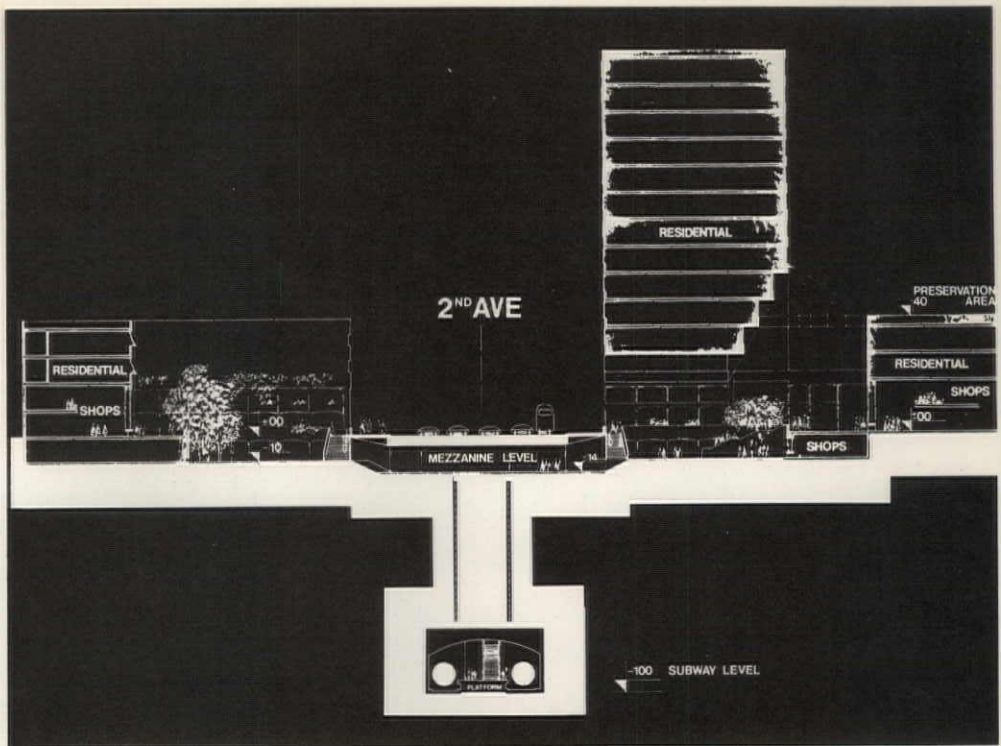
Beery, Rio & Associates, an Annandale, Va., architectural firm, reported on a study it had undertaken for Fannie Mae in which the firm worked on how the typical grid pattern of inner cities could be used to "eliminate some of the hazards to safety and the noise and air pollution that have become the norm." Objectives included finding ways to reduce costs, to develop energy conservation measures and to make full use of the existing city resources. The report contains an array of plans which range from a minimum sleeping component of 39 square feet net space to a maisonette of 1,347 square feet of gross space.

A task force summarized the suggestions of the conference whereby FNMA might become a "catalyst" to:

- Undertake a study to determine the feasibility of a pilot project of moderate-income housing to be built in the inner city without direct subsidy.
- Encourage the development of new residential financing without direct subsidy for inner city housing.
- Coordinate private sector approaches to problems of codes, zoning and standards relating to new construction and rehabilitation in the inner city.
- Continue to research, analyze and examine the concepts for saving space, materials and energy in inner city housing for the moderate-income families.
- Explore better methods of prompt land assembly at economically feasible reuse prices.

## Zoning Goes Under-Ground in New York

The New York City Board of Estimate has extended its zoning power for the first time to the underground. The landmark zoning legislation requires that new development along the Second Avenue subway, now under construction, take underground transit access into consideration. The temporary legislation sets up a "special land use district" in which subway entrances must be offstreet, either through plazas, underground concourses or lobbies of buildings. Among the aims are the integration of station design with surrounding development; the provision of transit amenities; and the reduction of adverse environmental impact accompanying underground transit development.



The legislation evolved from a six-month study sponsored jointly by the City Planning Commission and the Municipal Art Society under a grant from the National Endowment for the Arts. Among the organizations on the study's steering committee was the New York Chapter AIA. The study was directed by Raquel Ramati, City Planning Commission architect. Based in part on similar legislation for the Montreal subway system, the New York plan differs in that it does not require condemnation of land but compels private developers to give space for subway use.

Miss Ramati and Ada Karmi-Melamede, the study's chief designer, have developed plans for three typical subway stations along the route which extends from 14th to 126th Streets. These plans are considered as "guidelines for architects," says Miss Ramati. The most extensive plan is for the station in the midtown area on 56th Street. The guidelines suggest a long underground mezzanine from 53rd to 60th Streets which would have an arcade of well lit shops with entrances to the subway through sunken plazas.

Miss Ramati reports that the City Planning Commission is "continuing to work on a permanent legislation which identifies exact locations of amenities, entrances, community facilities, etc."

## Design Professionals In Government

The U.S. Civil Service Commission has released a report that contains 23 recommendations for improving the federal government's ability to recruit, evaluate and retain highly qualified design professionals. Titled "Excellence Attracts Excellence," the report is the result of a year's study by

a task force of designers and design administrators. The task force recommendations include the following:

- The production and distribution of an attractively designed brochure on design opportunities in the federal government backed up by ongoing contacts with deans and professors of leading design schools and field trips to recruit top-level design talent.
- The establishment of a "blue ribbon" panel of expert professional designers to evaluate portfolios of applicants.
- The continuing education of government designers through training programs, pilot workshop/seminars and detailing of federal designers to private firms and studios to broaden experience and gain "firsthand knowledge of commercial practices."
- The modification of government job classifications and qualifications to "relate more clearly to those used in the design professions at large."

## Research on Design For Flood Areas

The AIA Research Corporation has made four \$1,000 grants to architectural schools to assist in research on design of residential structures in flood hazard areas. The schools are at University of California at Los Angeles, University of Miami, Louisiana State University and Rhode Island School of Design.

The grants are part of a research project undertaken by the corporation for the Department of Housing and Urban Development's Federal Insurance Administration. Major goal of the project is to develop a manual of architectural, technical and cost information on construction of residences with elevated foundations.

going on continued on page 106

# New headquarters carpet of Antron® on



# building has 52 floors.



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In the case of the new corporate headquarters building at 1221 Avenue of the Americas, Rockefeller Center, New York, the carpet specifications were rigid: it must be a custom carpet of unusual style, having the durability and resilience of nylon, be easy to care for, be soil-hiding by virtue of its pile fiber and color.

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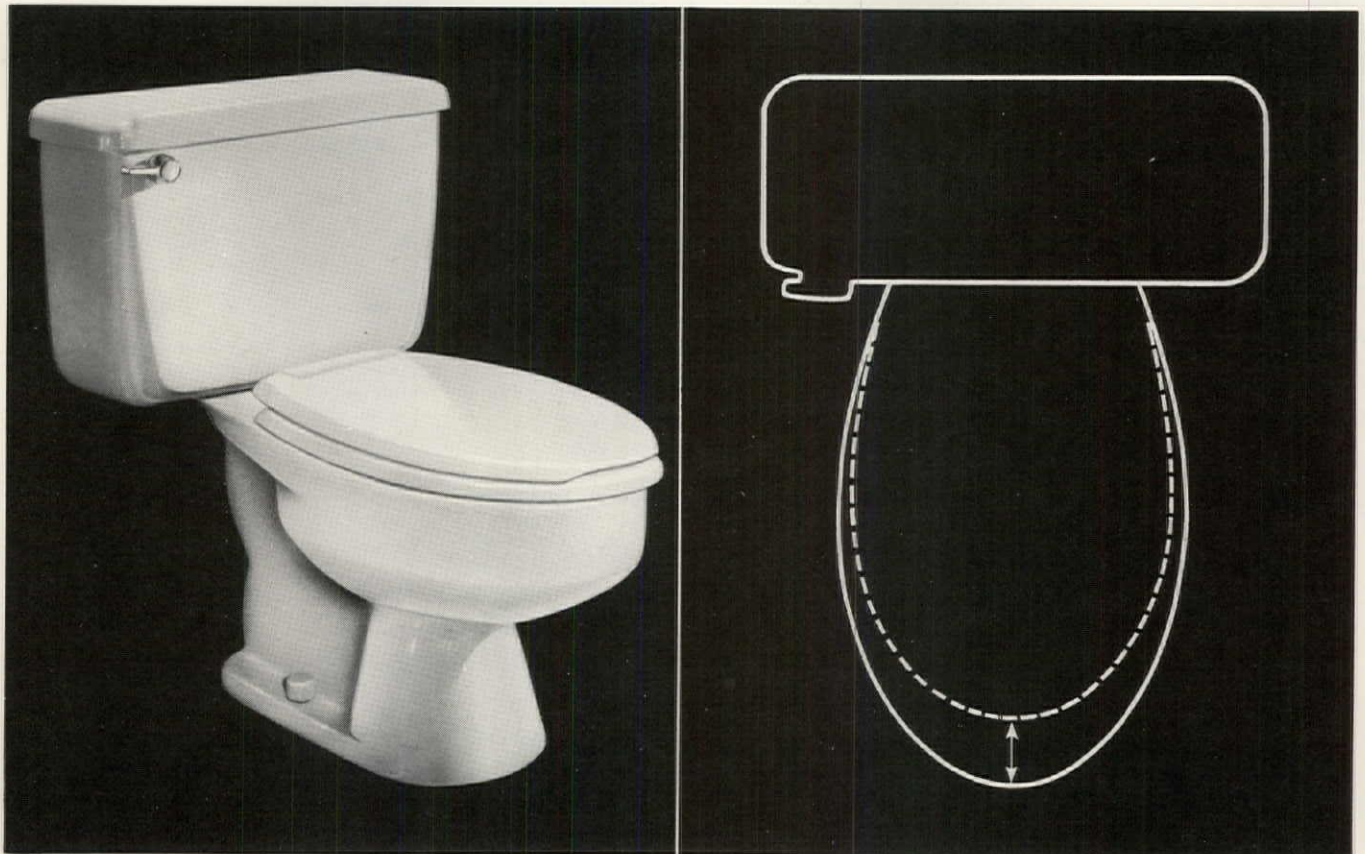
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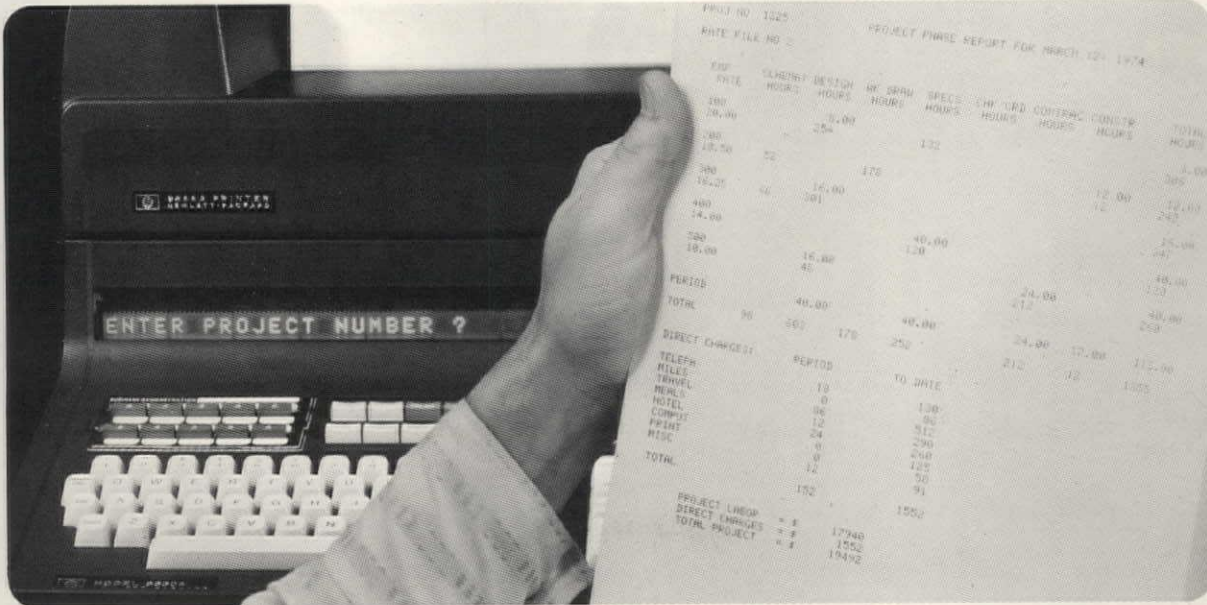


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AIA/74

# Are you Computerized?

## An interview with Assoc. Estimator Robert W. Brown.

**Q. We understand that Edward Scharf & Sons has been working on a computerized estimating system?**

**A. That's right. For over five years.**

**Q. When do you expect it to be operational?**

**A. Sometime in the spring of '74.**

**Q. Basically, what will your system do?**

**A. It will calculate total quantities from dimensions and then apply unit labor and material costs to determine the total costs.**

**Q. What advantages does such a system offer?**

**A. Well, first of all, there's standardization of unit pricing. Second, there's uniformity of terminology. Third, a consistent format. And let's not forget that the data bank holds a tremendous pool of knowledge that no single estimator could possibly have.**

**Q. I thought you would mention the speed and accuracy of electronic data processing.**

**A. That goes without saying.**

**Q. Will the system conform to CSI standards?**

**A. Yes. This makes our accounting of materials compatible with architects' specs.**

**Q. Are regional differences, difficulty of work, etc., dealt with?**

**A. Yes. The system allows unit costs that are stored in the data files to be adjusted by the individual estimator for any specific project.**

**Q. How will the system keep up with current prices?**

**A. We maintain close contact with suppliers, contractors, and subs to help us continually update our unit price files.**

**Q. I know there are other computerized estimating methods on the market. Why don't you use them?**

**A. For several reasons: (1) It's an *extra expense* we'd have to pass on to our clients; (2) *insufficient detail*—some systems, for example, don't break down unit labor and material or separate forms from concrete; (3) *accuracy*—most systems apply an across-the-board percentage factor adjustment for each city, instead of applying percentages to individual trades; (4) *most systems don't calculate quantities, they price by computer what their clients take off by hand.***

**Q. One last question. Aren't you afraid of losing the personal touch?**

**A. We have always considered estimating to be an art *as well as* a science. The computer aids in the *scientific* aspects. But the estimator still controls the direction of the *art*.**

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"The data bank holds a pool of knowledge no single estimator could have."



"We have always considered estimating to be an art as well as a science."

# AIA JOURNAL

At right is the familiar, or picture-postcard, image of Washington, D.C.: a place of historic and emotive monuments to the nation's greatness, in a setting of surpassing beauty and dignity. The image is accurate, but incomplete, for behind and beyond the monuments is a thriving, surging and sometimes turbulent city. This magazine last took a look at this city 11 years ago, in an issue called "Washington in Transition," and AIA last held its convention here in 1965. Next month the capital again will be host to the Institute, and in this issue we again examine the city: its attractions, its problems, its promise—and in particular the changes that have swept it over roughly the last decade. For Washington is still very much in transition, and the kind of city it becomes is very much the concern of all of us. For Washington is basically a company town, as someone once said, and as American citizens we own the company.

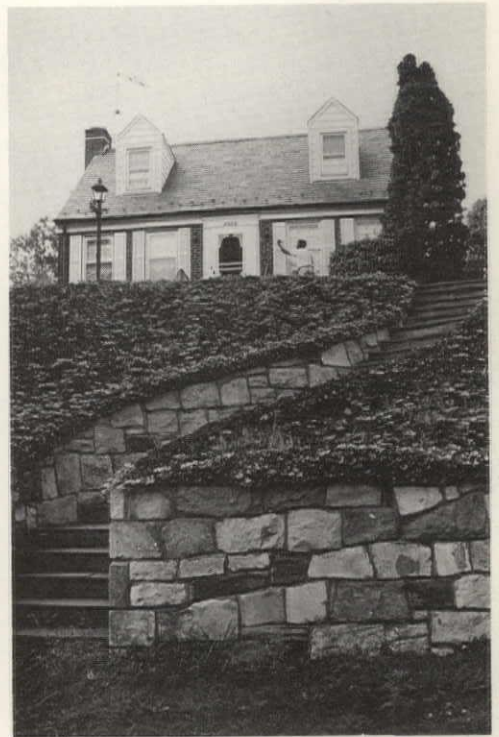




## The Black Majority: Protest, Pride and Progress

In 1963 Martin Luther King stood at the Lincoln Memorial and told of his dream. It was a fitting place, and a fitting city, for this too-early climax to the movement to desegregate American society. For the second most important fact of Washington's life as a city, next to its being the capital, was that it had become the nation's first major city with a black majority. The black percentage of the metropolitan area's population had remained constant for nearly a half century, at roughly a quarter, but whites had left for the suburbs in droves and had been replaced by black immigrants, drawn in part by the expansion and relative openness of federal employment—a factor which had long given Washington's black population an unusual stability and a sizable middle class. Five years later Dr. King was dead. Washington, which had been spared civil disorder, burst into flame in the aftermath of his assassination. In the ensuing six years a new and prideful mood has spread among Washington blacks. They have used the strength of their numbers to achieve political power and have increased their share of economic power. During the 1960s the number of black Washington residents with incomes of \$12,000 or more nearly tripled, while at the same time the number of blacks in the Washington suburbs nearly doubled. There remains more poverty than is conscionable in the shadow of the Capitol, and the area remains segregated (in 1970 blacks were 71 percent of the city's population and 8 percent of the suburbs'), but these have been years of indisputable progress.



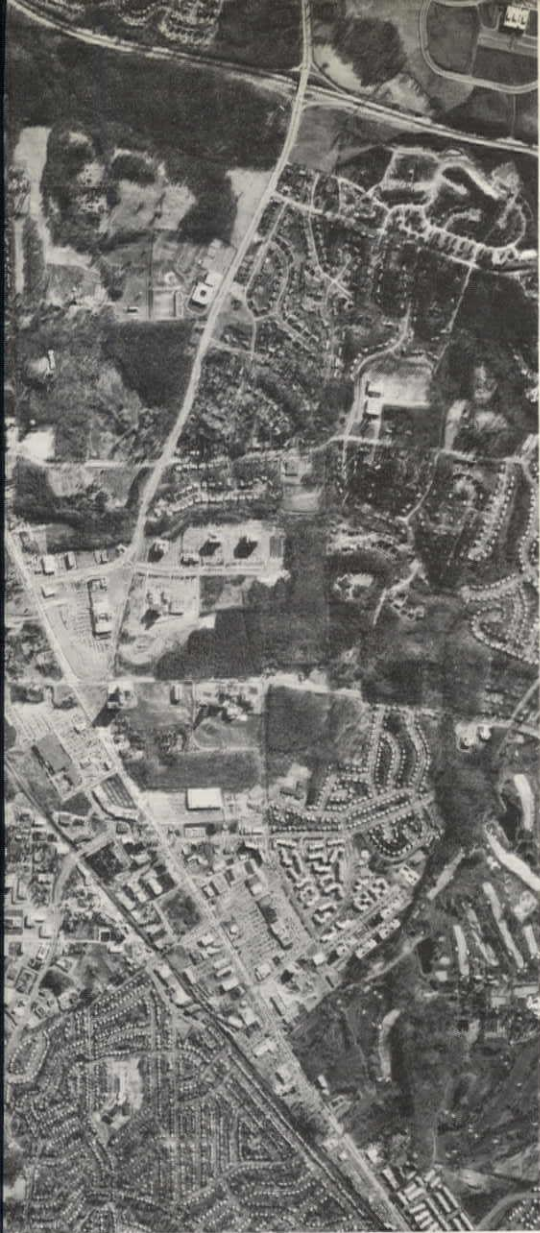


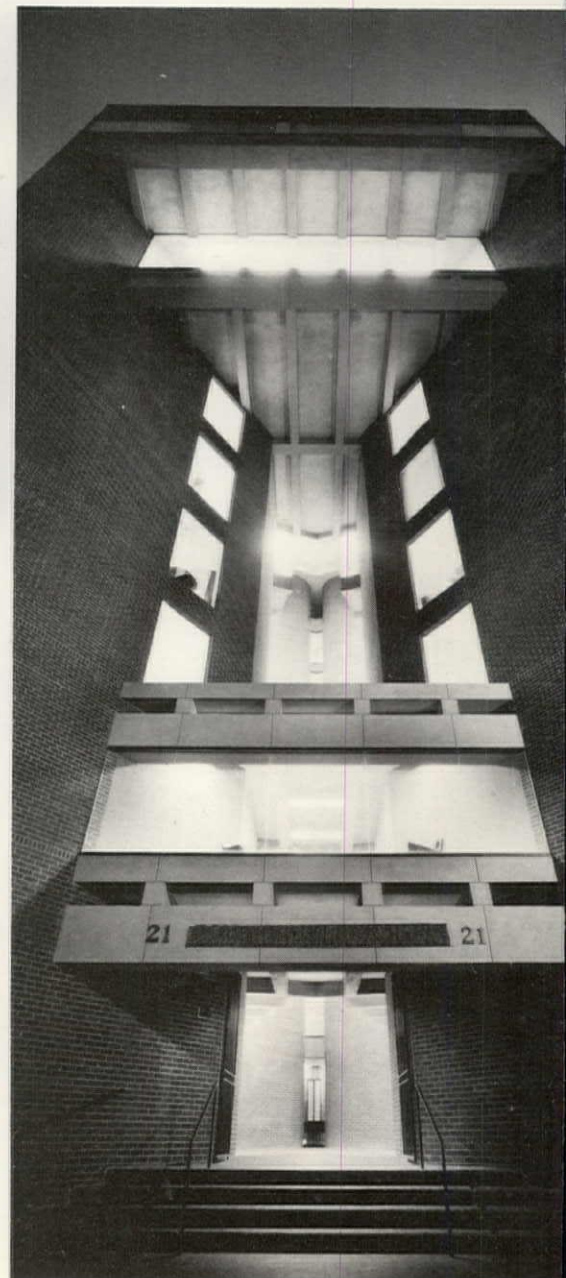


## The Area's Growth: Binge and Hangover

In 1962, when the photo immediately above was taken, this segment of suburban Montgomery County, Maryland, already was the scene of a housing boom, but a substantial amount of open land remained. The photo to its right was taken exactly a decade later, and by then the subdivisions had spread across the land and had been joined by more substantial buildings. Washington had long been one of the nation's fastest-growing metropolitan areas, but in the 1960s it became the fastest of all, increasing in population from two to nearly three million. Highways stretched seemingly to infinity, both leading and following development whose only discernable pattern was ever-widening sprawl. In the process, local budgets were strained to the breaking point, resources were laid waste and the air, water and land polluted. It is hardly surprising, then, that in the 1970s the area has become a virtual hotbed of the stop-growth movement. Moratoria abound in the suburbs and environmentalists march on both sides of the city limits. The growth binge proceeded largely without the benefit of effective planning for the region as a whole, and now the slowing of growth is being pursued on a similar basis of local interests prevailing. Regional planning is the province of the Metropolitan Washington Council of Governments, which has a sophisticated staff but, like all such councils of local officials, operates on a voluntary basis and is only as strong as its weakest jurisdictional link.

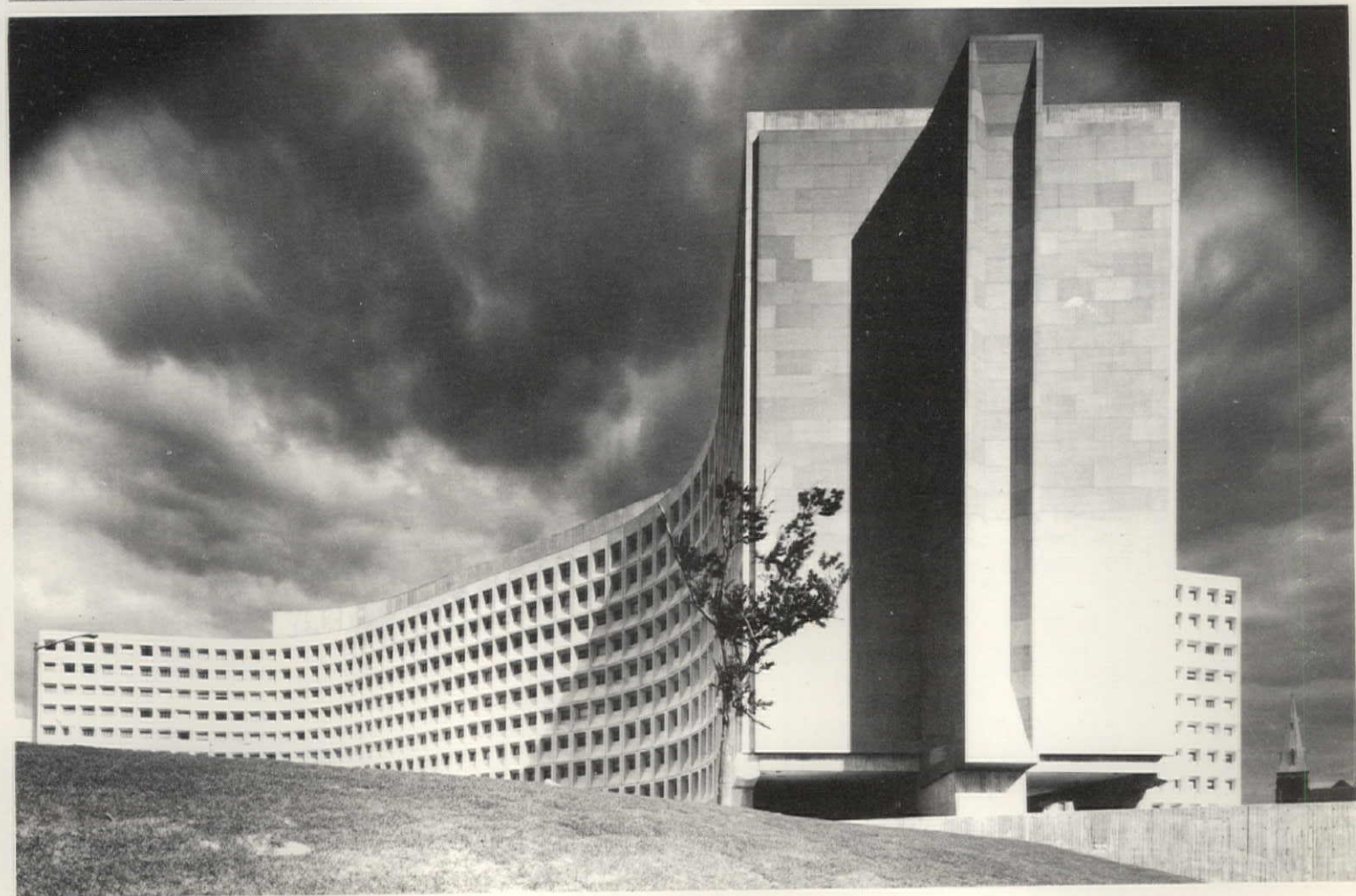






## Architecture: A Renaissance of Sorts

Modern architecture was slow in making an impact on Washington. When it came, it first took the form of houses and other modest buildings, the classicists holding sway over the city's major (mainly federal) works. The breakthrough came with President John F. Kennedy, who stocked the Commission of Fine Arts (Washington's architectural review board) with unabashed modernists and urged the General Services Administration and other federal clients to higher architectural aspiration. The impact was lasting: Some of the nation's leading architects have been brought in to design federal buildings in Washington, and the changed atmosphere has inspired private clients and helped to generate a fresh crop of high-level local talent. The examples shown here, from left: the court of the international Monetary Fund's new headquarters building by Vincent G. Kling & Partners and Clas, Riggs, Owens & Ramos, consulting architects; the privately developed Euram Building on Dupont Circle by Hartman-Cox of Washington; L'Enfant Plaza, (right above) a private development planned by I. M. Pei & Partners (the buildings left and right in the photo were designed by the Pei firm and the one in center by Vlastimil Koubek of Washington); the Department of Housing and Urban Development building by Marcel Breuer and Herbert Beckhard, and Nolen-Swinburn & Associates.



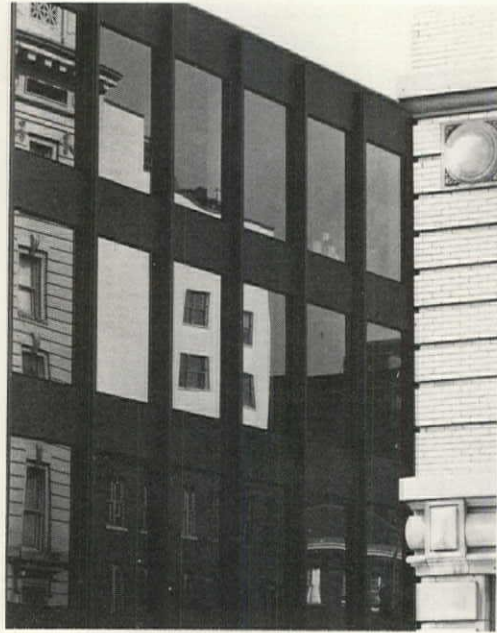


## Architecture: The Face and Fabric of the City

A close look at the photo above will find both the HUD building and, behind it, L'Enfant Plaza, looking somewhat different than in their formal portraits on the preceding page. Alas, this is the more realistic view. For all of its long history of planning, for all the rigors of architectural review, the federal city of Washington has been filled with very large buildings of very uneven quality, more often than not in unfortunate and ungainly relationship to one another. The burgeoning commercial core (far right above) has not fared much better. Here, developmental pressures fed through Washington's height limit and zoning laws have produced rows of office buildings boringly similar in size and shape. Precast concrete recently has replaced glass and metal as their favored cladding, adding texture if not character. Past these precincts live the people of Washington, in residential neighborhoods unusual for both their extent and quality (although there are still shaming exceptions of blight). The dominant form of residence is the row house, but there are also lovely, leafy neighborhoods of detached houses looking for all the world like mature suburbs within the city. In all, despite public and private insensitivities at the core, and perhaps because they are kept from dominating the skyline, Washington remains a city of amenity and human scale and, for many, a very pleasant place to live.











## Downtown: Ripe for Renewal?

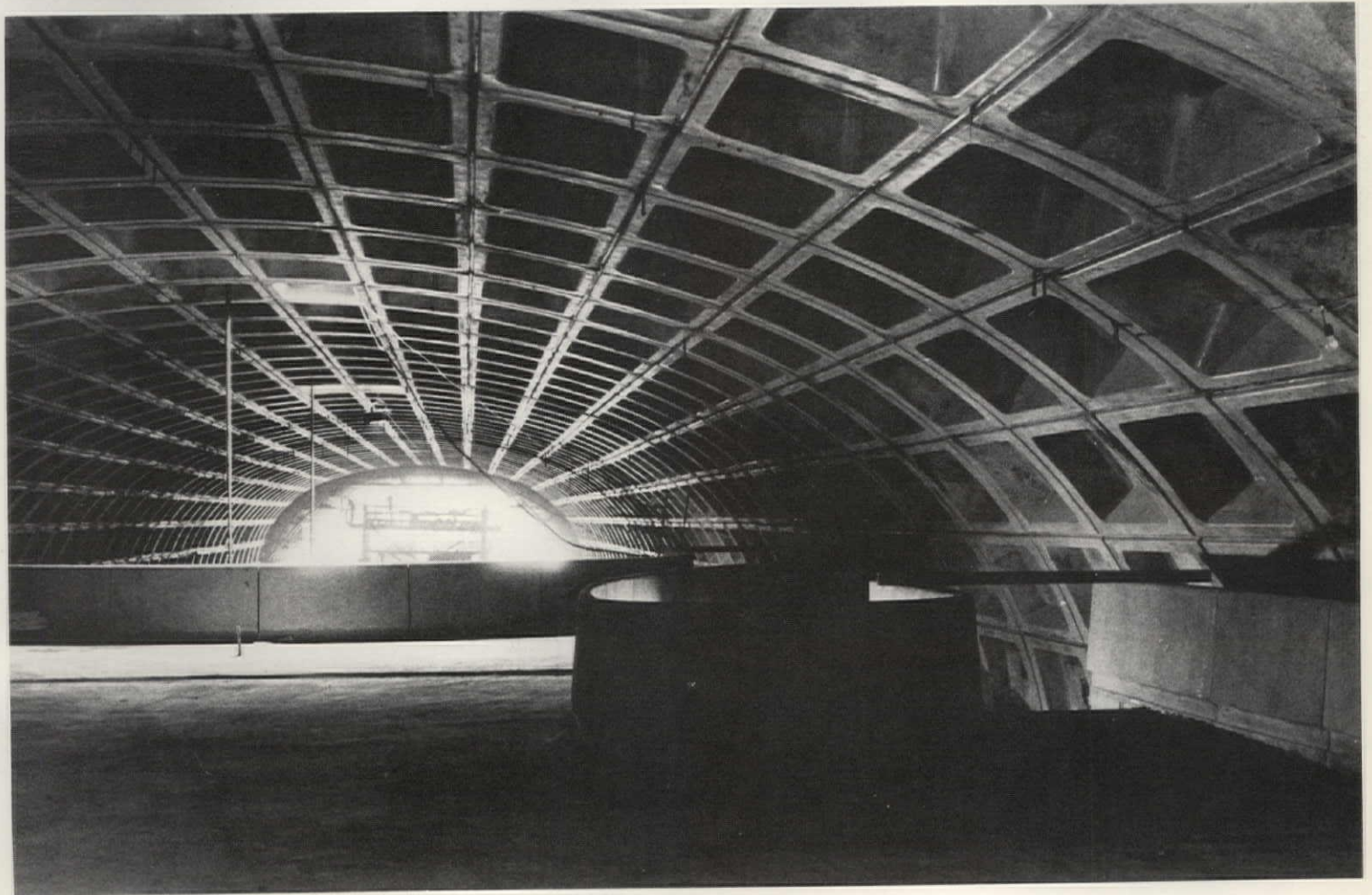
For years downtown Washington has been a place of celebrated dowdiness. Its decline began early and was accelerated in the past decade by rampant suburbanization and the touch of the fearsome fingers of the 1968 civil disorders. But now some hard-headed observers are beginning to suggest that downtown's day finally may be coming. They point out that downtown could become more attractive to private investment as the energy crisis and the stop-growth movement begin to inhibit suburban development. And they point to a lengthy list of public improvements designed to stimulate such investment. Already in place is the Martin Luther King Memorial Library by the Office of Mies van der Rohe (detail top left) and coming are the Metro transit system, a new civic and convention center, conversion of Union Station into a visitors' center, a "streets for people" program, three large multi-use urban renewal projects, and the proposed revitalization of Pennsylvania Avenue (left). The last task is being undertaken by the Pennsylvania Avenue Development Corporation, whose plan for the White House-to-Capitol stretch of the avenue was released recently to mixed response. The plan takes a less ceremonial approach to the avenue than did its predecessor, produced a decade ago by a prestigious Presidential commission. The first plan had only modest impact, to put it generously, but the new one may have more, since Congress gave the corporation both financing and development authority. Perhaps the most intriguing element of the second plan is a proposed colony of medium- and low-rise housing. The Washington Center for Metropolitan Studies has suggested that housing be an even larger part of downtown's renewal to capitalize on the coming growth in new, young households.





## Stopping Freeways and Starting Metro

Spurred by sights like the one above, the citizens of Washington in the 1960s launched a full-scale freeway revolt. Despite occasional acrimony, it has been a unifying experience for the city, bringing together well-to-do and poor neighborhoods, black and white, to fight a common foe. The fight has been a furious one and is far from over. The best that can be said at the moment is that the highwaymen are on the defensive. They have powerful allies, however, and they fully realize the national impact of a defeat in the capital. Meanwhile, Metro is well on its way. The \$2.98 billion system eventually will wind nearly 100 miles through the city and close-in suburbs. So far Metro has meant mainly torn-up streets, but soon it will mean trains whooshing in and out of waffle-domed stations (Harry Weese & Associates, architects) at two-minute rush hour headways on main routes.







## Crime Capital of the Nation?

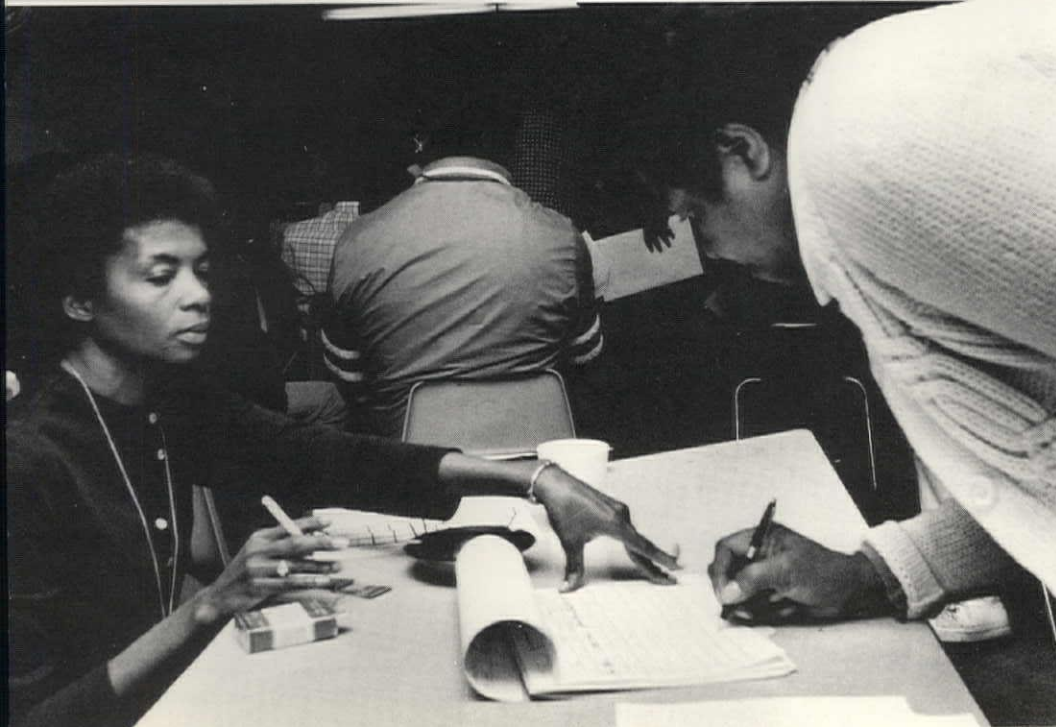
The appellation was coined by Washington's No. 1 citizen and came true in 1969 when the rate of crime per capita here was higher than in any other American city of 500,000 to one million population. The Administration's first moves to bring it down were preventive detention and "no knock" police entry laws, which drew strong fire from civil libertarians. The laws turned out to be neither so effective nor so dangerous as initially claimed and feared; indeed, they have scarcely been used. More effective were such measures as court reform and, most visible, greatly increased police manpower. Washington now has a force of some 5,000, compared to just over 2,000 in St. Louis and 3,500 in nearby Baltimore. The rate of reported crime has declined by about a third since the 1969 peak, putting Washington in ninth rather than first place in the major cities' crime derby. The reputation lingers, however. The sale of security devices (and guns) is brisk, and Washington residents are accustomed to being asked by out-of-towners whether they can really live safely in the city. The answer is affirmative but the price is living in what sometimes seems a fortress city, especially when (as during the 1971 May Day demonstration) troops are brought in to augment the ubiquitous men in blue.





### Democracy Comes to the Capital (Haltingly)

A favorite Washington bumper sticker has been "D.C., Last Colony," a reference to the fact that the capital of the world's leading democratic nation did not enjoy the perquisites of democracy, being ruled without representation by the Congress and Presidentially appointed "commissioners." Congress has been asked repeatedly to grant the city home rule: Bills to this end generally have done well in the Senate but have foundered in the District of Columbia committee of the House, dominated for years by Southern Congressmen who made capital back home by kicking the big black city around and by representatives of the Virginia and Maryland suburbs devoted to protecting their constituents' interests against the city's. Gradually, times and attitudes changed: The District government was reorganized and Walter Washington (top) became "mayor-commissioner," although still serving at the President's pleasure; citizens of the District were allowed to elect members of the board of education, then a nonvoting delegate to the House, Walter Fauntroy (seated, right above). The House committee also changed: Its long-time chairman was defeated, partially through the rallying of the blacks in his South Carolina constituency by Washington home rule advocates, and more friendly faces began to appear among the membership. Last year it finally happened: Washington residents were granted the right to elect their own mayor and city council, although Congress still will retain a hold on the city's purse strings. Next month residents will have the chance to ratify the charter of the new local government, and passage is considered a certainty. Then later in the year we will have a chance to cast an honest to God vote for our own local leadership. *Donald Canty*



# The Planning Of Washington As a Capital

Paul Thiry, FAIA

We do well to recall that Washington was designed as the capital of the United States: a place selected for national government. It was unique in its time as a city with a plan before construction of any kind was put in place.

Washington is a place apart and destined to express the attitude of America. It is the product of our common life. Washington is singular in its plan and in the principles for which it stands.

As physical manifestation of greatness, the U.S. Capitol was designed to surmount and command the scene of Washington and be visible from all directions. From within this Capitol would emanate the directives for the nation.

The city of Washington was conceived as an axial city: the Capitol on axis with the President's house and avenues radiating in all directions with reciprocal vistas to monuments, important buildings and distant spaces.

The principal buildings and monuments were to be identifiable and to stand in nobility. They were to be supported by the great avenues which were to be framed by dignified buildings, not in themselves great monuments but contributing to a total environment. Along the avenues and within bordering streets were to be the dwellings of the inhabitants and, within compounds, markets and places for supporting commerce.

The plan for Washington was carefully designed to regard topography. It was developed with the idea that the surrounding hills would form a verdant frame for the entire city. The rivers were part of the plan, which led to the water's edge to an embarcadero running the full length of the waterfront from the southeast to Georgetown.

At the foot of the Capitol and central to all was the Mall, which was to be a great avenue flanked by the embassies of foreign governments. It terminated at the Washington Monument in a parklike, aquarian setting.

The plan, grand in scale, was simply conceived. The total concept was elegant

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and projected high principles in planning. It was and continues to be consistent with its lofty purpose. But over the years, the plan of Washington has suffered various insults. Its axial streets and boulevards have been abruptly intercepted by buildings sited with complete disregard for vistas and accent. Probably the most pugnacious of these interruptions is the Treasury, which terminates a vista intended from the Capitol to the White House along Pennsylvania Avenue. Some other intrusions: The Library of Congress blocks Pennsylvania Avenue to the southeast. The Rayburn Building eliminates passage via Delaware Avenue S.W., obliterating the view of the Capitol southwesterly. Union Station and the train yards terminate and void Delaware Avenue N.E.

Practically all streets, axial or otherwise, southeast and southwest of the Capitol now encounter elevated freeways and trackage or drift into government compounds such as the Washington Navy Yard or Fort McNair. The center leg of the inner loop freeway, tunneled under the Mall, severs east-west streets between Constitution and New York Avenues N.W. In an attempt to correct this blunder, the new Department of Labor building was designed on air rights over the ditch; possibilities for further coverings and plazas to its north are being sought.

The Robert F. Kennedy Memorial Stadium blocks East Capitol Street, an avenue which was conceived as a direct vial approach to the Capitol from the east and from across the Anacostia River.

The Eisenhower Civic Center, originally planned to relate to both sides of 8th Street N.W. with a vista from the National Collection of Fine Arts and Portrait Gallery to Mount Vernon Square, is now to occupy only the west side of 8th, leaving symmetry askew.

New Jersey Avenue N.W.—the street which caused L'Enfant to lose his position as planner because he objected to Commissioner Carroll's house in its right-of-way and had it removed—is threatened with closure.

The Grand Plaza of the Federal Triangle, a place destined as a garden setting for the classic buildings which surround it, is a parking lot for 1,300 automobiles.

Even the Mall has suffered its vicissitudes. It has been plowed, used to feed cattle, crisscrossed by railroad tracks, had its Tiber Creek filled, has been landscaped in various fashions and encroached upon by buildings, permanent and temporary. In 1902 the McMillan Commission reorganized its plan and brought the Mall into the place of honor it enjoyed until it became, along with the Grand Plaza, a parking lot for the government.

With the advent of the automobile came the urge to decentralize cities, an opportunity to move to cheap land and open space. In the late 1940s, everyone was conscious of the atomic bomb. Dispersal became the rage, and the plan for Washington as the government city was re-analyzed: Public agencies started to move out, regardless of propriety or necessity. Upheaval in planning resulted. Indiscriminate placement of roads and highways took place, usually superimposed on existing planned patterns. The result was channelling of traffic onto streets that were not designed to carry it, leaving local authorities the task of unravelling the problems which beset them, such as widenings, closings, vacations, land transfers, condemnation, realignments and relocations.

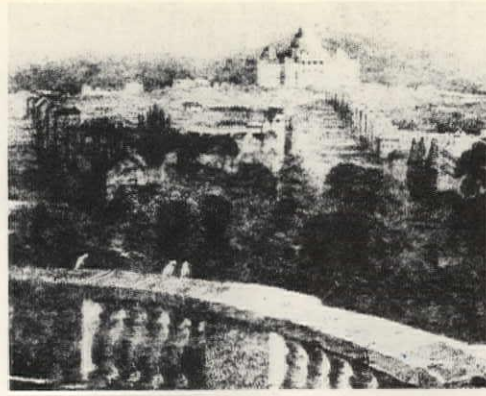
L'Enfant's plan has withstood 200 years of abuse, but it cannot absorb forever an unrelated system of cuts and fills, overpasses and underpasses, cloverleafs and access ramps and accompanying high speed traffic.

Should future plans give way to further abuse, the plan for the city will be destroyed and, worse, all surface movement within it will be channelled to a feeder system which leads into the city but for the most part moves out much faster. In time, satellite communities will have nothing to be satellite to and the city of Washington, poked between its overlapping byways, could be a place of no access except by helicopter.

For the past 10 years, most efforts to interlace the plan of Washington with freeways has been forestalled. Vigilance alone will deter the advocates and engineers who would turn Independence and Constitution Avenues into points of access for freeways which could further de-



L'Enfant's plan has withstood 200 years of abuse, but how much more can it absorb?



Lat. Capitol..... $38^{\circ} 53'$ , N.  
Long..... $0^{\circ} 0'$ .



PLAN  
of the CITY of  
**Washington**  
in the Territory of Columbia,  
ceded by the States of  
**VIRGINIA** and **MARYLAND**  
to the  
**United States of America,**  
and by them established as the  
**SEAT** of their **GOVERNMENT,**  
after the Year  
**MDCCC.**

Designed by Thomas Maitland Pugh: 1794.



**OBSERVATIONS**  
explanatory of the  
**Plan.**

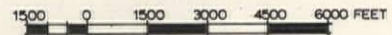
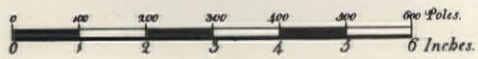
- I. THE positions for the different Edifices, and for the several Squares or Areas of different shapes, as they are laid down, were first determined on the most advantageous ground, commanding the most extensive prospects, and the better susceptible of such improvements, as either use or ornament may hereafter call for.
- II. LINES or Avenues of direct communication have been devised, to connect the separate and most distant objects with the principal, and to preserve through the whole a reciprocity of sight at the same time. Attention has been paid to the passing of those leading Avenues over the most favorable ground for prospect and convenience.
- III. NORTH and South lines intersected by others running due East and West, make the distribution of the City into Streets, Squares, &c. and those lines have been so combined as to meet at certain given points with those divergent Avenues, so as to form on the Spaces first determined, the different Squares or Areas.

**Breadth of the Streets.**

THE grand Avenues, and such Streets as lead immediately to public places, are from 150 to 160 feet wide, and may be conveniently divided into foot ways, walks of trees, and a carriage way. The other Streets are from 90 to 110 feet wide.

IN order to execute this plan, Mr. ELLICOTT drew a true Meridional line by celestial observation, which passes through the Area intended for the Capitol, this line is crossed by another due East and West, which passes through the same Area. These lines were accurately measured, and made the basis on which the whole plan was executed. He ran all the lines by a Transit Instrument, and determined the Acute Angles by actual measurement, and left nothing to the uncertainty of the Compass.

**SCALE OF POLES.**



## 'Combine freeways and highrise and the entire concept of the capital is destroyed.'

file the Mall and the great monuments of the country.

In good time freeways already constructed should be removed and the Potomac cleared of its unsightly bridges. The Georgetown waterfront should be returned to the community and the threat of the Three Sisters Bridge forever eliminated. Memorial Bridge is the only structure which has conformed in design to plan and to architecture. Crossings of the river are necessary, but they can be accomplished by tunnels and tubes. Freeways are necessary for interstate and transcontinental travel, but they should not interfere with the functions of cities and towns. Cities and towns should have connector roads to outlying freeway systems. The thoroughfare pattern of boulevards and roads in Washington, if adequately programmed, could carry all traffic within the city without difficulty. Traffic destined for the outskirts could travel underground beneath existing rights-of-ways such as roadways pass beneath Dupont or Thomas Circles at the present time, with less disruption and probably less cost.

The Metro system, advertised as a strengthening of the city's core, ironically may speed its disintegration. Metro may bring people in for their 40-hour tour of work, but it also takes them out for their seven-day life in the outskirts.

The development of outlying centers at Metro stops, complete with parking lots, will make it easier to shop elsewhere than downtown. These centers, when developed in the city, disrupt neighborhoods, destroy patterns of shopping and living and require land currently occupied by residences and small businesses.

The disruption of the plan for Washington has been accompanied by disruption in the process of planning. Advocates of all persuasions present themselves for hearings in the public forum and make representations to a public which itself is in a magnificent state of confusion.

To simplify matters, they claim, the methods of planning must give way to "visionary, conversational processes; dynamic, not static; participatory, not elitist; profound, not superficial, but based on planning, programming, budgeting sys-

tems." Flexibility is seen as the key to all positive situations.

Advocacy planning has found its day and Washington, like most cities, has its share of "problem solvers." They descend upon the plan like hawks upon their prey. They answer to the litany of quantum and run the gamut of social, economic, statistical or political. Some specialize in humanizing influences. It is not always clear whether they foster humanity at its lowest or its highest denominator.

For certain, a most forceful advocate is the land accumulator, the developer/builder, who combines parcels of land, gets financing, gets exception, gets tenants, leases, then sells out. He does no harm and may do some good if he adheres to city planning and restricts his activities to designated areas. More often he razes blocks of serviceable residences and jumps from place to place in chaotic rhythm, doing unmitigated damage. Even the most flexible plans are not sufficiently elastic to counter his thrusts.

There are those who advocate highrise office and apartment buildings, forgetting completely the precept of the Washington plan (that the Capitol dome should dominate the skyline) and its only hope for success. Combine freeways and highrise, and the entire concept of the capital city is destroyed.

The federal government exists in a confused state with reference to planning. Instead of continuing construction of its own buildings in Washington, it has deserted the southwest and south Capitol possibilities in favor of the builder-lessee or lease purchase principal. This does not exercise a sense of discipline nor, for that matter, any sense at all. Government offices appear in all areas of Washington as well as the suburbs.

Unfortunately, the Government absorbs the space provided regardless of where it is built. This fact encourages speculative building—a combination of marble lobby and maximum usable space. These builder projects relate to acquirable land but seldom relate to encroachment, compatibility or access to public transportation.

Rosslyn and Crystal City rise in the hinterland, and the crossfire of traffic moving out of Washington versus traffic

moving into Washington imposes arterial lanes on the face of the land which under more thoughtful conditions would not be necessary.

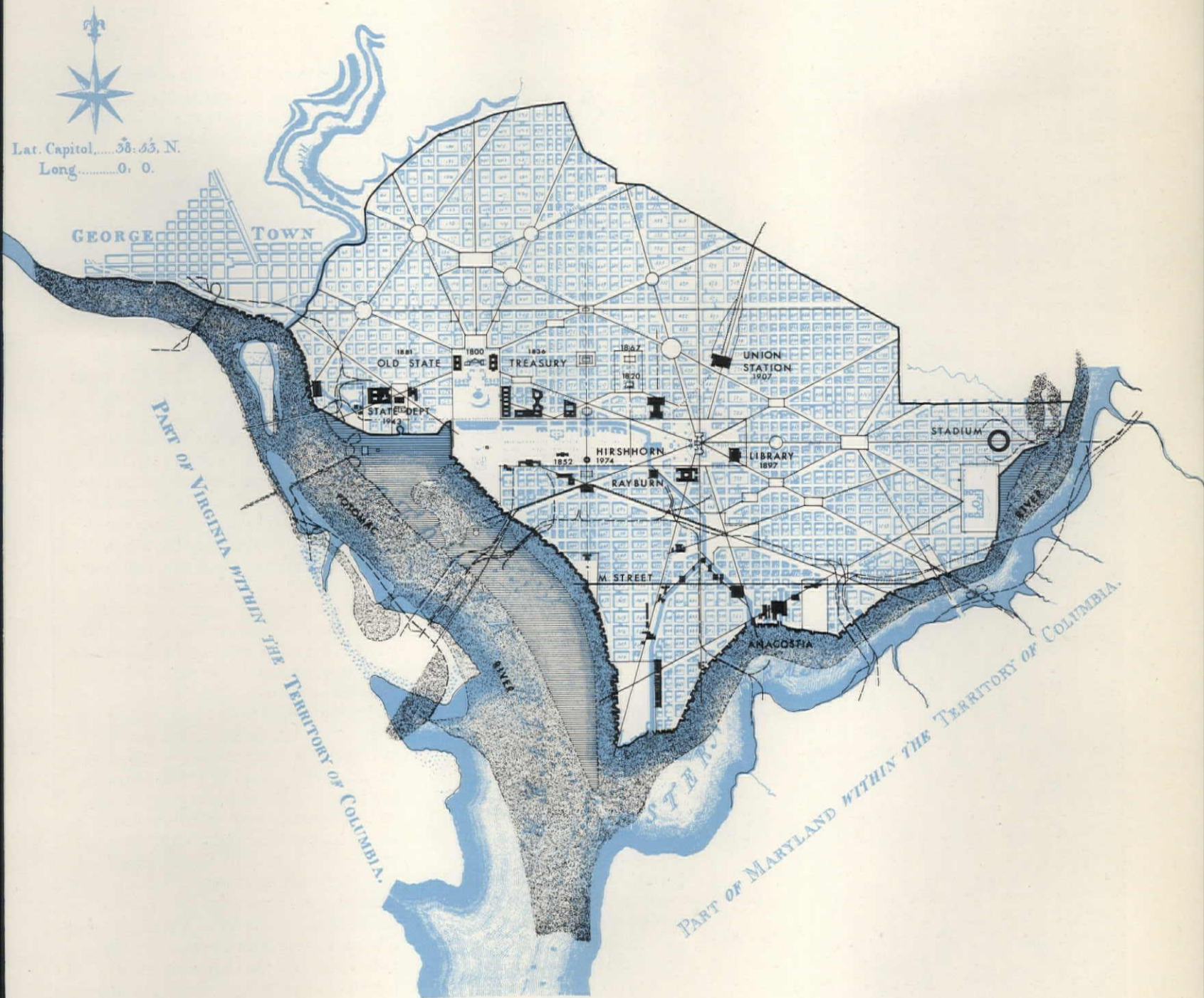
"The Lord giveth and the Lord taketh away." Conversely, the government taketh away and the government giveth — through the Redevelopment Land Agency, the Department of Housing and Urban Development, Washington Metropolitan Transit Authority and others. It takes property from one to bestow upon another. On the one hand, it encroaches on one area of the city to make way for renewal, redevelopment, trackage and highways and, on the other, too often reaches into another section of the city to offset and to seek correction for situations it created in the first place. No neighborhood is inviolate.

The core of Washington is given over to RLA practically in its entirety. RLA sets the pattern for growth by planning individual renewal areas as units. These unit plans often are unrelated to each other or to the overall plan for the community as a whole. Often these plans fall before the proposals of whatever developers RLA can muster for the renewal areas. As a consequence, commercial uses of property spring up everywhere.

Today, the Pennsylvania Avenue Development Corporation is delegated more or less full authority to plan development of the Avenue between the Capitol and Treasury. It now appears that this corporate body will deviate totally from the plan of the President's Council on Pennsylvania Avenue, a commission named by President John F. Kennedy and whose plan met with general acceptance by the American public and by the National Capital Planning Commission. The plan for Pennsylvania Avenue promised to give life to the avenue in a grand manner. Today, it appears that the corporation is working toward an Italian-type hill town and the informality of a country village instead of the image of a world capital.

The plan for the completion of the Federal Triangle, one of the greatest collection of buildings in the world, is now being proposed to yield before the pre-occupancy of an old post office building,

# A diagram of intrusions into the plan, from 1836 to a museum still abuilding.





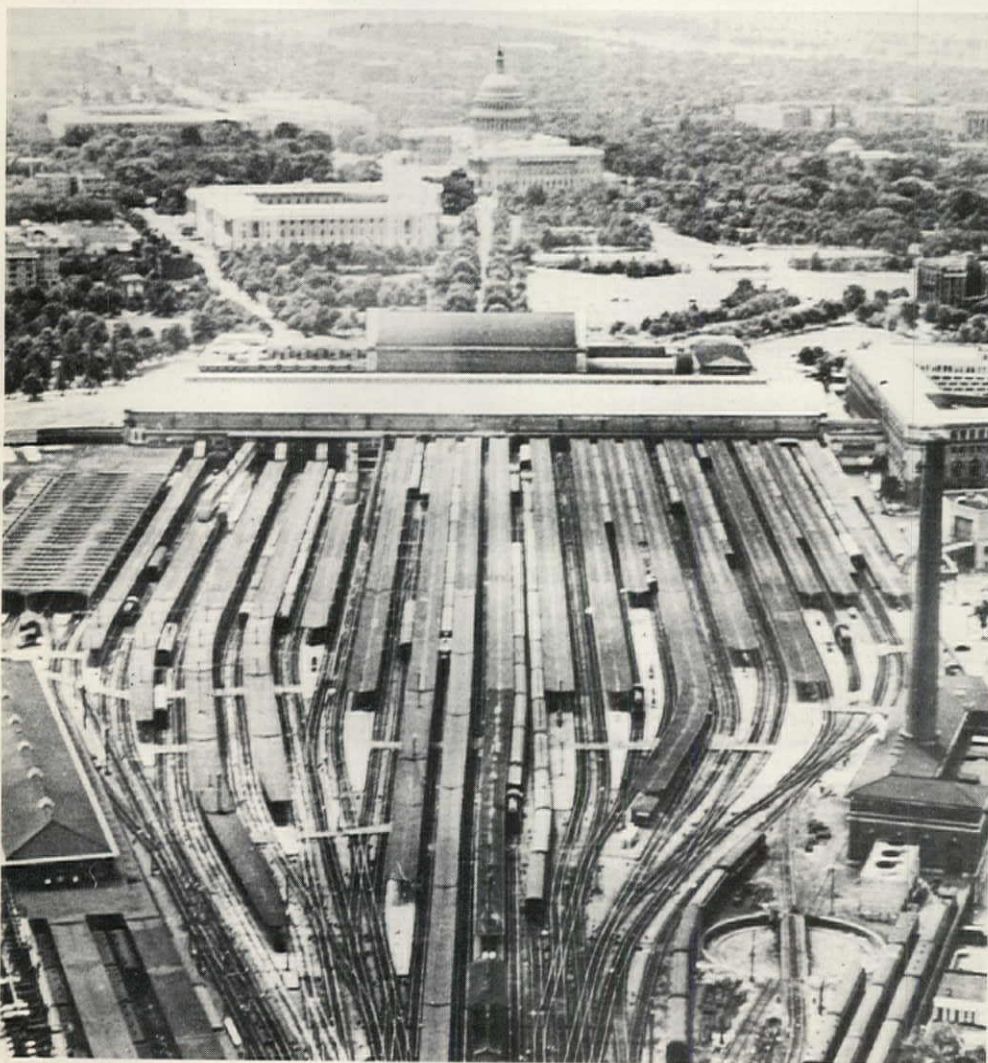
which in some other location may entertain some reason for survival. This questionable piece of architecture stands mid-point to the completion of the long-planned Rotunda, or Delano Circle. The choice is whether a decision made in 1926, which predicated the design of the Triangle and its supporting buildings, should be completed or whether we succumb to the idea that the pseudo-Romanesque Old Post Office will stand forever as a monument to poor judgment and uncompleted plans.

The sprawl of office buildings within and without the District has left the older commercial areas of the city to decay. Central city decay is largely due to lack of 24-hour population. Sprawl has displaced residential structures in and around the central core and, consequently, people look for new places to move and in which to live. Constant disruption is axiomatic to the day. Unrest and social problems require still more changes and adjustments, disrupting the framework of neighborhoods and weakening the institutions that hold them together. Neighbors become suspect and unknown to one another.

Most urban problems are related to planning—not high-hat planning but down-to-earth planning. A pattern of streets and accesses to compounds and habitations, correctly planned, can solve many of the physical and social ills of our time. It is nonsense to plan on the basis of statistics alone.

The successful cities of the past, as in the present, require that human requirements be met within a framework of discipline and order. A plan that will allow people to live at peace with one another, without disruption, without relocation, without threat and without general chaos, is badly needed. Such a plan is possible within the framework of the plan promoted and created by the founding fathers. Such a plan would maximize progress but minimize unwarranted change.

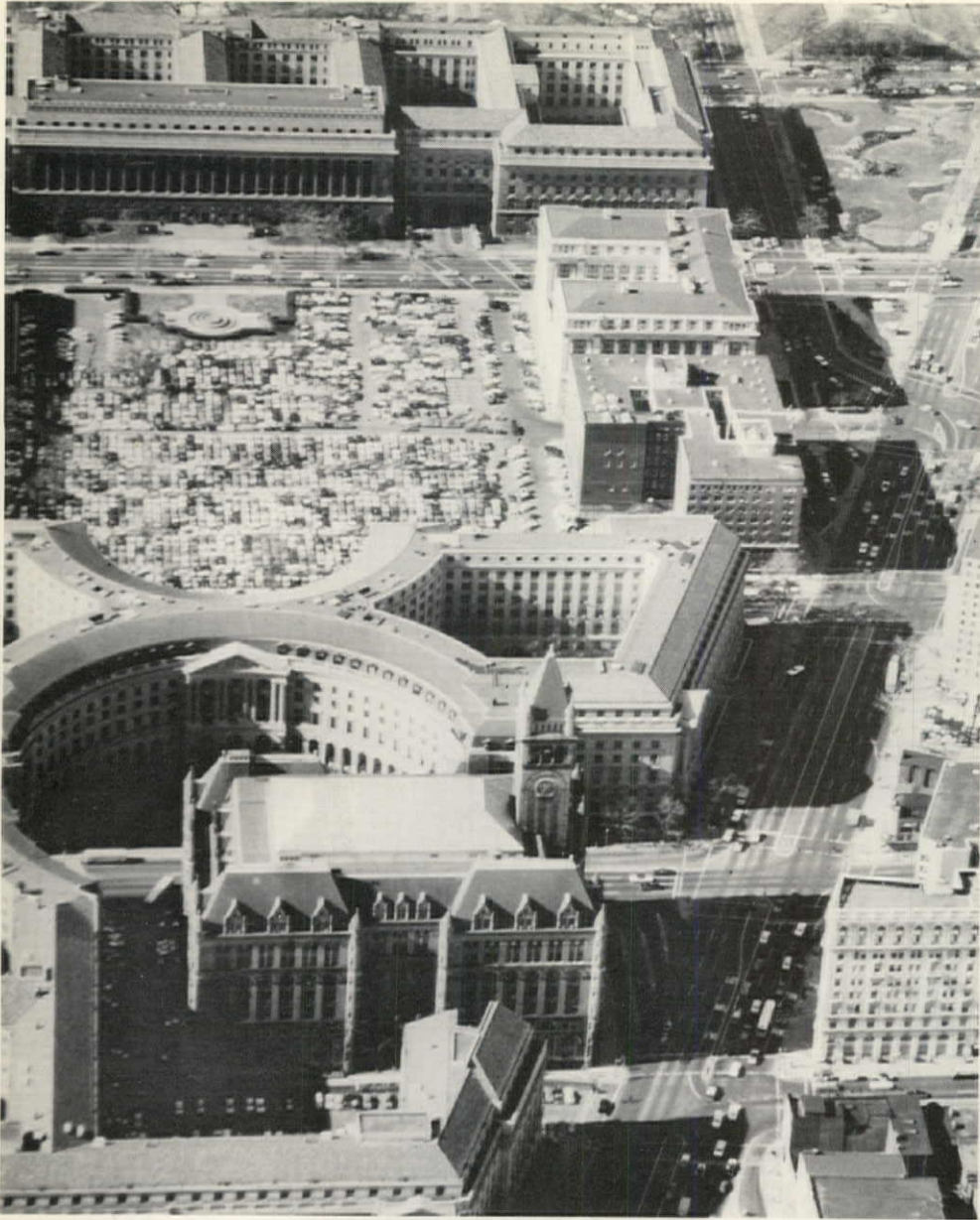
It would say stop to freeway right-of-way, to the disruption of streets, to the condemnation of homes, for whatsoever purposes. It would develop with the willingness of people to cooperate. It would recognize small business and the small entrepreneur as well as the developer of



*Railways and freeways have, in turn, rended the fabric of the city.*

**Despite the damage, the  
basic framework of the  
plan remains imprinted on  
the city.**





*The Federal Triangle is interrupted by the Old Post Office building (foreground); its Grand Plaza is a parking lot. The street at right is oft-planned Pennsylvania Avenue.*



much-needed and more comprehensive facilities. Somehow we must not take from one to the advantage of another, be he poor or rich.

It is time to take a look at architecture as the vertical and outward manifestation of a plan. It is time to review what architecture means to society and to what degree it expresses a society.

The architecture of our forebears, with its classic and grand entrance ways, pointed to a cultural elevation of human kind. Today, we miss this fine distinction in detail. We only see gloomy brick and factorylike structures as a way of life.

Our streets give way to disrepair, patching and debris. The bordering facades of buildings have no inviting character; they lack a community individuality. Most certainly it is because of lack of appreciation for basic standards of interrelationships.

We hear of downtown progress but it is defined merely in terms of the closing of a street for pedestrian use or the luring of a developer to build yet another undistinguished structure unrelated to the fabric of the core.

Can we talk of progress and yet disregard the plan for Washington? Can we ignore the uncompleted great works of our predecessors: the Federal Triangle, the Grand Plaza, the Pennsylvania Avenue plan or the U.S. Capitol?

For 200 years, the Capitol has been under continuous construction and change. It has been remodelled to accept central heating, electricity, airconditioning and changes in operations. It has been extended as the nation has grown and as representation in the Congress has expanded from 13 to 50 states.

Today, the Capitol, its physical requirements and its land area need new analysis; the "put it here" philosophy prevalent on many occasions should fall before the logic of a comprehensive plan. The community and the residents in the area of the Capitol have a justifiable complaint if the future course of development of the Capitol complex is not charted.

Further growth of the city is inevitable. However, growth must be controlled by practical plans. The basic plan for Washington does not preclude growth within its fabric. The capital, surrounded by its hills,

# The Planning Of Washington As a City

Philip G. Hammer

located on its waterways, can easily accommodate an intelligently distributed and expanded population and within its boundaries permit ease of movement, commercial, business and residential uses intermingled with a permissible atmosphere of great space and beauty. Growth should not preclude preservation of the basic Washington plan and historical structures.

The thoroughfare system, the squares and circles of the capital should be inviolate and not subject to the whims of passing generations.

Georgetown and portions of Capitol Hill retain the vistas of colonial days; in their entirety they represent an era.

Washington, like New York, has seen countless classic palatial buildings fall before the ball and the bulldozer to make way for questionable construction permitted under the technicalities of the zoning code. Much of the beauty created during the 100 years preceding World War II has disappeared and the nation's capital is none the richer for its loss.

However, lackluster buildings, merely because they are old, should not stand in the way of worthwhile developments.

Under "home rule," local government has control over the day-to-day life of the city, over its streets and its utilities, and over local programs within its jurisdiction: schools, libraries, fire and police departments, housing and for the many departments involving social welfare.

Local planning as part of home rule is becoming a fact. Comprehensive planning for the nation's capital exceeds home rule, however. Planning for the capital of the U.S. should not be assigned to those whose interests may too often be vested in the local scene and too often cannot see beyond these interests.

Planning for the federal establishment and comprehensive plans for the District of Columbia and its immediate environs should be the duty of the National Capital Planning Commission, whose present director and staff have demonstrated unusual capability. Need for coordination with local interests and with the Architect of the Capitol is a foregone conclusion.

The plan for Washington provided the answer in the first place. It merely needs imaginative filling-in and expansion. □

**The recent District of Columbia Self-Government and Government Reorganization Act gave—finally, and at long last—the local government of the nation's capital a planning capability of its own. It was a major breakthrough in sound public policy. It represented a coming to terms with reality, a long overdue recognition—if I may exaggerate to make the point—that Washington is a city as well as a show-place and that planning is for people as well as for parks and promenades. More's the pity, few architects were out in front in getting this decision made. Apparently unaware that somehow London, Ottawa and Canberra (among many other national capitals throughout the world) had somehow survived in spite of the exercise of planning responsibilities by their**

respective city halls, many notables in the profession viewed the idea with alarm. At the same time, they pointed with pride to the beauty of the monumental city and, in giving full credit to the federal planners for their resolute devotion to and implementation of the L'Enfant plan (which credit was, of course, quite justified), they viewed with horror any prospect that local *vox populi* might find its way into the planning process.

What they refused to recognize—and many, professional and nonprofessional alike, still do not—was that Washington was a city in great need of planning responsive to its people. It was, and still is, plagued with the ills that affect big cities everywhere. Washington is by no means a beautiful city in its entirety; you can still find yourself in a vicious slum within a few minutes' walk of the Capitol. The city lost more than 6,000 businesses and entrepreneurs between 1958 and 1967; large sectors of its economy are paralyzed by a disinvestment syndrome that has slowed down the flow of new capital to a trickle; it has blocks of such bad housing and such bad environments that it would make L'Enfant turn over in his grave.

Clearly, no one would claim that giving City Hall a planning capability would have a miraculous effect in turning these adverse conditions around. But it has long been obvious that the National Capital Planning Commission, operating from the top down as a federal agency, has not been able to bring these problems into sharp focus as a basis for decisive grass-roots governmental decisions. I know—I was chairman of NCPC and, although I was proud of our record and particularly proud of the quality and integrity of the staff, I saw the basic inadequacies of the system.

There is no sense in beating a dead horse—we got the new planning capability for Washington's City Hall without much help from the architects, and we got it within a framework of comprehensive NCPC planning that holds high promise of success. Still, I suspect that there will be a great deal of foot dragging on the part of professionals who should know better. Perhaps a few more words

## Given planning capability, the new D.C. government can now "operate like a government should."

should be added to lay down the gauntlet appropriately.

There has been a great deal of apprehension about the District's capacity to handle the planning function if it were given the responsibility. There is no doubt that local government in the District of Columbia has been something of a jungle. In the absence of home rule, the power of government has been split between City Hall and the legislative and executive branches of the federal government. Since 1968, however, the beginnings of an effective municipal government—with appointed mayor and council—have been pieced together. It has not been an altogether successful operation, to be sure, with so much power still fragmented. It has also been a time of much travail following the riots in the spring of 1968 and replete with central city problems piled like Mount Pelion upon Ossa.

In my judgment, however, the absence of a planning capability in the City Hall during this period of governmental incubation has seriously limited the power of the mayor to get his job done. NCPC has done its best, but it has not been enough. When we attempted to bring this local capability into being—and we had the President's blessings on our efforts—we were overwhelmed with lamentations. The city wasn't ready, the people weren't ready, the federal interest would not be protected, the citizens of the nation would not stand for it, the careful plans of L'Enfant would be prostituted and other such balderdash. It has taken five years to catch up with the enlightenment of the other major capitals of the world.

(In 1952, when NCPC was established, the District government admittedly was too fragmented to perform its own comprehensive planning. The District at this point had "almost 80 years of piecemeal, planless growth," as President Truman said at the time. Even so, the year 1952 also saw the creation of a Board of Commissioners that started the District toward

**Mr. Hammer** is chairman of the board of Hammer-Siler-George Associates, economic consultants, Washington, D.C., and a former chairman of the National Capital Planning Commission.

a "government of its own." In effect, the creation of NCPC represented more fragmentation at a time when the trend was beginning to move in the other direction. Thomas W. Fletcher, the deputy mayor under the 1969 reorganization, said that NCPC's creation in 1952 was the "end of an era," and he was probably right in the context of the self-determination issue.)

Let me add that I don't take these apprehensions about District government lightly. It is tricky business to blend the national interest of the capital with the local interests of a big corporate city of 800,000 people. Not only are there inherent conflicts in planning aims and objectives, but in Washington there is a singular absence of an effective "power structure" so characteristic of the business and civic leadership in other big cities of our nation. District government is still something of a jungle. But certainly the answer is not—and has not been—to withhold the planning responsibility from City Hall where it is so desperately needed.

Under the new reorganization program, a major step toward home rule is also being made with the election of the mayor and council. Still without control of its own budget, the new government will nonetheless now be in a position to operate like a government should. It will have its own planning capability as it moves ahead.

The new planning process getting underway in the District of Columbia represents something of a compromise among a number of points of view. Before the legislative authorization was enacted, it took a conference committee to rationalize the differences between the House and Senate; it was, in short, a struggle down to the end.

Interestingly enough, however, the new planning mechanism is not too much different from what was agreed upon by those of us who were working on the problem back in the summer of 1969. Those were the days when Daniel P. Moynihan was helping with District problems from the White House. With his help, a number of people from NCPC, City Hall and the Bureau of the Budget (now the Office of Management and

Budget) were able to arrive at a consensus remarkably close to what has finally emerged. The attempts of the White House to float the idea on the Hill were abortive, however, with District affairs taking a very low priority in the halls of national affairs at that time.

The new planning approach maintains the responsibility of the NCPC for comprehensive planning in the District of Columbia. However, the newly elected mayor will be the "central planning agency for the District" and he will be responsible for "the coordination of planning activities of the municipal government and the preparation and implementation of the District's elements of the comprehensive plan for the national capital. . . ."

The mayor's planning responsibility may include land use elements, urban renewal and development elements, a multi-year program of municipal public works for the District and physical, social, economic, transportation and population elements. However, the mayor's planning responsibility will not extend to what the reorganization act calls "federal and international projects and developments" in the District, as determined by the NCPC, or to the Capitol building and grounds.

The NCPC will have the overall duty of preparing and adopting a comprehensive, consistent and coordinated plan for the national capital. This plan will include both NCPC's own recommendations or proposals for federal developments or projects in the environs, and the District elements prepared by the mayor (and adopted by the City Council). In short, it calls for a highly cooperative and coordinated approach, fraught with potential frictions but clearly recognizing the "national capital" and the "city" imperatives. In reviewing the District's plan, NCPC is to determine whether they might have a "negative impact on the interests or functions of the federal establishment in the national capital." A detailed procedure is established for trying to arrive at agreements on how the "negative impact" might be eliminated, but NCPC has the final determination in the matter.

This would appear to be a promising arrangement. Despite all the nervous concern, the protection of the basic values in-



## Needed next: A better approach to zoning, more federal coordination and a "new L'Enfant plan."

herent in "national capital planning" will remain in federal hands. NCPC is clearly endowed with the responsibility to preserve the important historical and natural features of the District. There should be no reason to get uptight about the potential despoilation of that part of the nation's capital that is so beautiful and inspiring.

The reorganization act also establishes a National Capital Service Area within the District which will include the principal federal monuments, the White House, the Capitol, the United States Supreme Court building and the federal, legislative and judicial office buildings located adjacent to the Mall and the Capitol. This area will be given a special status as an "enclave" of the federal establishment, with a number of powers relating to its management and policing retained in federal rather than District hands. Clearly, this area—or certainly most of it—will fall exclusively within the planning jurisdiction of NCPC.

The responsibilities of NCPC, however, would by no means be limited to this enclave. The basic features of the L'Enfant street plan with its circles, squares, parks and fountains will undoubtedly fall within NCPC's field of interest; so will matters relating to the height and bulk of buildings as they might affect the overall esthetics of the District, and the protection of a wide range of other federal buildings, facilities, installations and land areas scattered elsewhere throughout the city. There will undoubtedly be an extended period of "negotiation" between NCPC and City Hall as national and local planning issues are defined and there will undoubtedly be tensions and conflicts as determinations of "negative impact" of District plans are made and debated.

But the process is a sound one. The important fact is that City Hall will get the planning capability it needs as an integral part of its municipal management apparatus. Already the elements of a planning staff and program are being put together in the Municipal Building. Procedures for bringing planning to bear upon the city's capital improvements budget are being devised. The Redevelop-

ment Land Agency and the National Capital Housing Authority are being more tightly integrated into the municipal governmental structure, with new linkages to the planning process. The Zoning Commission will remain as an independent body (although its membership will change somewhat). Zoning maps and regulations shall not be "inconsistent with the comprehensive plan for the national capital," which includes the District elements, of course. Zoning amendments will continue to be submitted to NCPC for its comment and review.

Those with a deep concern for preserving the showcase grandeur of our magnificent capital city—and this includes most of us—should do everything possible to make the new process work. The ultimate responsibility for the comprehensive plan remains with NCPC; its power to determine "negative impact" on the part of District actions would appear to be generously broad although logically circumscribed by procedural necessities. It is true that the composition of NCPC itself has been changed to get more local representation, but I don't see what might be made of that point except that it's a long overdue move. The ex-officio members will be the Secretary of the Interior, the Secretary of Defense, the Administrator of the General Services Administration, the mayor, the chairman of the District of Columbia Council, and the chairmen of the committees on the District of Columbia of the Senate and the House of Representatives, certainly a prestigious band. There will be five citizen appointees "with experience in city or regional planning," three of whom are to be appointed by the President and two by the mayor. The mayor's appointees must be bona fide residents of the District of Columbia; of the three appointed by the President, at least one shall be a bona fide resident of Virginia and at least one shall be a bona fide resident of Maryland. For the first time there is a substantial local area representation on this body. The only basis on which anyone could get uptight about this is to assume that local people do not share the views of citizens from elsewhere about the importance of maintaining the esthetics of the nation's capital. This I

think would be tough to do with a straight face.

It must be admitted—and here I do have misgivings—that the District government in the last several years has not acted on planning matters in a way that would encourage great optimism. These actions have been expressed primarily through the zoning process in which the District government has a decisive hand. As in city governments elsewhere, there has been a predisposition to think more in terms of increasing the tax base than in preserving the integrity of functions and the amenities of environment. Zoning procedures have been cumbersome and time-consuming—also somewhat typical of big cities elsewhere. One must hope—and one should support his hope with personal pressure appropriately applied—that giving the city the planning responsibility and capabilities that it needs will show improved performance.

Now that a sound decision has been made about municipal planning within the District of Columbia, it is urgently important that we back up and focus upon strengthening the federal planning capabilities in the national capital region. This means strengthening the NCPC—to improve its muscle in protecting the "national interest" in the area and to give it more power to coordinate the diffuse process of physical planning within the federal establishment.

The timing is never right to ask for more power, of course, particularly where the hegemonies of other federal agencies are involved. But there could not be a better time than now when NCPC is being freed of many local planning responsibilities and is being spotlighted in its strategic role as the central planning agency for the federal establishment.

This is not a new subject. Serious consideration was given to strengthening NCPC's federal planning responsibilities during the reorganization discussions in 1968 and 1969 in conjunction with the discussions on District planning capabilities. Again there were many shades of opinion, but there was also considerable agreement on the need for a much stronger voice for physical planning within the labyrinth of federal agencies both within

the District and scattered throughout the metropolitan Washington region.

Let me focus on three elements of national capital planning calling for new imperatives and support for NCPC:

1. The need for a fully articulated design plan for the nation's capital—a "new, updated L'Enfant plan" embodying the full range of elements required to maintain the showplace character of the nation's capital city.

2. The need for adding to NCPC's responsibilities to bring about effective coordination among the agencies of the federal government in planning for the deployment of federal land, buildings, facilities and installations throughout the national capital region.

3. The need for establishing NCPC as the representative voice of the federal government in its relationships with other governments within the region.

It has been obvious to most observers, including top architects and urban designers, that we urgently need a new "master design plan" for the nation's capital, built upon the original L'Enfant plan skeleton and the more recent McMillan plan but updated to take account of the realities of the last quarter of the 20th century. In the course of its comprehensive planning over the last 20 years, the NCPC has articulated many principles and postulates that would be basic elements in the new design plan, but the big job—of formulating and re-formulating a total design concept to guide national capital planning over the next 50 years—has not been done.

I had hoped that a major effort might have gotten underway to achieve this objective by the time of the bicentennial in 1976, but it's now too late for that. But the timing is still particularly propitious for two other important reasons: 1) The new "National Capital Service Area," which embraces the bulk of the federal establishment's physical core in the District, will need special attention to protect both its esthetic values and its efficiency in the face of future change; and 2) NCPC will need a very firm basis for its review of the District's comprehensive plan elements as to their potential "negative impact" on national capital interests.

Hopefully, leading architects and The American Institute of Architects itself will lend their strong support to this undertaking. It's important enough to warrant special funding and project status under NCPC's direction, with the nation's best design brains corralled to produce another planning masterpiece in the L'Enfant and McMillan traditions. The people of the nation deserve it for their capital city. The District government should welcome it for the specificity it can provide in defining the national interest parameters and in setting a basic framework within which day-to-day municipal planning can effectively take place.

The second imperative for strengthened national capital planning is to give NCPC some real teeth in coordinating physical planning for the federal establishment in the broader national capital region. NCPC has some responsibilities in this area now—it spends a lot of time reviewing and approving such minutiae as the height and siting of additions to a mess hall at Fort Belvoir or the location of a service building at Walter Reed Hospital—but the big issues of coordination are not met. The General Services Administration, the National Park Service, the U.S. Army Corps of Engineers and other bureaus and departments have their own major programs in the region that proceed with relatively little response to overall planning considerations (except as might be exercised through the budgeting process of the Office of Management and Budget).

It's a haphazard and confusing picture. Clearly, the national capital district is no longer limited to the boundaries of the District of Columbia—nor has it been for decades—yet the guts of NCPC's responsibilities as the "central planning agency" of the federal establishment has an overwhelmingly District focus. The review and approval functions exercised over federal installations in the region are largely *pro forma*; the big decisions are made without much, if any, planning input from NCPC.

NCPC should be given a number of new responsibilities and directives: for preparing a comprehensive plan for the physical deployment of the federal establishment in the region, for preparing and updating a capital improvements program

(to be submitted regularly to OMB) relating to the implementation of that plan, for reviewing all proposed leasing as well as construction of federal spaces within the region, and for proposing as well as reviewing advance land acquisitions by the federal government in the region.

(I'd also argue that NCPC should get deeper into the land acquisition business itself, like the National Capital Commission in Ottawa, but the trend in thinking is clearly in the other direction at the present time. NCPC has done nothing in carrying out its park and open space acquisition responsibilities under the old Cooper-Cramton program in recent years. It's too bad. The federal government could be a very constructive force in helping the neighboring jurisdictions implement their new programs of growth management through a well-planned open space program.

The third imperative for NCPC, following from the second above, is to give it the voice to speak for the federal government on planning matters within the region. A highly critical new set of inter-governmental relationships is emerging in the Washington metropolitan area as the states and the local jurisdictions formulate new growth management programs in response to environmental, energy and fiscal considerations. The "new mood" in land use planning in the region is fraught with potential interjurisdictional conflicts, and the planning role of the Council of Governments is being faced with ambiguities. New development controls within the various jurisdictions can have profound implications for the efficient functioning of the federal government machinery; in the other direction, what the federal government does in deploying its own activities can profoundly affect the plans of the states and localities.

With the air now cleared on municipal planning responsibilities—with new City Hall assignments, that is, providing a rational *modus operandi* for cooperative planning within the District—it is now time to give NCPC the real muscle to be in fact the "central planning agency" for the federal establishment within the region. The AIA's support in this direction could be crucial. □

# The Original Watergate Scandal

It was the building of the  
complex in the first  
place, in a critic's view.

Wolf Von Eckardt, Hon. AIA



Long before there was a political cause, some Americans prayed and struggled to be delivered from Watergate. On Good Friday 1970 for instance, a group of some 130 antiwar demonstrators knelt in front of the curling, fortresslike building complex along the Potomac and read from the sixth chapter of Amos: "Woe to those who are at ease in Zion and those who feel secure in the mountains of Samaria, the notable men who are the first in the nation." But the first in the nation, too, years earlier had endeavored to prevent, or at least scale down, this massive, concrete arrogance. It was clear to many thoughtful people in Washington that nothing good could come from such forbidding architecture.

On May 5, 1965, nearly a decade before the plumbers' burglary, the *Washington Post* reported: "The White House has been thrust into the billowing controversy over the proposed \$50 million Watergate Towne development." The word "towne" has since been dropped by the developers, the Società Generale Immobiliare di Roma, and its investment is currently valued at \$125 million.

At the time of the *Post* article, the proposal for a swirling arrangement of three large condominium apartment buildings, several sunken "villas," or townhouses, two office buildings, a hotel and a shopping mall unified by what its architect, Luigi Moretti, aptly called "a petrified garden," had already been approved by the National Capital Planning Commission. A White House call had been made to the District of Columbia Zoning Commission which, in what is usually a formality, was to ratify the planners' imprimatur.

It was not entirely clear just who on the White House staff had called the zoning commission. The *Post's* Laurence Stern reported that Presidential aides Arthur M. Schlesinger Jr., the historian, August Heckscher, the President's art adviser, and William Walton, the newspaperman-turned-painter and friend of both President and Mrs. Kennedy, were said to be formulating the Administration's Water-

gate policy. "It was understood that the President had been briefed," wrote Stern. The call caused some consternation. General Frederick J. Clarke, at the time one of the three District commissioners (there is now only one, Commissioner-Mayor Walter Washington), called the Commission of Fine Arts for advice.

What President Kennedy had been briefed and was obviously disturbed about was the height and bulk of the Watergate design. The project is located on a 10-acre triangular site, bounded by Virginia and New Hampshire Avenues and the Potomac Parkway. The height of Moretti's design exceeds by 50 feet the 90-foot height limitation legally prescribed for this area. The President was concerned that the massive, wormlike structures would deprive Washington of a potentially enjoyable part of its waterfront, unduly dominate the Potomac skyline and overwhelm the nearby Lincoln Memorial and adjacent National Cultural Center. The center, haltingly planned at the time, was particularly on the President's mind. Two years later, Congress designated it as "the sole memorial to the late John Fitzgerald Kennedy within the city of Washington and its environs."

The local billow eventually subsided before it became a national storm. Despite White House intervention and several years of diddling by the Commission of Fine Arts, Watergate was essentially built as the Roman investors and their architects proposed it. Some of the first in the nation are still at ease and secure there and it is, indeed, a good place to live for those with the taste and purse to do so. But it is also, in my view, almost as much of an architectural and urban disaster as the political and criminal disaster to which it has given its name.

At the time of General Clarke's request for a review, the chairman of the Commission of Fine Arts was David Finley, then the director of the National Gallery of Art, a conscientious, if somewhat less than imaginative, guardian of Washington's Ecole des Beaux Arts tradition. The avant-garde of this school, led by Daniel Burnham and his friends, had, at the turn of the century, remade monumental Washington in the image of "The City Beauti-

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Seeing the design, the Commission of Fine Arts chairman suggested making the site a park.



ful”—white temples in green parks with reflecting pools and all—and it is an image we are all proud of and send picture postcards home about. Confronted with the Watergate, Finley's first reaction was that the site ought to be turned into a park.

The trouble was, there was no plan for a park. The site was private property which Immobiliare had quietly purchased. The reason there was no plan for a park, or for anything else, was that no one had got around to giving much thought to the area. Pierre Charles L'Enfant, though he had focused his grand design for “the federal city” with its avenues, streets, vistas and monumental landmarks on river views, had left the shoreline inconclusive. He never got around to giving much thought to how the city was to meet the Potomac, obviously anticipating the spontaneous development of docks and harbor bustle. But this never came about because the railroads replaced inland shipping before Washington had grown large enough to generate any traffic to speak of.

L'Enfant's ambiguity left subsequent

planners in a quandary. The McMillan Plan of 1902, which launched the Commission of Fine Arts and which Finley was guarding, called for a park north of the Lincoln Memorial to cover about half of the area between the Lincoln Memorial and Rock Creek Park. Frederick Law Olmstead Jr. proposed that it be enlivened with opportunities for boating and other waterfront delights. But Congress ignored this advice and deeded this half to the cultural center. The other half was to be covered with residences along L'Enfant's established grid patterns. But at the time Watergate announced its scheme, nothing had been done. Moretti's site was a derelict, vacant lot, covered with some obsolete gas works, a rarely used helicopter landing pad and a pleasant, ramshackle restaurant, the Watergate, that served humdrum food and excellent popovers.

The National Capital Planning Commission had therefore been much pleased with Immobiliare's proposal. Here, at last, was a plan, backed by a financially strong developer who did not require time-

consuming, cumbersome and controversial federal urban renewal assistance. What was more, Immobiliare's proposal promised to keep wealthy taxpayers in the city and perhaps even lure some of them back from the suburbs. What pleased the Planning Commission most was that Immobiliare proposed a so-called “unit development,” a concept just then new on the planners' minds and freshly codified as Article 75 of the District of Columbia Zoning Regulations. The concept permits the developer of a sizeable parcel of land—five acres or more—to build for various uses, both residential and commercial. He can mix apartments, houses, shops, offices and other types of buildings as he sees fit to create a coherent, livable complex. He can do his own zoning, as it were, subject to the approval of the design as a whole. It seems a sensible idea, but was something relatively new in urban planning. Beginning in the 1920s, as a reaction and over-reaction to helter-skelter industrialization and real estate profiteering—“the shame of the cities”—America's urban



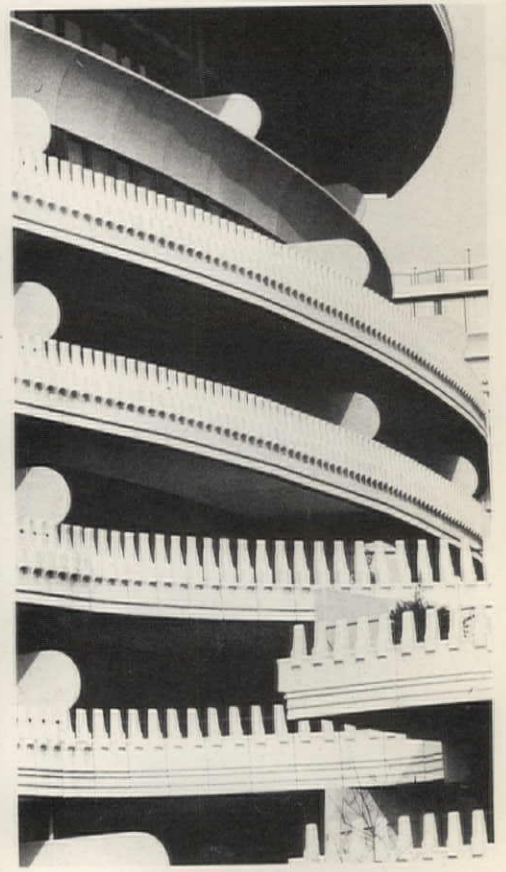
environment has been zealously overzoned. Zoning has segregated not only work and living—the smoke-belching factory from the garden-enclosed single family house—but also the various aspects of living and working and the various classes (and races) of the population.

Americans who pride themselves on working harmoniously and democratically together live miles apart when the work is done. Our urban environment is less democratic and more segregated than that of any other country. Only the old and some of the brand new communities—the new towns and new-towns-in-town—are making an attempt to re-integrate us. The rest of growing America—and with it, I fear, American society—is increasingly disintegrating.

Not that the Watergate developers had any intention to integrate society. They built their condominium to isolate and protect its upper crust from the unruly rest, at prices originally ranging from \$17,000 for an efficiency apartment to \$250,000 for a penthouse. (By now you

can't buy an efficiency under \$32,000.) Because of Article 75, the complex does, however, include stores and offices to give it life and convenience. "I don't mind living alone with a cold in the Watergate," a friend told me. "You just go downstairs when you need a grapefruit." In the apartment house in one of the "better" sections of Washington where she had lived before, she might have caught pneumonia waiting for a bus.

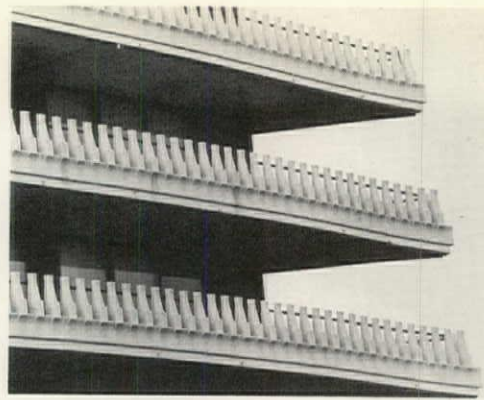
Watergate residents also need only put on their slippers and take an elevator ride to buy other groceries in a small supermarket, all the usual necessities and non-essentials you find in a drugstore, flowers, alcoholic beverages (some with a Watergate label), records, fabrics, jewelry, eyeglasses and rather mediocre art—unless, of course, they send the maid. There is also a post office. A recently opened Muzak-and-boutique-filled maze also offers all the bric-a-brac you might find on Madison Avenue—for three times the price. This much-advertised shopping mall, Les Champs, features such shops as



Gucci and Cardin and others of international fame. The tourists love them.

Some members of the Planning Commission, to be sure, were a little disturbed by the number of people—some 1,500 residents, 500 hotel guests, 6,000 office tenants in addition to at least 3,000 visitors a day—Immobiliare proposed to house on the 10-acre site. The developers considered this density necessary to make the project financially feasible, which is to say, to make a handsome profit. The firm's representatives argued that their project "would be open to anyone and ease the housing problems of African diplomats." Their problem, of course, was then still rampant racial discrimination. (There are, indeed, a few Africans living in Watergate now.)

To accommodate all their residents, African and otherwise, as well as the hotel guests and office workers in spacious luxury, the developers requested not only an exemption from the legal building height but also the closing of three streets which cut up their site. They imposed



their own scheme on the existing fabric of streets and avenues which L'Enfant had designed. Some of the planners, and the Commission of Fine Arts, questioned whether Immobiliare's arrangement allowed for the open space required for public health and enjoyment. This seemed particularly important in this particularly important setting which, as Moretti repeatedly pointed out, was "the best site in Washington."

But in the end, the commissioners were persuaded that Watergate was only making "the highest and best use of the land," a phrase that governs all urban development in America as a God-given prerogative of private landowners. The prerogative is, more often than not, beyond public challenge. Under the old, existing zoning, the Watergate complex could have covered 75 percent of the land with buildings 90 feet high and used the remaining 25 percent of the land for surface parking.

Immobiliare submitted a model of how this would have looked—it showed two zigzagging boxes, much like a Bronx public housing project of New Deal vintage—and, indeed, it would have looked horrible. Their layout of curving buildings—the model reminds me of a tray full of *petits fours*, although to the editors of *Architectural Forum* it recalled "antipasto on the Potomac"—covered only 45 percent of the land to compensate for the added height of the buildings. What is more, Immobiliare proposed to place all parking underground. The 55 percent open land, the commissioners were assured, would be devoted to public landscaped gardens and outdoor recreation. The claim is legally correct but, it seems to me, morally wrong, foreshadowing some of the vexingly sleazy deceit we have come to associate with Watergate.

That 55 percent of open space is really open only for birds. For people, most of Moretti's labyrinthine "petrified gardens," three separate, oddly shaped parcels hemmed in by those huge buildings that shade them most of the day, are largely inaccessible. Much of the space is given over to elaborate concrete fountains that recall futuristic stage sets of the silent flicks. The rest is covered by concrete walkways, with stairs and steps going

every which way, concrete planter boxes, concrete retaining walls, concrete contrivances that hide the vents of the underground garage and concrete expanses of pavement around the free-form concrete swimming pools which are, of course, for the public recreation only of Watergate residents. Neatly contained in all this sculptured concrete is some glossy greenery that looks plastic but isn't.

All three of these interstices open toward the Potomac, but the view is walled. You occasionally see a few people around the pools, but nobody ever seems to walk there to air mind and soul. Nonresidents, it is true, are free to venture into a marginal portion of this paradiscally paved phantasmagoria—the shops welcome their business. But the entrance is hardly inviting. The gateway is an intimidatingly private-looking and gaudy open lobby. Beyond that is a large fountain that Aubrey Beardsley might have designed. Downward steps present a further psychological obstacle. But these details had not been worked out when the Planning Commission, by a seven-to-two vote, approved the project in March 1962 and forwarded it to the Zoning Commission.

Finley and his fellow art commissioners had, of course, not seen these refinements either. They knew they had no realistic hope for a park. But they were aghast at what was proposed to go up adjacent to the National Cultural Center. Watergate, the Commission of Fine Arts announced after its first quick look, would "invite chaotic disharmony to the architectural growth of the city plan. . . . In short, it will begin to erode and destroy the qualities that give Washington its particular beauty."

The statement evoked no more than a public yawn. There was not, at the time, much general interest in matters of civic design. The passionate controversies about freeway and highrise proposals and citizen participation in planning decisions came some years later. The Watergate story was, by and large, confined to the real estate sections of the newspapers, which praised what one of them called "the Continental-style complex" and which strongly implied that it would make a nifty and lucrative addition to the

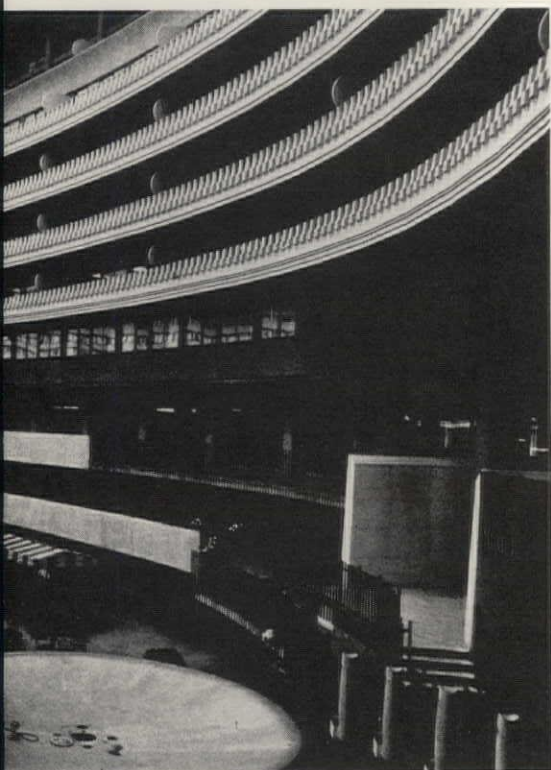


cityscape. The Commission of Fine Arts was widely considered a closed club of old fuss-budgets who would sacrifice modern "progress" for marble pediments.

The commission's only recourse, then, was the proximity of the complex to what was to become the John F. Kennedy Center for the Performing Arts. Its site, as I mentioned, had long since been chosen by Congress. Edward Durell Stone was its architect. Stone decided to place an opera house, a theater and a concert hall under one flat roof that could easily accommodate two football fields. There was much talk at the time that rather than placing the three halls in one monolith along the waterfront, there should be three separate buildings along Pennsylvania Avenue. Interspersed with offices, apartment houses, shops, cafes and restaurants, a dispersal of cultural offerings would surely have gone a long way to make the entire capital "a national cultural center" and to give "the grand axis" between the Capitol and the White House the around-the-clock liveliness President Kennedy hoped to see there.

The President had suggested improving the avenue when he saw how dismal it

## Battle of the behemoths: Kennedy Center classicism vs. Watergate flamboyance.



was as he was riding along it in his inaugural parade. He had been told that nothing improves a seedy avenue as effectively as culture. But he chose not to argue with Congress about changing the site. Roger Stevens, whom President Kennedy put in charge of getting the center built, said he could not change sites in mid-fundraising. Stone, who already had built his model for the center, declared that "an opera house should not be used as an urban renewal project." What is more, he told the Commission of Fine Arts that he did not think the Watergate would "crowd in on us. . . . I think it will look wonderful together with the center."

So now, the Pennsylvania Avenue planners who have been at it on and off for 14 years are still having a most difficult time finding anything for their avenue other than a solid phalanx of federal offices that are dead when the office workers go home at night. And we also have Stone's white-marble shoebox, daintily adorned by gilded toothpicks—a neo-neo-classic temple, enormous and insipid. Yet, for all its bland and square pomposity, Stone's effort seems almost sedate, bullied as it is by Moretti's curvaceous extravaganza.

Elsewhere we might perhaps applaud the contrast: solemn classicism versus flamboyant expressionism. In Washington, however, a city which has so far miraculously maintained some degree of architectural harmony, the clash is as inappropriate as the cacophonous howling of the jet planes in a symphony concert. The Watergate concerts, performed on the Potomac below the Lincoln Memorial for the past 38 summers, are now being moved to the Mall to escape the constant scream of jets landing at the nearby airport. The Kennedy Center spent \$5 million to soundproof its auditoriums, but there is no escaping the rackets as you eat in Watergate's outdoor cafe or in its private penthouse terraces. And there is no escaping the visual racket.

The only opposition to the Watergate proposal came from a group which called itself Protestants and Other Americans United for Separation of Church and State. POAU alleged, in a public statement and letters to public officials, that the Società Generale Immobiliare was controlled by the Vatican and that the Planning and Zoning Commissions had knuckled under to the power of Rome. The

Baptist Joint Committee on Public Affairs countered with a statement that other buildings in the city, such as the National Press Building and the tower of the Washington Cathedral, had also been granted waivers of the height limitation. None of this made more than a few inches in the back pages until Drew Pearson jumped into the rhubarb with the assertion that "a significant 'tug-of-war' " had developed between the President of the United States and the Italian firm, "which handles business affairs for the Vatican." Pearson also informed his readers, however, that planning commissioners Elizabeth Rowe and Walter Louchheim, "appointed by the Catholic President, had voted against the proposed Vatican building" and that the President had "turned thumbs down."

At the time Pearson's column appeared, on May 29, 1962, I learned later, the Vatican held only 20 percent of Immobiliare's stock. The rest was owned by various Italian corporations, such as Fiat, and a total of 60,000 stockholders. On this continent, the firm was also building a 50-story office building in Montreal and now owns residential property in Los Angeles and Mexico City. It is planning

another luxury condominium in Alexandria, Virginia.

The Vatican, however, has recently divested itself of its financial interest in Immobiliare, presumably because the firm's predilection for luxury buildings does little to help the poor.

The White House promptly denied Pearson's assertion that the President opposed the construction of the Watergate. The press was handed a letter by Lee C. White, assistant special counsel to the President, to Nicolas M. Salgo, president of Island Vista, Inc., as the Immobiliare's Watergate subsidiary, which frequently changed its name, was called that year. (It is now called Watergate Improvement Associates.) "The White House has no official or formal position on your company's application before the Zoning Commission," the letter said, adding that matters of design were subject to approval by the Commission of Fine Arts.

This commission had meanwhile listened to a lengthy lecture by Moretti who had been summoned from Rome. Moretti, who died last summer of a heart attack while sailing in the Mediterranean, had been moderately famous in Italy, mainly for a number of expensive villas designed in highly sculptural, swerving and swirling expressionist style of modern architecture that originated with the German-born architect Erich Mendelsohn. He had also designed the Roman pavilion at the 1958 World's Fair, Brussels.

Moretti told the Fine Arts commissioners, through an interpreter, that his curved structures reflected the flow of the Potomac and would afford everyone within them a view of the river; that Washington needed something other than the rigid forms of its monumental government buildings; that his studies had revealed the capital's deep commitment to the English tradition of tying nature to architecture through the use of gardens and greenery, a commitment which his design most admirably honored; and that Immobiliare regretfully would have to withdraw and take its Watergate elsewhere unless the height, bulk and shape it deemed essential to the success of its enterprise were henceforth approved.

The commission, the newspapers re-

ported, praised Moretti's erudition and adjourned, after arranging a special private meeting between Moretti and the architect-members of the commission—the late Ralph Walker, Michael Rapuano and Douglas W. Orr, to iron out their differences about the design. The meeting took place at the Union League Club in New York City and lasted three hours. In the end, Moretti agreed that only 25 percent of his building complex would be 130 feet high and that the rest would be stepped down toward the river. He also agreed that his modified design should be subject to final approval by Washington's official guardians of planning, zoning and the fine arts, and returned to his Roman drawing boards.

When he returned in September 1963, the Commission of Fine Arts had changed. It was a Kennedy commission now, chaired by William Walton, the stocky, sandy-haired painter, who had let it be known that there was to be a fresh new government architecture on the New Frontier. The President, he said, had read a special issue of *Architectural Forum* from cover to cover within 48 hours after it had been placed on his desk and had wanted to know what could be done about making the city look more attractive. Fresh new faces on the old Commission of Fine Arts, prominent people with a modern outlook, seemed part of the answer. Moretti's revised design was carefully scrutinized by Walton and fellow commissioners Aline Saarinen, the late architect; Hideo Sasaki, the landscape architect; Burnham Kelly, the dean of Cornell's architecture school; Theodore Roszak, the sculptor; John Carl Warnecke, the architect; and, most of all, Gordon Bunshaft of Skidmore, Owings & Merrill.

"There is such a thing as good taste, you know," Bunshaft told Moretti at one point during the commission's public review of the Watergate design. Moretti's previous plans, sketches and models had been conceptual. They showed only the essential configuration of his design. What he now brought in had all the icing, and no confectioner could have made it more fanciful. The building facade was to have three colors of tinted concrete: a dark beige on the lower stories, a lighter beige

in the middle, and off-white along the top floors. "This thing with zebra stripes," Bunshaft called it.

Moretti retorted that his coloring would visually diminish the height of the buildings. The facade was, furthermore, broken up by terraces and balconies, jutting in and out in various and odd shapes and protected by ornate concrete railings of strangely fantastic design, an assortment of modernistic stalagmites and stalactites courting each other. Plants were oozing and drooping all over the elevation. And the whole thing was topped by sculptural penthouse structures to match all the other flamboyance.

Bunshaft and his colleagues, in a series of animated sessions, scraped most of this icing off and caused Moretti to streamline his sculpture, as it were. But the commission continued to be bothered by "the excessive height of the building and its destruction of the character of the parkland," as Walton put it.

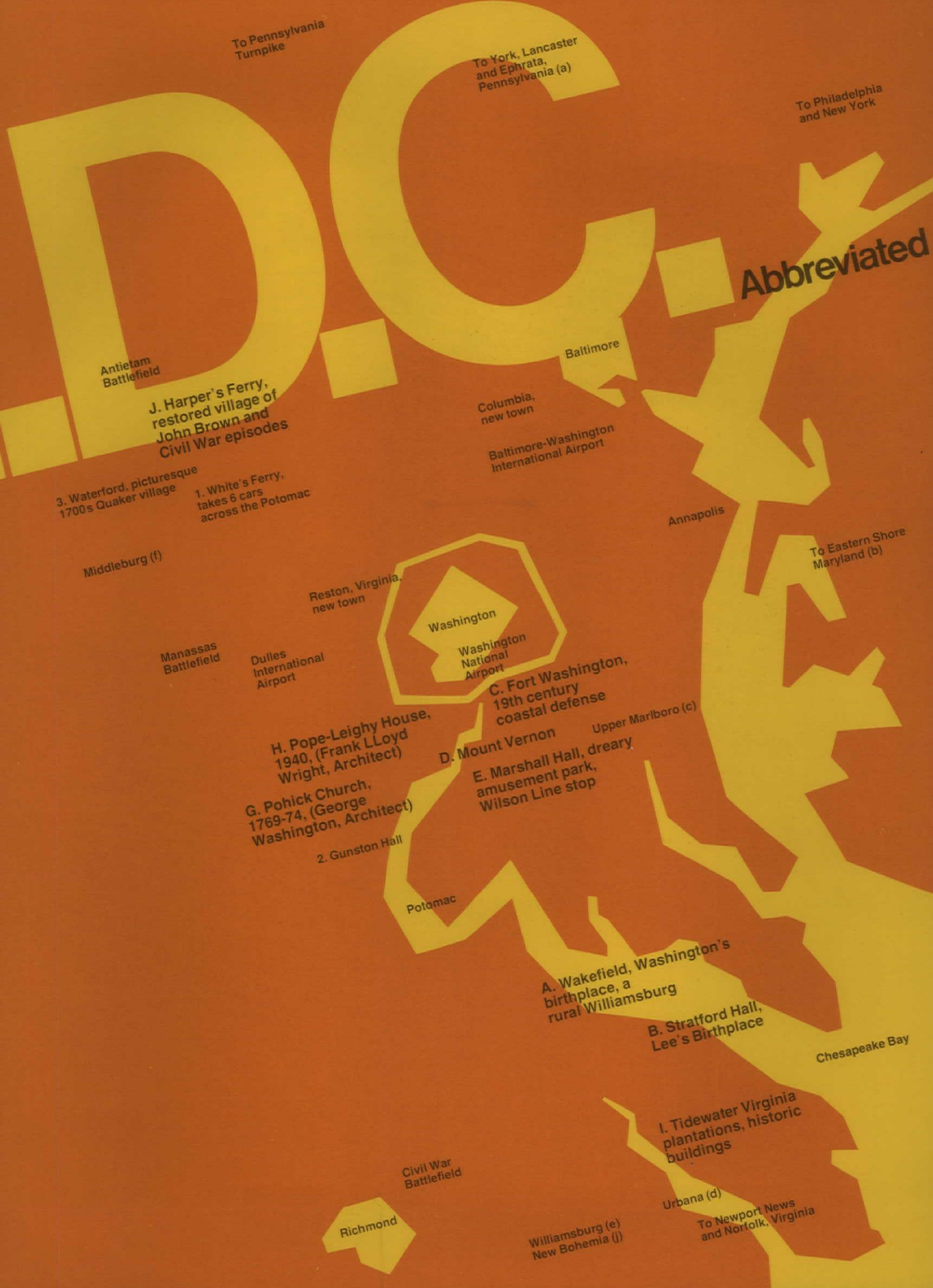
"I think we are in a problem here of not really having control over this," said Bunshaft, according to the minutes of one of the commission's executive sessions. "The previous regime diddled around with this over a year and God knows what they agreed. We are sitting here in a rather difficult position." Bunshaft persuaded his colleagues to reverse the previous regime. Moretti was asked to make all four of the Watergate buildings uniform in height, after all.

After some bickering between Immobiliare and the commission, 145 feet above water level were agreed upon, making the building complex only 10 inches shorter than the Lincoln Memorial. The penthouses rise to 10 feet above this limit. Toward the end of the negotiations, in November 1963, Walton said: "We've been in it for a year. It's a big civic issue which grows bigger all the time. We can't ignore the fact that we live in a political situation."

But now the situation was in the hands of the building contractor, Magazine Brothers Construction Corporation, who also had trouble with the design. Soon after the excavation began, the contractor struck "river rock"—water weakened ma-

*watergate continued on page 77*





To Pennsylvania Turnpike

To York, Lancaster and Ephrata, Pennsylvania (a)

To Philadelphia and New York

Abbreviated

Antietam Battlefield

J. Harper's Ferry, restored village of John Brown and Civil War episodes

Baltimore

Columbia, new town

Baltimore-Washington International Airport

3. Waterford, picturesque 1700s Quaker village

1. White's Ferry, takes 6 cars across the Potomac

Annapolis

Middleburg (f)

To Eastern Shore Maryland (b)

Reston, Virginia, new town

Washington

Washington National Airport

C. Fort Washington, 19th century coastal defense

Manassas Battlefield

Dulles International Airport

H. Pope-Leighy House, 1940, (Frank Lloyd Wright, Architect)

D. Mount Vernon

Upper Marlboro (c)

G. Pohick Church, 1769-74, (George Washington, Architect)

E. Marshall Hall, dreary amusement park, Wilson Line stop

2. Gunston Hall

Potomac

A. Wakefield, Washington's birthplace, a rural Williamsburg

B. Stratford Hall, Lee's Birthplace

Chesapeake Bay

I. Tidewater Virginia plantations, historic buildings

Civil War Battlefield

Richmond

Williamsburg (e) New Bohemia (j)

Urbana (d)

To Newport News and Norfolk, Virginia

We all share certain anxieties upon arriving in a city and attempting to discover what it holds and offers. Although many of us help to determine the form of the man-made urban environment, too few of us help to create the means to understand it.

We feel that making the Convention city understandable and observable should become an integrated, as well as greatly expanded, part of the AIA's activities. On the following fifteen pages is our response to that idea in the form of an information and orientation offering to this year's gathering.

Seeing the city with clarity is equal to any other major discovery, and making it possible is both a major responsibility and particular opportunity.—The Authors

From Dulles International Airport, considered by Eero Saarinen as his best building (b), by direct taxi (about \$17), or bus (\$3.50), or by car along the scenic George Washington Memorial Parkway. See Index page 13.

Capital Beltway West

The region within 175 miles of the nation's capital embraces five states and limitless historical, architectural, recreational, scenic and cultural attractions. They are all reachable via a network of radiating transportation systems ranging from interstate highways to trains to closer-in bike trails. The abbreviated maps on the following pages were prepared by Richard Saul Wurman, Peter Bradford, Jane Clark, Kay Layne, and James Bailey, with the valuable assistance of many members of the American Institute of Architects

# Entering

With the fascination of a city,  
as with the fascination of a woman or man,  
it is the first impression that creates  
or destroys the desire to explore further.

Thus, the approach is everything.  
If it's at all possible, enter Washington  
via Memorial Bridge. From across  
the Potomac, the history, the purpose,  
the neighborhoods of the nation's capital  
unfold in an eyefilling panorama.  
If your approach is less stimulating,  
don't be discouraged.

Washington is a delightful city.

From bus terminal,  
least attractive entry.  
Leave fast. Taxi (\$1.25),  
bus L2 or L4 (40¢).  
See Index page 13.

From Union Station,  
imposing Roman  
Beaux-Arts structure,  
share a cab to  
the hotel (\$1.25).  
See Index page 13.

From Baltimore-Washington  
International Airport by  
bus (\$4) or direct taxi  
(about \$20), an ugly route.  
Better to drive the  
scenic way, stopping  
at Columbia, Maryland  
or Annapolis (a).  
See Index page 13.

From National Airport  
(great bird's-eye view  
as you land), by rare cab  
(about \$4.50), by bus (\$2.25).  
Vista of urban-renewed  
cityscape, Capitol, all  
the great memorials. On  
the heights, Washington  
Cathedral. If you strain,  
the Pentagon and the  
Kennedy flame. See the  
Index page 13.

Washington  
Cathedral

Connecticut

Rock  
Creek  
Park

Sheraton-Park  
Hotel

Dupont Circle,  
à-la-Paris

Georgetown  
University,  
where the  
spires are

16th Street

Columbus  
Fountain

Route 29

Watergate,  
yes, Watergate

Lincoln  
Memorial

White House

Capitol,  
obvious, can't  
miss it

Three Sisters  
Island, Teddy  
R's swimming hole

Washington  
Monument

Lady Bird  
Johnson Park

Jefferson  
Memorial

Southwest  
Washington,  
urban-renewal

Kennedy Grave,  
Eternal Flame

Pentagon

Potomac

Navy and  
Marine  
Memorial

Custis-Lee  
Mansion

Arlington  
Cemetery

Route I-95

Capital Beltway

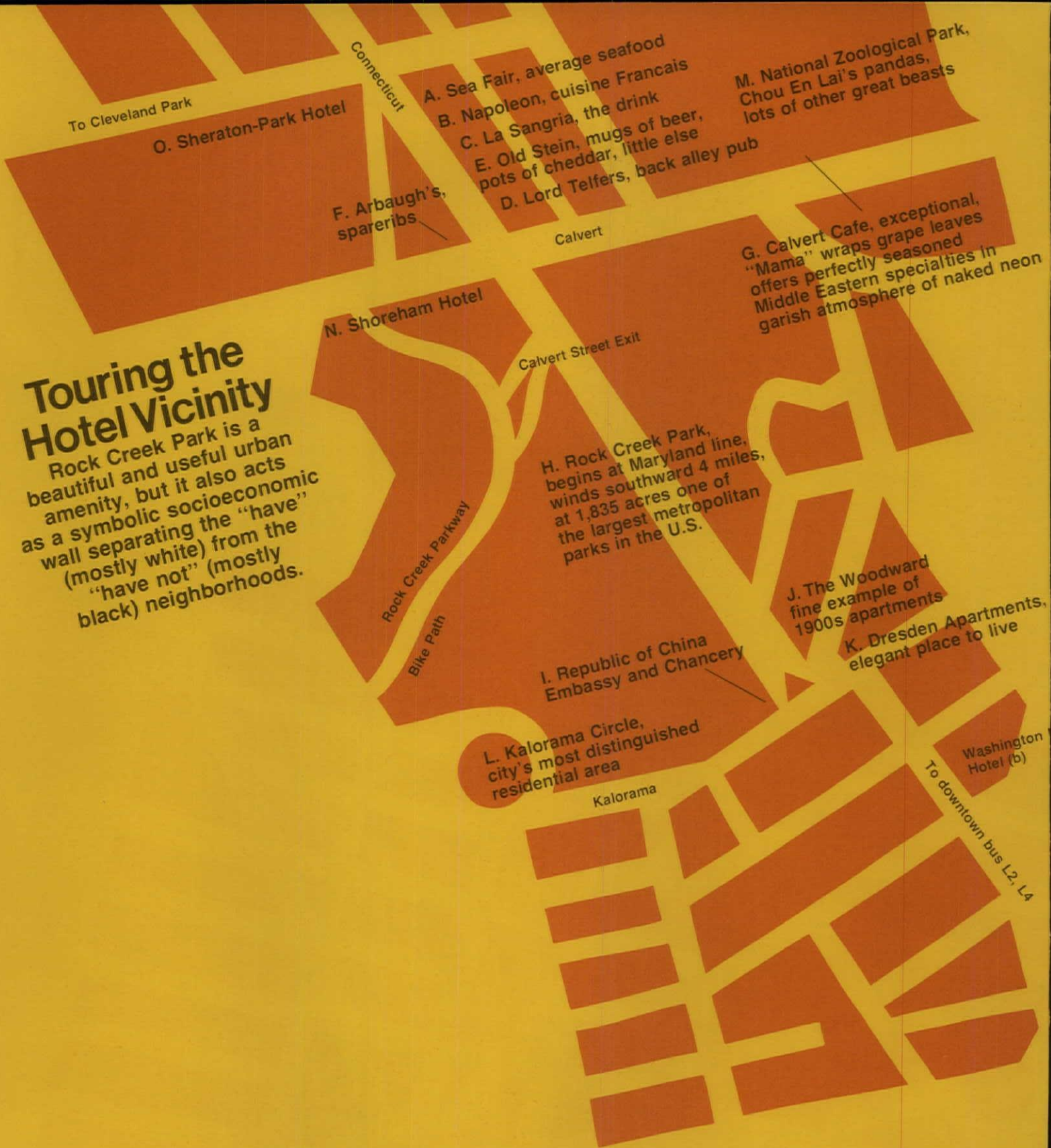
Route 495

Alexandria

Baltimore-Washington  
Parkway South

# Touring the Hotel Vicinity

Rock Creek Park is a beautiful and useful urban amenity, but it also acts as a symbolic socioeconomic wall separating the "have" (mostly white) from the "have not" (mostly black) neighborhoods.



To Cleveland Park

O. Sheraton-Park Hotel

Connecticut

A. Sea Fair, average seafood

B. Napoleon, cuisine Francais

C. La Sangria, the drink

E. Old Stein, mugs of beer, pots of cheddar, little else

D. Lord Telfers, back alley pub

M. National Zoological Park, Chou En Lai's pandas, lots of other great beasts

F. Arbaugh's, spareribs

Calvert

G. Calvert Cafe, exceptional, "Mama" wraps grape leaves offers perfectly seasoned Middle Eastern specialties in garish atmosphere of naked neon

N. Shoreham Hotel

Calvert Street Exit

H. Rock Creek Park, begins at Maryland line, winds southward 4 miles, at 1,835 acres one of the largest metropolitan parks in the U.S.

Rock Creek Parkway

Bike Path

J. The Woodward fine example of 1900s apartments

I. Republic of China Embassy and Chancery

K. Dresden Apartments, elegant place to live

L. Kalorama Circle, city's most distinguished residential area

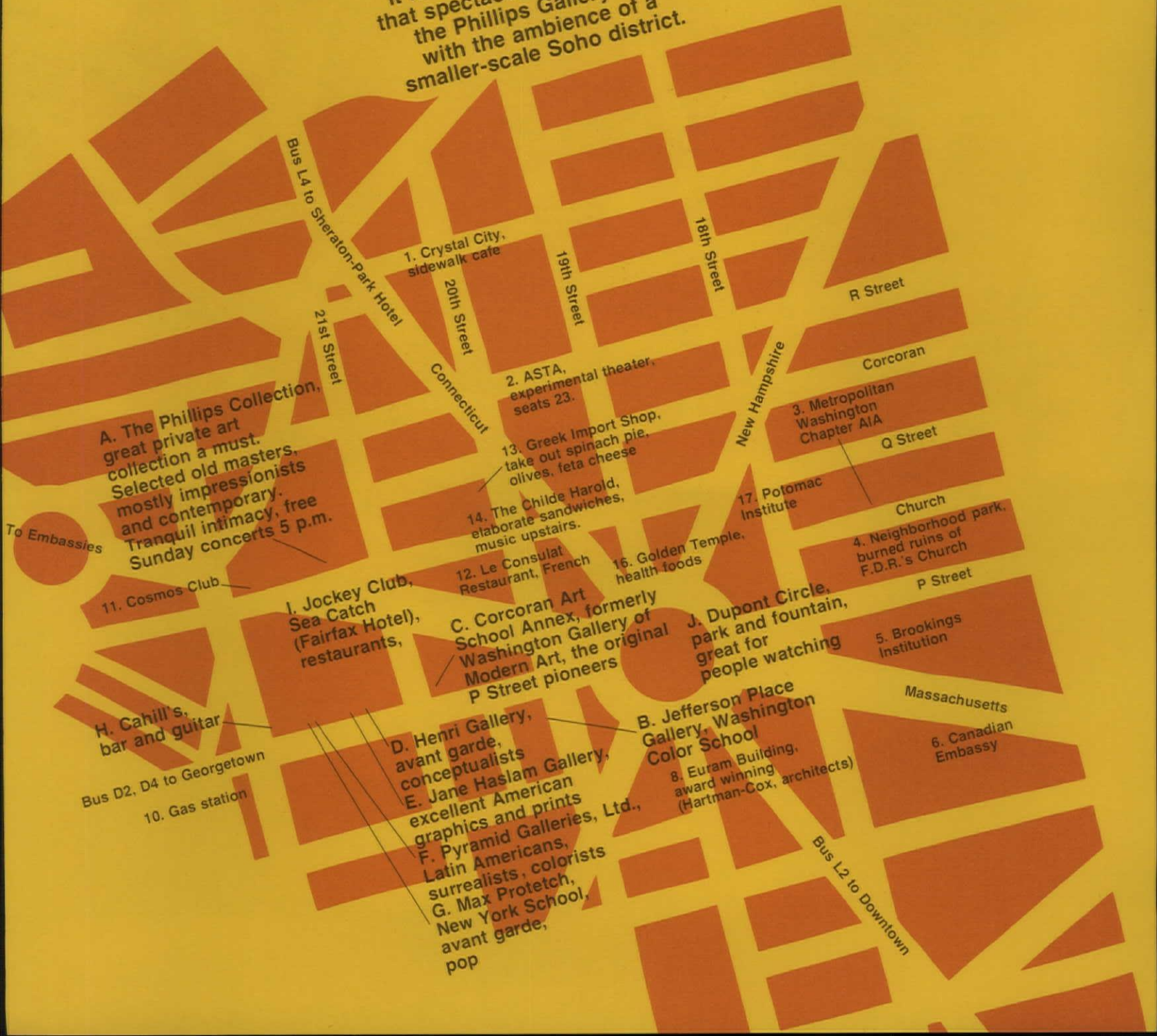
Kalorama

Washington Hotel (b)

To downtown bus L2, L4

# Dupont Circle

The Dupont Circle area is the commercial focal point for much of metropolitan Washington's increasingly lively art life. It features art sources and that spectacular art resource, the Phillips Gallery—all with the ambience of a smaller-scale Soho district.



**A.** The Phillips Collection, great private art collection a must. Selected old masters, mostly impressionists and contemporary. Tranquil intimacy, free Sunday concerts 5 p.m.

1. Crystal City, sidewalk cafe

2. ASTA, experimental theater, seats 23.

13. Greek Import Shop, take out spinach pie, olives, feta cheese

14. The Childe Harold, elaborate sandwiches, music upstairs.

12. Le Consulat Restaurant, French

16. Golden Temple, health foods

11. Cosmos Club

**I.** Jockey Club, Sea Catch (Fairfax Hotel), restaurants,

**C.** Corcoran Art School Annex, formerly Washington Gallery of Modern Art, the original P Street pioneers

**J.** Dupont Circle, park and fountain, great for people watching

5. Brookings Institution

**H.** Cahill's, bar and guitar

**D.** Henri Gallery, avant garde, conceptualists  
**E.** Jane Haslam Gallery, excellent American graphics and prints  
**F.** Pyramid Galleries, Ltd., Latin Americans, surrealists, colorists  
**G.** Max Protetch, New York School, avant garde, pop

**B.** Jefferson Place Gallery, Washington Color School

8. Eram Building, award winning (Hartman-Cox, architects)

Bus L2 to Downtown

Bus D2, D4 to Georgetown  
10. Gas station

6. Canadian Embassy

R Street

Corcoran

3. Metropolitan Washington Chapter AIA

4. Neighborhood park, burned ruins of F.D.R.'s Church

17. Potomac Institute

P Street

Bus L4 to Sheraton-Park Hotel

20th Street

19th Street

18th Street

New Hampshire

To Embassies

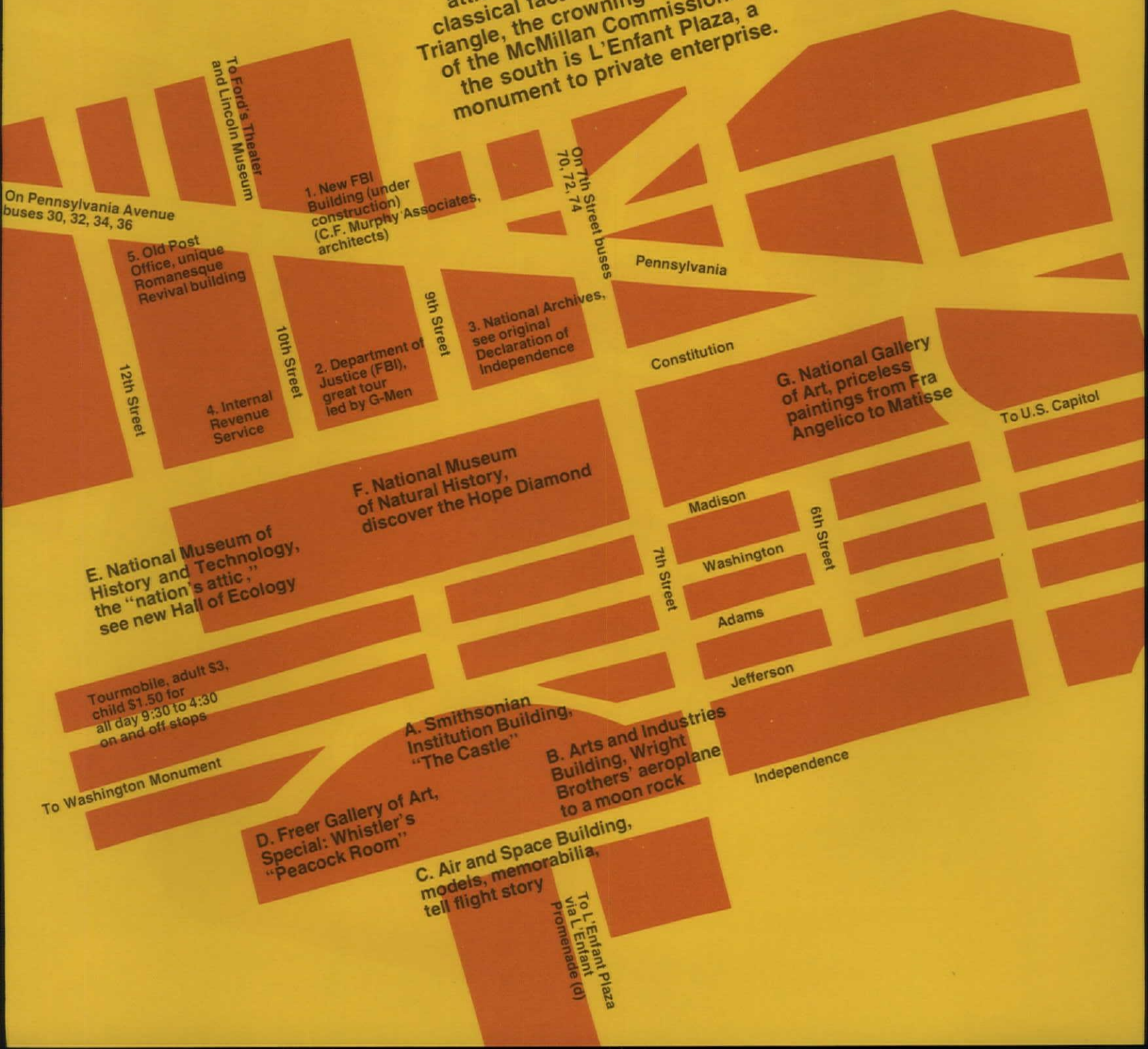
# Downtown

The White House is the focus both of this map and the city's political power struggles, but the battles are not visible from the streets and sidewalks. The atmosphere of the Lafayette Square area is downright serene.



# Mall and Federal Triangle

Along the Mall, L'Enfant's grand axis, sprawl the Smithsonian buildings, "the attic of the nation," and the classical facades of the Federal Triangle, the crowning achievement of the McMillan Commission. To the south is L'Enfant Plaza, a monument to private enterprise.



On Pennsylvania Avenue buses 30, 32, 34, 36

To Ford's Theater and Lincoln Museum

1. New FBI Building (under construction) (C.F. Murphy Associates, architects)

On 7th Street buses 70, 72, 74

5. Old Post Office, unique Romanesque Revival building

12th Street

4. Internal Revenue Service

10th Street

2. Department of Justice (FBI), great tour led by G-Men

9th Street

3. National Archives, see original Declaration of Independence

Pennsylvania

Constitution

G. National Gallery of Art, priceless paintings from Fra Angelico to Matisse

To U.S. Capitol

F. National Museum of Natural History, discover the Hope Diamond

Madison

6th Street

Washington

7th Street

Adams

Jefferson

Independence

Tourmobile, adult \$3, child \$1.50 for all day 9:30 to 4:30 on and off stops

To Washington Monument

A. Smithsonian Institution Building, "The Castle"

B. Arts and Industries Building, Wright Brothers' aeroplane to a moon rock

D. Freer Gallery of Art, Special: Whistler's "Peacock Room"

C. Air and Space Building, models, memorabilia, tell flight story

To L'Enfant Plaza via L'Enfant Promenade (B)

# Capitol Hill #1

Capitol Hill, the center of the nation's legislative and judicial complex, offers a rich variety of attractions. The area west of the Capitol is green and tranquil. To the north and south are monumental government buildings. And to the east, beyond the Supreme Court and Library of Congress, is a charming neighborhood undergoing spontaneous restoration.

8. The Monocle, dine pleasantly surround

5. New Senate Office Building (J. Carl Warnecke & Associates)

7. Sewell Belmont House, where a sniper caused the burning of the Capitol

Constitution

Pennsylvania

Bus 14  
Tourmobile Stop

1st Street

A. The Grotto, a rock garden designed by Frederick Law Olmsted 100 years ago

B. Reflecting Pool

C. U.S. Grant Statue, Henry M. Shady's equestrian hero

D. The Capitol, West Portico, bear right up the steps for an impressive panorama of the city

E. Botanic Garden Conservatory, houses spoils of botanical expeditions

F. Bartholdi Fountain, "Chandelier-sculpture-fountain" by Statue of Liberty's designer

Independence

New Jersey

C Street

D Street

9. The Rotunda, politics in the air, fine food on the table



# Capitol Hill #2



Maryland

Constitution

Massachusetts

A Street

B. Museum of African Art, former residence of Frederick Douglass

East Capitol

A. Supreme Court Building, massive example of academic classicism

1. Explore a back alley seething with crime in the 1800s

D. Folger Shakespeare Library and Theatre, world's largest collection of Shakespeariana

Independence

C. Library of Congress, 270 miles of shelves

E. Capitol Hill Presbyterian Church, cast iron interiors

G. Market Row, boutiques and a realtor with restoration prices

F. Eastern Market, fresh produce at sunrise

4. Madison Memorial Library of Congress Annex (Dewitt, Poor, Shelton, architects)

3. Jenkins Hill, Mike Palm's, Penn Deli, Whitbys, Hawk and Dove, Mr. Henry's Informal, American standbys

2. Metro construction

6. Old Waterson House, one of Hill's few Federal houses

Pennsylvania

6th Street

5th Street

4th Street

3rd Street

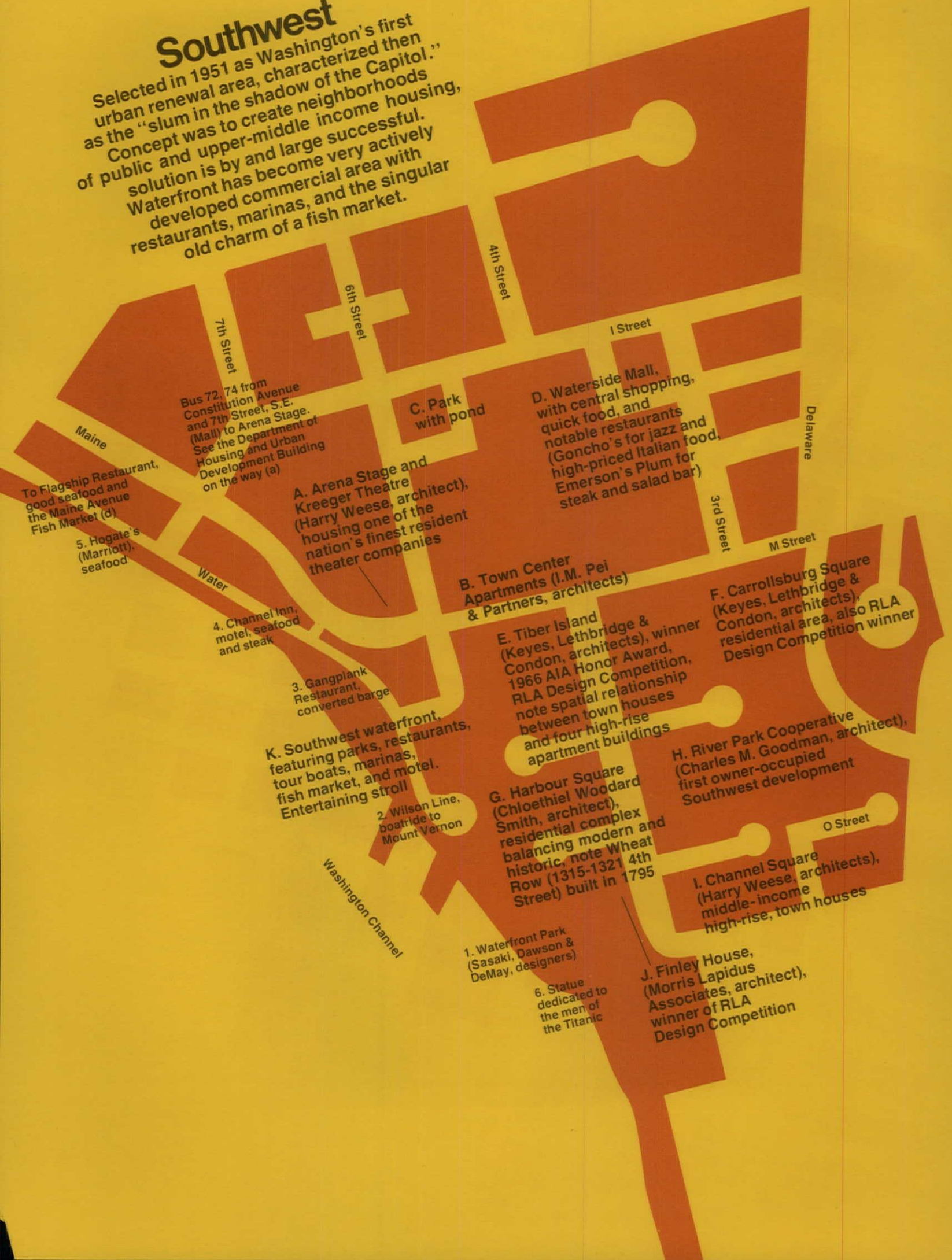
2nd Street

D Street

To the Navy Yard, take a tour, call OX 8-2559

# Southwest

Selected in 1951 as Washington's first urban renewal area, characterized then as the "slum in the shadow of the Capitol." Concept was to create neighborhoods of public and upper-middle income housing. Solution is by and large successful. Waterfront has become very actively developed commercial area with restaurants, marinas, and the singular old charm of a fish market.



Bus 72, 74 from Constitution Avenue and 7th Street, S.E. (Mall) to Arena Stage. See the Department of Housing and Urban Development Building on the way (a)

To Flagship Restaurant, good seafood and the Maine Avenue Fish Market (d)

5. Hogate's (Marriott), seafood

4. Channel Inn, motel, seafood and steak

3. Gangplank Restaurant, converted barge

K. Southwest waterfront, featuring parks, restaurants, tour boats, marinas, fish market, and motel. Entertaining stroll

2. Wilson Line, boatride to Mount Vernon

C. Park with pond

A. Arena Stage and Kreeger Theatre (Harry Weese, architect), housing one of the nation's finest resident theater companies

B. Town Center Apartments (I.M. Pei & Partners, architects)

E. Tiber Island (Keyes, Lethbridge & Condon, architects), winner 1966 AIA Honor Award, RLA Design Competition, note spatial relationship between town houses and four high-rise apartment buildings

G. Harbour Square (Chloethiel Woodard Smith, architect), residential complex balancing modern and historic, note Wheat Row (1315-1321 4th Street) built in 1795

1. Waterfront Park (Sasaki, Dawson & DeMay, designers)

6. Statue dedicated to the men of the Titanic

D. Waterside Mall, with central shopping, quick food, and notable restaurants (Goncho's for jazz and high-priced Italian food, Emerson's Plum for steak and salad bar)

F. Carrollsburg Square (Keyes, Lethbridge & Condon, architects), also RLA Design Competition winner

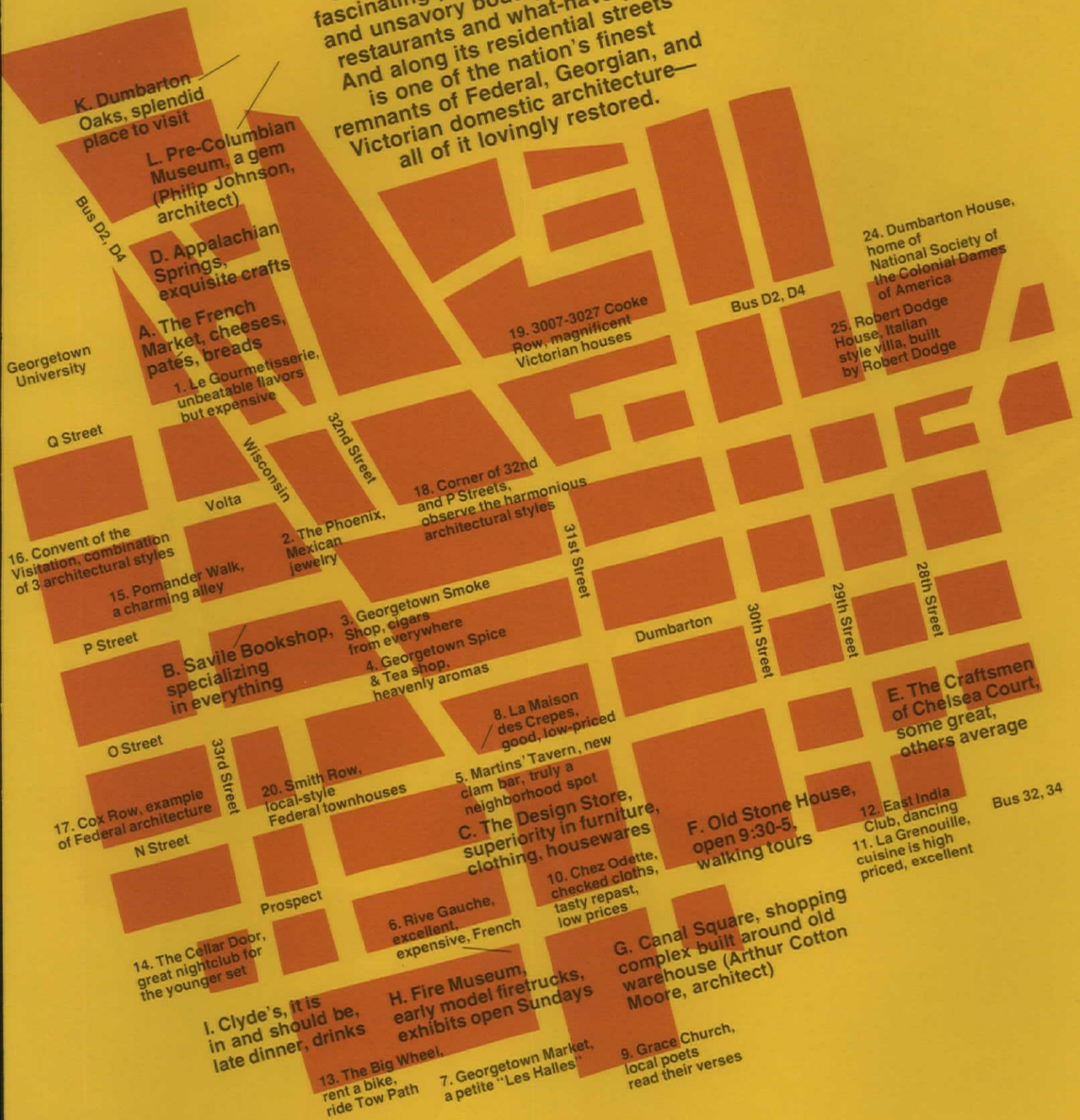
H. River Park Cooperative (Charles M. Goodman, architect), first owner-occupied Southwest development

I. Channel Square (Harry Weese, architect), middle-income high-rise, town houses

J. Finley House, (Morris Lapidus Associates, architect), winner of RLA Design Competition

# Georgetown

Georgetown is not a neighborhood; it is a city within a city. Along Wisconsin Ave. and M St. is a fascinating progression of savory, and unsavory boutiques, bistros, restaurants and what-have-you. And along its residential streets is one of the nation's finest remnants of Federal, Georgian, and Victorian domestic architecture—all of it lovingly restored.



**K.** Dumbarton Oaks, splendid place to visit

**L.** Pre-Columbian Museum, a gem (Philip Johnson, architect)

**D.** Appalachian Springs, exquisite crafts

**A.** The French Market, cheeses, pates, breads

1. Le Gourmetisserie, unbeatable flavors but expensive

19. 3007-3027 Cooke Row, magnificent Victorian houses

24. Dumbarton House, home of National Society of the Colonial Dames of America

25. Robert Dodge House, Italian style villa, built by Robert Dodge

Georgetown University

Q Street

Volta

32nd Street

18. Corner of 32nd and P Streets, observe the harmonious architectural styles

2. The Phoenix, Mexican jewelry

16. Convent of the Visitation, combination of 3 architectural styles

15. Pomander Walk, a charming alley

3. Georgetown Smoke Shop, cigars from everywhere

4. Georgetown Spice & Tea shop, heavenly aromas

**B.** Savile Bookshop, specializing in everything

8. La Maison des Crepes, good, low-priced

**E.** The Craftsmen of Chelsea Court, some great, others average

O Street

17. Cox Row, example of Federal architecture

20. Smith Row, local-style Federal townhouses

**C.** The Design Store, superiority in furniture, clothing, housewares

**F.** Old Stone House, open 9:30-5, walking tours

12. East India Club, dancing

11. La Grenouille, cuisine is high priced, excellent

14. The Cellar Door, great nightclub for the younger set

6. Rive Gauche, excellent, expensive, French

10. Chez Odette, checked cloths, tasty repast, low prices

**G.** Canal Square, shopping complex built around old warehouse (Arthur Cotton Moore, architect)

**I.** Clyde's, it is in and should be, late dinner, drinks

**H.** Fire Museum, early model firetrucks, exhibits open Sundays

9. Grace Church, local poets read their verses

13. The Big Wheel, rent a bike, ride Tow Path

7. Georgetown Market, a petite "Les Halles"

Bus 32, 34

Bus D2, D4

Bus D2, D4

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# Arriving

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The nation's Colonial, Revolutionary and Civil War pasts are all alive and well in this area. Whether you go north to the Pennsylvania Dutch country, south to the Tidewater Virginia plantations and settlements, east to the Chesapeake Bay, or west to the Blue Ridge Mountains and beyond to the Alleghenies of West Virginia, you'll confront, and be confronted by, the history that brought us where we are today. And here and there you will see good modern architecture and planning.

- B. Stratford Hall. Restored, truly unique. More Jacobean than typically Georgian in design.
- H. Pope-Leighy House. One of Wright's "Unionian" series. Moved from original site. Open weekends only. Mrs. Leighy herself gives a delightful personalized tour.
- I. Historic Tidewater Virginia buildings. North side of James River via Rt. 5: Belle Air, Berkeley, Shirley, Sherwood Forest, Westover Church. South side of river via Rt. 10: Brandon, Willow Hill, St. Luke's Church, Smith's Fort.
- J. Harper's Ferry. Restored historical town of John Brown and Civil War episodes. Scenically situated at confluence of Shenandoah and Potomac Rivers. National Park Service graphic center (Ulrich Franzen & Associates architect), commands panoramic views. Staffers swear by the workability of its spaces. Harper's Ferry train (scenic ride) leaves Union Station, Washington, 11 a.m. Saturdays, 9:30 and 11 a.m. Sundays. Returns from Harper's Ferry 6:27 p.m. Approximately 1 hour. No reservations needed. \$3.
- a. Ephrata. Religious cloister in 18th-century German style. Lancaster. Heart of Pennsylvania Dutch and Amish farm country.
- b. Rehoboth Beach. Less crowded and older than overly commercial Ocean City. Also Assateague Island, where famous Assateague ponies make yearly swim across the Potomac.
- c. Upper Marlboro. Calvert Regional Park, pontoon boat *The Possum*. Nature tour down the Patuxent River Tuesday through Saturday, \$1. Reservations necessary (301) 627-6347.
- d. Urbana. Gabrielle's Restaurant. French country inn. Candidate for Michelin 4 stars.
- e. Williamsburg. Painstakingly and authentically restored historic colonial community.
- f. Middleburg. Virginia hunt country. Dine at Red Fox Inn, second oldest in U.S.
- g. Front Royal. Skyline Drive, 105 miles of scenic beauty with 72 overlooks.
- h. Charlottesville. Don't miss Jefferson's University of Virginia and Monticello.
- i. Brems. See house that Jefferson is said to have had a strong hand in, although historians now have their doubts. Stone schoolhouse on property is where Cooke, the original owner, gave his and his slave's kids an integrated education.
- j. New Bohemia. Fascinating Czech community. Note 19th-century European shrines.
- k. Colonial Parkway. Twenty-three miles of river and woodland parkway links Jamestown, Williamsburg and Yorktown.

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# Entering

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Baltimore-Washington International Airport If you have to approach the city from this terminal it's cheaper to take the bus (\$4) to the Statler-Hilton at 16th and K Sts., N.W., and then a taxi to the Sheraton-Park (\$1.25). A direct taxi will cost you \$17 to \$20.

If you are driving, the most direct route to the hotel is via Baltimore Beltway W. (Rt. 695) to Rt. 1-95 to Capital Beltway W. (Rt. 495) to Exit 11 (Connecticut Ave./Chevy Chase). Fol-

low Connecticut Ave. about 7 miles to Woodley Rd. Right to Sheraton-Park Hotel.

A more scenic but longer route is via Baltimore-Washington Parkway S. to Rt. 495 W., etc.

Along the Capital Beltway you will notice scattered architectural sights, not the least of which are the golden spires of the largest Mormon temple in the world rising above the tree-tops. The statue is of the Angel Moroni. (Fred L. Markham, FAIA; Harold K. Beecher, AIA; Henry P. Fetzner, AIA; and Keith W. Wilcox, AIA, architects, under the direction of Church Architect Emil B. Fetzner, AIA.)

The ugliest route and that taken by the bus brings you along the Baltimore-Washington Parkway and into the dilapidated commercial New York Ave. corridor. If you drive in this way, loop around Lincoln Memorial and take Rock Creek Parkway past the Kennedy Center and Watergate. Exit left at Calvert St. Go right on Calvert 1 block to Connecticut Ave., then left 2 blocks to Woodley Rd. and left again to the Sheraton-Park.

Before driving into Washington from the airport, you could see the new town of Columbia (Rt. 29) or historic Annapolis (Rt. 1-E to Rt. 2-S).

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## Dulles International Airport

Eero Saarinen considered this his best building, and many others agree. Its roof is a huge concrete hammock hung from rows of sculpted columns that are connected by soaring glass bays. Workmen say they take their lives into their hands when they wash those angled windows, but the rest of us can simply enjoy the experience of Saarinen's tour de force.

Dulles is the first U.S. airport to have mobile lounges that meet planes at runways, pick up their passengers and deposit them in the terminal, where they have to walk only about 200 feet from lounge to baggage area to taxi or bus (or private car if someone is picking them up).

It will cost you \$15 to \$17 dollars to take a taxi from Dulles to the hotel. Your best bet is a bus, which will take you to the Washington Hilton Hotel for \$3.50. From there you can take a taxi to the Sheraton-Park (85c).

To drive in, take the Federal Aviation Administration-controlled Dulles Access Rd. to the Capital Beltway (Rt. 495) to the George Washington Memorial Parkway. The scenic parkway, which parallels the Potomac, is the most attractive portal to the nation's capital. On your left, note the spires of Georgetown University and, farther down, the Watergate, the Kennedy Center, the Washington Monument and, on a clear day, the Capitol. Those three rocks in the river are Three Sisters Island, the site of Teddy Roosevelt's swimming hole and, more recently, the controversial and presently stalled Three Sisters Bridge, which was to have unsnarled some of the District-suburb traffic. Environmentalists and concerned citizens rose up in arms, and the initial pilings were eventually removed.

Leave the Parkway at Memorial Bridge. After you cross the Potomac, loop around Lincoln Memorial and take Rock Creek Parkway past the Kennedy Center and Watergate. Exit left at Calvert St. and go right 1 block to Connecticut Ave. Then left 2 blocks to Woodley Rd. and left again to the Sheraton-Park.

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## Washington National Airport

Your landing approach can give you great bird's-eye views of monumental Washington and the Potomac. After you've landed at this close-in terminal, your first challenge will be cornering a cab. If you can get a local Washington cab, you'll find it cheaper (about \$4.20 to the hotel) than an airport cab. But the difference isn't great, and you'll be lucky to get any cab at all without a wait.

Airport buses depart the United Airlines terminal and drop you at either the Mayflower Ho-

tel (\$1.75) or Washington Hilton Hotel (\$2.25). The latter is closer to the Sheraton-Park.

On the way in, the view across the river takes in the urban-renewed cityscapes of Southwest Washington, the U.S. Capitol, Jefferson Memorial, the Old Post Office clocktower, Washington Monument, Lincoln Memorial, and (on the distant heights) the Gothic Washington Cathedral.

On the airport side of the river, along the George Washington Memorial Parkway, you will pass the Pentagon, housing more than 28,000 employees and 17-1/2 miles of corridor, the Navy and Marine Memorial (a splendid sculpture of waves and gulls from the late W.P.A. days), and Lady Bird Johnson Park.

The probable route to the hotel will approach the city via Memorial Bridge. Look left to Arlington National Cemetery and the Custis-Lee Mansion near the summit.

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## Union Station

This imposing Roman Beaux-Arts structure was designed by D.H. Burnham and built in 1908. It's a little shabby now, but the National Park Service is about to convert its monumental interiors into a National Visitors Center. When you get outside you'll see the impressive Columbus fountain in front of the station and, beyond, the dome of the Capitol. To the left you'll see the Senate Office Building and Taft Memorial. The construction you'll see is for Washington's Metro subway system. Limited service is planned for June 30, 1975, opening with 5 stations, 4-1/2 miles of track. Ultimately the system will include 82 stations and 98 miles of track.

In Washington you are expected to share cabs. So don't feel cheated if you have to ride with several others and stop two or three times before you get to the Sheraton-Park. Taxis operate on a zone basis, see map on rear of driver's seat. From points downtown to the hotel it is 2 zones or \$1.25.

As you head toward the hotel, the taxi probably will pick up Massachusetts Ave., one of the broad boulevards named for the states, that diagonally intersect the numbered north-south streets and lettered east-west streets of Pierre Charles L'Enfant's plan. Approaching the corner of Massachusetts Ave. and 9th St., notice the former D.C. Public Library (succeeded by Washington's only Mies-designed building at 9th and G Sts.).

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## Bus Terminals

These are the least attractive introductions to the nation's capital. Buses arrive, via New York Avenue's industrial squalor, at both the Greyhound and Trailways terminals at 12th St. and New York Ave., N.W. Don't hang around. To continue your bus adventure, pick up the L2 or L4 at 13th and New York. For 40 cents, either one will take you east on K St., north on 22nd St., and up Connecticut Ave. to the hotel. By taxi the rate is \$1.25.

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# Hotel Vicinity

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The convention hotel, the Sheraton-Park, is here, so you are going to be seeing a lot of this area.

The vicinity does offer an interesting cross section of the District's unique pattern of residential environments, some of them almost suburban in character, others unmistakably urban and teeming with activity.

The area's restaurants lining Connecticut Ave. offer the gamut of international cuisine, but the quality is consistently second-rate and overpriced. Our selection is the best of a not-so-good lot. At dinnertime don't just rush across the street—and be disappointed. Consult the *Restaurant Guide* (page 78). Excellent restaurants are only an inexpensive cab ride away.

- H. Rock Creek Park. The neighborhood barrier formed by the park breaks down considerably around Kalorama Circle.
- J. and K. Woodward Apartments and Dresden Apartments. This area is a 3D textbook of Washington apartment design over 40 years. Many are being converted to condominiums.
- L. Kalorama Circle. Quiet, deadend streets lined with elegant mansions and town houses.
- O. Sheraton-Park Hotel. Its most interesting parts are the tower and original cruciform building with neocolonial elements facing on Connecticut Ave.
- b. Washington Hilton Hotel (William B. Tabler, architect). Terminus of Dulles and National Airport buses.

## Dupont Circle

The Washington art market is growing in size and sophistication. You will find a good cross section of styles and media in the many galleries situated in this area. They all demand stiff commissions—usually 40 percent.

The P Street strip may soon experience a change of character. Bulldozer blades are already encroaching on its frumpy charm from the west. The area is zoned for high density (by Washington's standards), and a Metro station is scheduled a couple of blocks away.

An abandoned streetcar tunnel under Dupont Circle was once a favorite gathering place for kids, who played rock music until all hours. But the police suspected that pot smoking and even worse sins were being committed there, so they sealed the tunnel off. Now the circle is again being tunneled under for the Metro.

Before the original tunnel was built, streetcars from both directions went around the west side of the Circle. This was because a high-society woman friend of Calvin Coolidge, who lived on the east side of the Circle, insisted that her tranquility be preserved.

Dupont Circle is now called the "think tank" area. Here, a number of cerebral nonprofit organizations, such as the Brookings Institute (5) and Potomac Institute (17), can be found. Special-purpose zoning restricts much of this area to use by nonprofit organizations and professionals.

"Embassy Row," the Naval Observatory, and Washington Cathedral are not on this map, but they are enthralling and worth a detour. Accessible by Bus N2 or N4.

## Downtown

"Anyone involved with the development of the nation's capital can be thought in a legitimate sense to have the American people for a client. The people of the District of Columbia have additional special claims on the attention of the planner. So also the Congress. But for all the general truth of such assertions, the pre-eminent fact is that the patron of the Federal City is the President of the United States."

—Daniel P. Moynihan.

There have been four periods of intensive development of the "downtown area" negotiated via Presidential influence. First, Washington and Jefferson in the period of L'Enfant. Second, Grant in the era of "Boss" Shepherd. Third, Theodore Roosevelt and the McMillan Commission. And fourth, Kennedy and the original "Guiding Principles for Federal Architecture," which were expanded on by Johnson and now Nixon.

- A. San Souci Restaurant. West side of 17th St. *Sans reproche* in ambiance and menu. The standing reservation list for Administration notables changes every four years, or less.
- C. St. John's Episcopal Church. Every Presi-

dent since James Madison has worshiped here. Frequent noontime organ recitals.

- E. Blair House. The residence of visiting foreign dignitaries. When Truman temporarily lived here, special lights were installed so he could walk to work at the White House every morning.
- H. Renwick Gallery. Built in 1859-61. (James Renwick Jr., architect.) First housed Civil War uniforms, then opened as the first Corcoran Gallery of Art, and later became the Washington Court of Claims. Saved from Washington's official "white death" redevelopment by the Johnson Administration and restored respectfully by John Carl Warnecke, Hugh Newell Jacobsen and Universal Restoration Inc. Now exquisitely showcases the American design, craft and decorative arts collections of the Smithsonian.
- I. Old Executive Office Building. Began life as the State, War and Navy Building. The General Services Administration and Bureau of the Budget once wanted to tear down this Victorian wonder, but sanity prevailed and it was given a good bath instead. Some restoration inside, and much more planned. The doorknobs feature seals of the Army and Navy.
- J. The White House. Truman once described it as "a great white prison." Truman had the mansion rebuilt after a piano leg went through the floor while he was playing the "Missouri Waltz." For complete design and renovation details see the *AIA Guide to the Architecture of Washington, D.C.* Tour hours: 10 a.m. to noon Tuesday thru Saturday. Best bet: Arrange (weeks in advance) a VIP tour via your Congressman.
- L. Corcoran Gallery of Art. Originally established by William Wilson Corcoran in 1859. Frequent excellent special exhibits.
- N. Department of the Interior. Up in the penthouse and down in the cafeteria are splendid collections of wall murals, paintings and sculpture by some of the finest American artists of the '30s (Gifford Beal, John Steuart Curry, William Gropper)—all commissioned by the Section of Fine Arts of the Federal Works Agency. The only exception: a mural by Mitchell Jamieson depicting Marian Anderson giving her famous concert on the steps of the Lincoln Memorial.
- O. Treasury Department. The site was selected by President Andrew Jackson, who thus obliterated L'Enfant's planned vista from the Capitol to the White House. Coin shop inside. Outside is a statue of Hamilton, the first Secretary of the Treasury.

## Mall

Midway between the Capitol and the White House L'Enfant drew a grand cross-axis intended to relieve the diagonal of Pennsylvania Ave., open a vista and link the commercial life and national life of the capital. Today this axis represents a lively mixture of public and private development—from the National Collection of Fine Arts and National Portrait Gallery four blocks off the map through the tip of the downtown retail core and the complex of government buildings on the Federal Triangle, the museums of the Mall and more federal buildings to the adjacent L'Enfant Plaza.

The two events that saved the Mall as L'Enfant envisioned it was the moving of the Pennsylvania Railroad Station, which actually stood smack on the Mall, and tough action by McKinley and Teddy Roosevelt to prevent the Department of Agriculture Building from being built in the middle of the Mall.

- A. Smithsonian Institution Building. (James Renwick Jr., architect.) Everyone envisions this building as the Smithsonian, but actually it is

the administrative headquarters. The Smithsonian buildings combined house over 70 million items, of which only a few million are observable in 725,000 square feet of exhibits. An additional 600,000 square feet are now under construction.

- D. Freer Gallery of Art. Extraordinary collection includes Far Eastern bronzes, painting, ceramics and sculpture; Near Eastern painting, manuscripts, metalwork and ceramics, and works of American artists.
- G. National Gallery of Art. Free tours are conducted daily. Free lectures and concerts are given on Sundays. A cafeteria is in the basement.
- 2. Department of Justice. In these halls are a remarkable collection of restored wall murals painted by prominent American artists (John Steuart Curry, Henry Porter, George Biddell) during the Depression under the WPA program. They seem to get better every year.
- 5. Old Post Office. Preservationists have fought to keep this building standing ever since it was completed in 1899. The National Endowment for the Arts and GSA now have plans to adapt its 215,000-plus square feet of space to offices and public facilities.
  - a. Joseph H. Hirshhorn Museum and Sculpture Garden. Designed in the shape of an eccentric doughnut by Gordon Bunshaft of Skidmore, Owings & Merrill. (Under construction.)
  - b. National Air and Space Museum (Hellmuth, Obata & Kassabaum, Inc., architects; under construction).
  - c. National Gallery of Art extension (I.M. Pei & Partners, architects; under construction). Prismatic building proclaimed for its design and site handling. See the model on the second floor of the National Gallery.
  - d. L'Enfant Plaza. The two buildings on the north and south were designed by I.M. Pei & Partners. The original developer was William Zeckendorf, who had to sell out. The building on the west and the hotel on the east were designed by Vlastimil Koubek within Pei's overall plan. Enter via L'Enfant Promenade into a landscaped public area atop an underground restaurant-shopping arcade, which offers a number of dining alternatives when the lines in the Mall cafeterias are long.

## Capitol Hill #1

Within earshot of the nation's political hub, in the shadows of the bombastic Rayburn House Office Building, exists a separate reality. This area, including the West Front of the Capitol and its more personal-scale environs, is often void of tourists. It's a delightful place for carefree strolling, sitting and musing.

- A. The Grotto. A note of romanticism amid the federal classics. A walk-in rock garden that retains Olmsted's welcome, intimate scale.
- D. The Capitol, West Portico. The view will give you an understanding of the city's scale and plan.
- E. Botanic Garden Conservatory. This giant greenhouse includes a magnificent orchid collection. It now supplies potted palms to Congressmen.
- F. Bartholdi Fountain (Frederic Auguste Bartholdi, sculptor). Set in an island of lush landscaping.

## Capitol Hill #2

The legislative and judicial centers situated here offer complete educations in themselves. Elsewhere in this area, once known locally as Jenkins Heights but now known around the world as Capitol Hill, is a particularly flavorful urban neighborhood. Capitol Hill (the neighborhood as distinguished from the hill itself) was Washing-

ton's original enclave of high society. Today, with its new breed of residents and restorers, it encompasses and supports museums, theaters, an open market, restaurants and a row of boutiques.

A. Supreme Court. In session October to June. Open 9 a.m. to 4:30 p.m. Tours only during recess (start Room 114).

B. Museum of African Art. Permanent collection of Tribal African art, modern Occidental art influenced by African art, and contemporary works by black artists.

C. Library of Congress. Largest and best-equipped library in the world. Exhibition halls, poetry readings, concerts.

1. Back in the late '20s Washington passed an "Alley Dwellings Act" which declared such dwellings illegal. This was the beginning of Washington's slum clearance program.

7. Sewell Belmont House. It was from here, legend has it, that a sniper shot at British troops in 1814 and so incensed Admiral Cockburn that he ordered the burning of the Capitol.

a. Old Senate Office Building.

b. Rayburn Building, Longworth Building, Cannon Building.

c. A St. to C St. to 6th Sts. N.E. and S.E. Note the homes of Washington's original high society. Dating tip: Before an 1831 city ordinance, homeowners could not build on city property closer than 12 feet from the sidewalk.

## Southwest

The slums of Washington's Southwest were a national disgrace. Pictures of them showing the Capitol in the background were almost as familiar to newspaper readers as pictures of beauty contest winners. Some three quarters of the dwellings were substandard, and 43 percent had outdoor toilets.

The urban renewal program bulldozed all but a few of the Southwest's 560 acres and created several new communities. Today's Southwest is a handsome, well-greened area to which only a handful of its former low-income inhabitants have been able to return.

B. The Town Center was originally designed in the character of a suburban shopping center, but it had to be completely redesigned and rebuilt because the demand for shopping facilities far exceeded what was originally contemplated.

a. Department of Housing and Urban Development. (Marcel Breuer & Associates, architects).

b. Capitol Park. (Satterlee & Smith; Smith & Associates, architects). Mature landscaping lends parklike atmosphere to town house courtyards.

c. Fort McNair. Passes usually required for admittance, but military installations have open house the third week in May. Situated on scenic Greenleaf Point at the junction of the Potomac Channel and Anacostia River. At the apex is the tough and stern Beaux-Arts Army War College (McKim, Mead & White, architects).

d. Maine Avenue Fish Market. Open-air market. Fresh seafoods range from Chincoteague oysters to Potomac carp.

## Georgetown

Originally a thriving tobacco port, and later a downright slum, Georgetown today is a colorful—some would say contradictory—mixture of immaculate elegance and unwashed exuberance. The residents of the historic town houses manage fairly well to isolate themselves from the area's "bad elements," but the proprietors of the exclusive and expensive shops along Wisconsin and M are forced to coexist with such anachronisms as Air Pollution, Up Against the

Wall, Hot Shoppe Jr., and scores of other long-haired "now" enterprises. To the broad-minded visitor, the contrasts can be stimulating, but to some oldtime Georgetowners it's all very depressing.

A walk in any direction (except south) from commercial Georgetown will take you back to the age of Washington and Jefferson—with an occasional Victorian thrown in.

To the south is Georgetown's waterfront, once lively and thriving but now an industrial slum. A few row houses and historic buildings hang on there, however. The historic C&O canal (temporarily waterless because of damage caused by Hurricane Agnes) cuts a picturesque swath through the area.

The Old Stone House (F) offers Sunday afternoon walking tours. Also recommended are *A Walking Guide to Historic Georgetown*, *A Walk in Georgetown*, and *A Guide to the Architecture of Washington, D.C.*

A. The French Market. Buy a delicious sandwich and lunch in the tranquility of the gardens of Dumbarton Oaks.

F. Old Stone House. Period-clad guides present "Day in the Life of an 18th-Century Family."

G. Canal Square. (Arthur Cotton Moore Associates, architects). A small-scale Ghirardelli Square executed in the Georgetown vernacular. Good shopping, dining, gazing.

K. Dumbarton Oaks. The mansion, dating back to the early 17th century, is famous for the 1944 conference that led to the formation of the World Bank. The property was conveyed by the Bliss family to Harvard University as a research center of Byzantine and medieval humanities. Splendid formal gardens.

L. Pre-Columbian Museum. The art and artifacts are displayed handsomely in Phillip Johnson's composition of domed pavilions.

## Alexandria

Alexandria was part of the District of Columbia from 1791 until 1846, when Congress retroceded it to Virginia. It is the sixth largest city in the Old Dominion, founded in 1748 and surveyed by George Washington. It was a busier seaport than Baltimore until the 1850s.

Alexandria is easily accessible by bus. Take Bus 11 from 12th St. and Pennsylvania Ave. By car the drive is about 10 minutes from Memorial Bridge.

A. Ramsay House. Built by William Ramsay, prominent Scottish merchant and Lord Mayor of the city. Visitors Center open Monday through Saturday from 10 a.m. to 4:30 p.m. Closed Sundays.

B. Old Apothecary Shop. Founded in 1792. Was in operation by the Stabler-Leadbeater family until 1933.

E. Carlyle House. Site of the 1755 Conference of Royal Governors which resulted in the infamous Stamp Act.

F. Gadsby's Tavern. Adjacent to Coffee House. Historical tours Monday through Saturday from 10 a.m. to 4:30 p.m., Sunday noon to 5 p.m.

H. St. Paul's Church. In 1863 the rector was arrested for refusing to pray for the President of the U.S. The church promptly became a government hospital until the end of the war.

I. Presbyterian Meeting House. The manse, or parsonage, is built in the style of "flounder houses" (like the fish) with no windows on one side.

J. "Gentry Row." Read each plaque for fascinating historical information. The Boy Scouts have a medal for completing an "Old Town" Alexandria Historical Trails fact sheet and eight-mile circuit trail.

L. "Captain's Row." Tradition has it that Hessian prisoners of the Revolutionary War paved this cobblestone street, once lined with the homes of wealthy sea captains.

## Georgia Avenue



Georgia Avenue is a commercial spine along the eastern borders of Northwest Washington linking Howard University, a variety of black neighborhoods and entertainment spots. The commuter congestion disappears at dusk and the Georgia Avenue Corridor becomes the lively nightlife hub of Washington's black community.

A. The Howard Theater. Stage of every major black entertainer since the turn of the century. Currently dark, but a reopening is planned.

B. Howard University. Founded in 1867 and world renowned for the education of minorities. Has graduated more black professionals than any other university in the country.

C. Le Droit Park Area. One of the first suburbs of Washington outside the area covered by the L'Enfant plan. Originally inhabited by the wealthiest whites, and later by the wealthiest blacks in the area. The Mayor of Washington lives here.

D. Rock Creek Cemetery. The District's oldest graveyard. Look for August Saint-Gaudens' bronze figure known as "Grief" (the sculptor called it "The Mystery of the Hereafter"); the grave of Lenthall, an architect killed during the construction of the Capitol; a huge memorial to the wealthy department store founder Henry Lansburgh with the inscription: "Just call me Henry."

1. Billy Simpson's Restaurant. One of the oldest black restaurants in the area. Good seafood.
2. D.C. Black Repertory Theater. A highly successful and excellent inner-city theater, using local black talent. Robert Hooks, director.
3. Faces. One of the most popular cocktail lounges on Georgia Ave. Food available.
4. Part III. Featuring a live band, chicks and good food—not to mention low prices.
5. Pi Piper. One of the hippest clubs on the Georgia Ave. scene. The Piper features a BAD BAR and the best fixin's in D.C.

# Wash

Front Royal (g)

Skyline Drive

Charlottesville (h)

Bremo (i)



## A prestigious array of residents and continuing problems with security.

watergate from page 60

terial—that was shot through with cracks and fissures. Later he ran into unstable subsoil, permeated with tar and oil which had entered the ground when the site was a gas tank storage area for the Washington Gas Light Company. None of this was critical, but it slowed construction.

What was worse, according to one of the engineers in charge, was reading the architect's drawings. "We had to face the fact that there are no continuous straight lines anywhere—horizontally on the floor or vertically on the facade." No two floors have the same facade. These construction problems could only be solved with the aid of computer computations. The building uses 2,200 wall panels of varying sizes and shapes.

When the first building finally opened, people stood in line to pay 50 cents' admission to see the model apartment. Its interior was designed by Arturo Pini di San Miniato, past president of the National Society of Interior Designers. He did not spare the plaster, marble, valances, scallops and bric-a-brac, and the place was a veritable miniature hall of mirrors, which even covered a somewhat bothersome structural column in the living room. Mr. Pini di San Miniato painted the *trompe l'oeil* sky ceiling himself.

Another apartment house, the office building on Virginia Avenue where the National Democratic Headquarters was later burglarized, and the Watergate Hotel were completed in fairly short order. But when, in September 1967, Immobiliare got ready to start construction on its fifth, final building, the board of trustees of the Kennedy Center launched a protest. Stone, who five years earlier had told the Commission of Fine Arts that he thought the Watergate would "look wonderful together with the center," now asserted that the Watergate would terribly crowd his memorial to President Kennedy.

In a Planning Commission hearing, the Watergate lawyer, William R. Lichtenberg, pointed out that Stone and the center trustees knew all along what his client had planned and that these plans had been approved all around. "The facts obscure the truth," retorted Stone. "The facts are that these gentlemen have gone through

all the proper bureaus. The truth is that this building should never be built." The Planning Commission promised to study the matter.

The Board of Zoning Adjustment said that it had the right to make a decision, but failed to make one. The Commission of Fine Arts declared itself in favor of building the Watergate as planned. Representative Peter H. B. Frelinghuysen, a Republican of New Jersey, offered legislation to enable the District of Columbia to forbid the construction of the last Watergate building. Representatives William H. Harsha, a Republican of Ohio, and Sam Steiger, a Republican of Arizona, introduced legislation to prevent the District of Columbia from interfering with the construction of the last Watergate building. And Stewart L. Udall, then Secretary of the Department of Interior, worked out a compromise.

Udall persuaded the Watergate builders to shorten and thicken their building so it would not come quite so close to the Kennedy Center. But since this also reduced the size of the building somewhat at a loss of rentable floor space, Immobiliare was permitted to turn it from another apartment house to more profitable office use. This also proved to have some slight esthetic advantage. Watergate's two office buildings have relatively plain facades without those disconcerting balconies with their concrete "tiger tooth" railings.

But Washingtonians, like most other people, are not overly apt to let esthetic considerations interfere with their enjoyment of a place as long as it is fashionable. There is no question that Watergate is just that. It is a place to be seen in, these days. A Watergate penthouse cocktail party, in fact, is a good place to run into some of the characters of the Watergate drama, from Bob Woodward and Carl Bernstein of the *Washington Post* and Mary McGrory of the *Washington Star-News* to Sam Dash, chief counsel for the Senate Watergate Committee, and Senator Daniel K. Inouye.

John and Martha Mitchell moved out, of course, but Watergate is still very much Anna Chennault's fortress, and Maurice H. Stans still has his residence there. So

does Mary Brooks, the Nixon Administration's Director of the Bureau of the Mint. Robert J. Dole of Kansas, Russell B. Long of Louisiana, Jacob K. Javits of New York, Alan Cranston of California and Abraham Ribicoff of Connecticut are among the U.S. Senators with a Watergate address. Dr. Arthur F. Burns, the chairman of the Federal Reserve System, adds further establishment prestige to the place. Daniel and Patricia Ellsberg have stayed at the Watergate Hotel while on business in Washington.

Watergate and the Kennedy Center, esthetics aside, also ended up functioning well together, to prove, perhaps, that in the end environment has less influence on human behavior than architectural critics like to think. The Kennedy Center management has rented offices in the Watergate, and center patrons can park in Watergate's labyrinthine underground garage if the center is filled up, though they risk missing the first act before they find their way out of the maze. The Watergate restaurants are geared to serving theatergoers in time for curtain call, and I find both food and service in Watergate Terrace restaurant far superior to that of the center's pretentious La Grande Scène.

Security, however, always has been somewhat of a problem for Watergate tenants. Despite closed circuit television cameras, live guards and other precautions, there have been several burglaries before "the plumbers" were apprehended. President Nixon's personal secretary, Rose Mary Woods, was one of the victims. Miss Woods had just moved into a two-bedroom apartment on the seventh floor of Watergate East when she was asked to accompany her boss on his eight-day, five-country trip to Europe in March 1969. When she returned, her apartment had been broken into and a suitcase containing three to four thousand dollars worth of jewelry, as well as an attaché case, were missing from her bedroom closet, according to the police. Ronald Ziegler, the White House press officer, told the press the following day what the President had told Miss Woods about her Watergate misfortune. Mr. Nixon said: "This brings the whole problem of crime very close to home. . . ." □

# Eats for Architects: A Guide to Washington Restaurants

Dave Clarke

**Big Intro:** Washington has many fine restaurants because of the many fine expense accounts in town. Especially French restaurants because Kissinger likes them. Foreign restaurants are common because we have many foreign visitors, not to mention residents (embassies, etc.). Not well represented, each for their own reasons, are Russian and Vietnamese cuisine, Mexican food (conversations around here are spicy enough) and English cuisine—which is an oxymoron anyway. Just below is an explanation of the guide key. Be aware that the author's idea of an ideal environment is being locked in the Piazza del Campo tower at sunset with a good tape deck, a case of Vermouth, a waterbed and . . . well, it can get bizarre at times. Also, for your convenience, restaurants are grouped according to your station in life. Within those groups the listing is alphabetical.

P.S.: Even expensive places are reasonable at lunch, and reservations are essential for the first category.

**Key:** Five stars (★) mean best food; no stars mean that they feature death-wish sandwiches. Five little v's (v) mean best service; none means trough. "Fascinating" or just well-designed environments get five circles (o); no circles indicate severe code violations. A (w) means within 15 minutes walking distance from the Institute. A (c) means close to the Sheraton-Park Hotel. A (g) means Georgetown and an (s) means sidewalk or garden service.

## General Partners, Large Firms:

**Le Bagatelle** ★★★★★  
2000 K Street N.W. (w) vvvvv  
872-8677 oooo  
Classic French. Try sole, veal, crab imperial or oysters Rockefeller. Superb. Take me with you. Sunday brunch.

**Mr. Clarke** is Director of Education and Executive Director, Association of Collegiate Schools of Architecture at AIA Headquarters. He subsists mainly on peanut butter sandwiches.

**Blue Room** ★★  
2500 Calvert St. N.W. vvv  
(in Shoreham Americana Hotel) (c) ooo  
234-0700

The music is loud and dumb. I think their *Cordon Bleu* and *coquilles* are prepared in advance and frozen. But, if Mark Rusek is playing, it's worth it. He's a very funny political comedian.

**Cantina d'Italia** ★★★★★  
1214-A 18th Street N.W. (w) vvvvv  
659-1830 oooo  
Northern Italian/trans-Alpine. They make all their own pasta. Spinach salads. Tell waiter to order for you. Great obscure Italian wines.

**Le Consulat Restaurant** ★★  
2015 Massachusetts Ave. N.W. vv  
265-1000 ooo  
If you want to get ripped off, there are worse ways. Vaguely continental.

**La Grande Scène** ★★★★★  
Kennedy Center (w) vvvv  
833-8870 (view) oooo  
Good classic French if you're there and happen to be hungry.

**The Empress** ★★★★★  
1018 Vermont Ave. N.W. (w) vvvvv  
737-2324 ooo  
Best Mandarin Chinese in town. Order Peking duck in advance. Inexpensive relative to this section.

**Jean-Pierre** ★★★★★  
1835 K St. N.W. (w) vvvvv  
466-2022 (austere modern) ooooo  
Makes you want to be all mouth. I wouldn't know where to start. Classic French.

**Jockey Club and Sea Catch** ★★★★★  
21st & Mass. Ave. N.W. (w) vvvv  
(in Fairfax Hotel) (too dark) oo  
659-8000

American-continental, Wall Street club atmosphere. OK if on expense account. Great Irish coffee, spectacularly served.

**Hay-Adams Hotel** ★★★★★  
800 16th St. N.W. (w) vvvvv  
638-2260 ooooo

Dining room is excellent, but often overlooked. Regal atmosphere for continental and American food. The gazpacho is a meal in itself.

**The Montpelier** ★★★★★  
15th & M Sts. N.W. (w) vvvvv  
(Madison Hotel) ooooo  
785-1000

Just another great French restaurant. Eggs New Orleans on Sunday morning. Yum. I'm weak. Take me to dinner and I won't tell you about my trip to Europe. Their bar has the best hors-d'oeuvres in town.

**Napoleon's Restaurant** ★★★★★  
2649 Connecticut Ave. N.W. vvv  
(c, s) ooo  
CO5-8955

Mostly French. A local fixture on upper Connecticut. The dinner salad stood out the last time I was there. The sidewalk set-up is fine.

**La Niçoise** ★★★★★  
1721 Wisconsin Ave. N.W. (g) vvvvv  
965-9300 ooooo

Wacked-out French place run by four zany guys from Nice. Waiters on roller-skates. If Jean-Louis and his cronies decide to do skits after dinner, your stomach will hurt from laughing. My second favorite in town. Let's see. I think I'm free that evening, too.

**Palm Restaurant** ★★★★★  
1225 19th St. N.W. (w) vvvv  
293-9091 oooo

Big portions of fine American food.

**Le Pauvre Immigrant** ★★★★★  
2233 Wisconsin Ave. N.W. (g) vvvv  
333-3933 ooooo

Classic French. Try *pâté*, *quenelles de brochet*, chicken Kiev. Not all at once, please.

**Le Provençal** ★★★★★  
1234 20th St. N.W. (w) vvvvv  
223-2420 ooooo

Excellent *bouillabaisse*, rabbit, *pommes soufflées*. Not for snacking.

**Rive Gauche** ★★★★★  
Wisc. Ave. & M St. N.W. (g) vvvvv  
FE3-6440 ooooo

Some say the best classic French. Elegant, heady place. Famous and infamous faces the norm. Victorian couches. Scruffiness of street people outside are a nice touch and may or may not be supplied by the management. Know which fork to use. Dress up.

# Eat, drink and go broke? Not necessarily.

**Sans Souci** ★★★★★  
726 17th St. N.W. (w) vvvv  
298-7424 0000

Some say the best. I wouldn't know. Maître d' Paul Delisle won't let me in because my father is only a duke and my sideburns are never even. Besides, they won't let me pay in installments. Dine with famous government people and understand your taxes. Coquilles St. Jacques, sole, good vegetables. The last person to use a flashcube during dinner hours was dead before she hit the floor.

**El Tio Pepe** ★★★★★  
2809 M St. N.W. (g) vvvv  
337-0730 0000

Best Spanish (not Mexican) food in town. Try *paella*.

**La Toque D'Argent** ★★★★★  
2505 Wisconsin Ave. N.W. (g) vvvv  
337-7412 0000

Classic French with personal touches by chef Claude Bouchet. Great sauces.

**Trader Vic's** ★★★  
16th and L Sts. N.W. (w) vvvv  
(in Statler Hilton) 00  
393-1000

Nixon's favorite. Goopy sweet food. I use it to punish visiting relatives.

## Participating Associates in Midwest Firms Specializing in Hospitals:

**Adam's Rib** ★★★  
2100 Penn. Ave. N.W. (w) vvvv  
(in the building) 000  
659-1881

Good elegant sort-of American food. Try Chateaubriand or moussaka. Or flounder (the fish, not the verb). That's funny—it doesn't sound American.

**Agostino's** ★★★  
1801 Connecticut Ave. N.W. vvv  
667-6266 0000

Underrated northern Italian. Nice place.

**Bixby's Warehouse** ★★★  
1211 Conn. Ave. N.W. (w) vvv  
659-1211 0000

French food with tapestries (on walls, not plates); best music system and waitresses in town.

**El Bodegon** ★★★  
1637 R St. N.W. vvvv  
667-1710 0000

Very good Spanish (not Mexican) food.

**The Carvery and La Chatelaine** yuk  
1127 Connecticut Ave. N.W. yuk  
(in Mayflower Hotel) (w) 00  
DI7-3000

Have medium-high priced, often warm food.

**Cheshire Cheese** ★★★  
2660 Woodley Rd. N.W. vvv  
(in Sheraton-Park Hotel) 00  
265-2000

Yessir, folks, this is your convention hotel . . . and it has an average hotel restaurant. American with continental touches. But the hotel itself has amazing corridors that you should give yourself completely over to.

**The Court of the Mandarins** ★★★★★  
1824 M St. N.W. (w) vvvv  
223-6666 000

Fine, fine Chinese food. Inexpensive.

**Csiko's** ★★★★★  
3601 Connecticut Ave. N.W. vvvv  
(in Broadmoor Apts.) (c) 000  
362-5624

Fine, fine Hungarian food. Try Bull's Blood wine (in fact, avoid all else), *spätzle*, goulash, stuffed cabbage. The decor is right out of "The Third Man." Bring monocle, sword-cane, copy of *Le Monde* dated 1948, etc. Sometimes good music rendered by a violin and some sort of clavichord played with little mallets.

**Gaylord Indo-Pakistani** ★★★★★  
1731 Conn. Ave. N.W. (w) vvvv  
232-1128 (too dark) 00

Freshly ground spices, authentic good food. Like curry? Inexpensive.

**Golden Palace** ★★★★★  
726 7th St. N.W. vvvv  
783-1225 000

Fine, fine, fine Chinese food. Inexpensive.

**The Gourmetisserie** ★★★★★  
1624 Wisc. Ave. N.W. (g) vvvv  
FE8-1531 00000

Fine, fine food at lunch only. No booze; great desserts.

**Harvey's** ★★★★★  
1001 28th St. N.W. (w) vvvv  
833-1858 (too dark) 00

Fine fresh seafood and good soups.

**Jacqueline's** ★★★★★  
1921 Penn. Ave. N.W. (w) vvv  
331-9226 000

Personalized place with good salads and desserts. French.

**Japan Inn** ★★★★★  
1520 Connecticut Ave. N.W. vvvv  
332-5528 0000

Good Japanese food, especially if your stomach needs food that's very healthy and easy to deal with. You know what I like about Japanese restaurants? They tend to be quiet.

**Jour et Nuit** ★★★★★  
30th and M Sts. N.W. (g) vvvv  
FE3-1033 00000

My favorite Washington restaurant. Not exorbitant. Try lamb or veal cutlet with cream and mushroom sauce. Inside you will feel like you are in the best restaurant of a town of 25,000 people in France. Relaxed, affable place. Great terrace.

**Old Europe Restaurant & Rathskeller** ★★★★★

2434 Wisconsin Ave. N.W. (g) vvvv  
333-7600 000

First rate German. *Schnitzel*. Authentic.

**Publik House** ★★★  
3218 M St. N.W. (g) vvv  
333-6605 000

Some say the best steak in town.

**The Rotunda** ★★★★★  
30 Ivy St. S.E. vvv  
546-2255 (noisy) 0

American food, excellently prepared. Try flounder stuffed with crabmeat. But after 8 p.m. they play garbage music so that sotten legislators and lobbyists can make greasy plays for their secretaries. Provides a balanced view of government in action after a visit to the Capitol. Why do they amplify music in small rooms? Why? Why?

**La Sangria** ★★★  
2637 Connecticut Ave. N.W. (c) vvv  
HO2-3868 000

Flamenco Monday through Friday. Spanish food and it's O.K. Guess what their favorite beverage is?

Washington has good eating places for bulging, lean and empty—well, almost empty—wallets.

**Sea Fair** ★★★  
2655 Connecticut Ave. N.W. vvv  
667-5115 (c, s) (if outdoors) ooooo  
Good fresh seafood. There are about five sidewalk cafes next to each other here, and the mise-en-scène on a May evening is very pleasant.

**Swiss Chalet** ★★★★  
2122 Penn. Ave. N.W. (w) vvv  
338-7979 (posters) oo  
Good Swiss food: fondue, cottage fried potatoes.

**Registered, Architects, Eight Years Experience:**

**A & K** ★★★★  
307 Pennsylvania Ave. S.E. vvv  
547-8360 yuk  
If you're on Capitol Hill, be advised that this hole in the wall breeds loyalty in its customers like you've never seen. Fine, fresh American and Middle-Eastern food in friendly atmosphere at low, low prices.

**Arbaugh's** ★★★  
2606 Connecticut Ave. N.W. (c) vvv  
AD4-8980 oo  
One of the best art deco neon signs in town. A well-lighted funky place replete with wooden booths and a somewhat limited menu: ribs, slaw and beer. Enormous portions of ribs followed by (essential) hot water finger bowls.

**Astor** ★★  
1813 M St. N.W. (w) vvv  
FE8-4994 oo  
Very cheap good Greek food. Waitresses call you "honey" and it's all very nice. Always crowded, it is an endless maze of little rooms on God knows how many floors.

**A. V. Ristorante** ★★★  
607 New York Ave. N.W. v  
RE7-0550 yuk  
Good, often excellent, southern Italian food, combined with surly service with a smile. Best pizza in town—and try "white pizza" instead of garlic bread. A good dish is a big bowl of fish stuff whose name eludes me.

**Blackie's House of Beef** ★★  
22nd & M Sts. N.W. (sort of g) vvv  
FE3-1100 ooooo  
Good, not chemically tenderized beef in a setting designed by owner Ulysses Augur.

**Bonat Cafe and Restaurant** ★★  
1022 Vermont Ave. N.W. (w, s) vvv  
737-3373 oo  
Vaguely continental/Italian. Very low prices in a pleasant if not palatial setting.

**Calvert Restaurant** ★★★  
1967 Calvert St. N.W. vvv  
AD2-5431 yuk  
Juke box is in Arabic; food is fine and authentic. Family run. Tricia would be . . . uncomfortable.

**El Caribe** ★★  
1828 Columbia Rd. N.W. vvv  
234-6969 oo  
Very good Latin American food at low prices.

**Chez Camille** ★★★  
1737 de Sales St. N.W. (w) vvv  
393-3330 ooooo  
&

**Chez François** ★★★★  
818 Conn. Ave. N.W. (w, s) vvvv  
ME8-1849 ooooo  
"Neighborhoody" French restaurants. Both excellent and both quite close to the Institute. Chez Camille is the better of the two, I think.

**Chin's Restaurant** ★★★  
2614 Connecticut Ave. N.W. (c) vvv  
483-8400 o  
Chinese and American food and green vinyl seats.

**Gallagher's Pub** ★★  
3319 Connecticut Ave. N.W. (c) vvv  
686-9189 oo  
Friendly neighborhood bar. Hearty soups, sandwiches and homemade potato chips.

**Clyde's** ★★★★  
3236 M St. N.W. (g) vvv  
333-9690 ooooo  
Lovely interiors, good sandwiches, fine Sunday brunch. Outstanding omelets. An "in" place.

**The Flagship and Hogate's** ★  
9th St. and Maine Ave. S.W. vvv  
484-6300 o  
These two neighbors got urban renewed into cavernous bland buildings on the southwest wharf, where they now feed tourists like Strasbourg geese.

**The Golden Temple of Conscious Cookery** ★★★★★  
1521 Connecticut Ave. N.W. ooooo  
234-6134  
Sometimes the ambience of self-righteousness in "health/natural" food joints gets to me but dammit, this place has good food lovingly prepared. No smoking, no booze. They fixed the place up nice, too.

**Iron Gate Inn** ★★  
1734 N St. N.W. (w,s) vvv  
RE7-1370 ooooo  
Good Middle-Eastern food served by waiters exhibiting strange behavior. But their carriage house courtyard is a fine and romantic place to eat on a May evening.

**Italian Gardens** ★★★  
2317 Calvert St. N.W. (c) vvv  
234-4550 oo  
Lively, busy place that has some good Italian wines. Superb omelets at lunch. Better place to eat than the Shoreham across the street. It's more real.

**Jenny's** ★★★★  
1745 F St. N.W. (w) vvv  
DI7-8764 yuk  
Some very fine and exotic Korean and Mongolian dishes are here every day about 100 feet from the Institute. I wish they had milk. I like milk at lunch. I do.

**Luigi's** ★★  
1132 19th St. N.W. (w) vvv  
FE8-0474 oo  
Fast, fast service and standard Italian fare. Cheap. Good pizza.

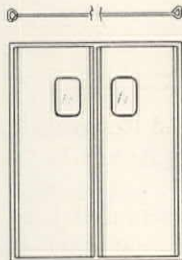
**Market Inn** ★★★★  
200 E St. S.W. vvv  
(if you like weird pin-ups) oo  
DI7-4455  
Some say the best seafood in Washington. I might agree. Off-the-wall location caught in a cross-fire of freeways.

**Old Ebbitt Grill** ★★  
1427 F St. N.W. (w) vvv  
NA8-6991 ooooo  
Dating from 1837 and certainly having that feeling, this is a popular, somewhat hectic place with good sandwiches, homemade cottage fries and lots of old junk around. Next to Garfinckel's, our best department store, whose upstairs tea room is no slouch for lunch either.

# ELIASON

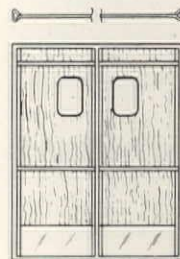
## Easy Swing® DOORS

Self Closing - Double Action for  
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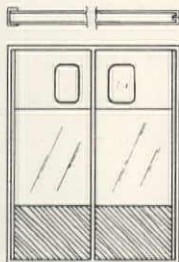
LWP 3

LWP 3: 6061-T6 Aluminum Alloy .063" thick, Satin Anodized finish, Std. Windows, Fasteners and Hinges included. Easy to install, easy to use. Useful for Patient Care, Food Service, Variety, Discount, Department Stores. Thousands used in Supermarkets.



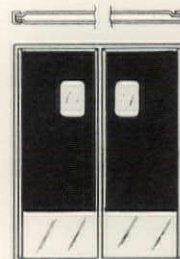
LWP 4

LWP 4: Same as "LWP 3" except with decorative high pressure laminate both sides. Decorative doors are practical with protective accessories. Door illustrated has 12" high Base Plates and two sets of Bumper Strips.



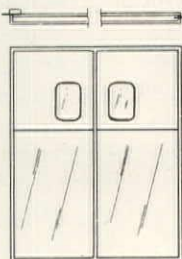
SCP 5

SCP 5: A Solid Core Door 3/4" thick. Illustrated door has Anodized Aluminum, Top Panels, 18 gauge steel center panels (SS front, Galv. rear), 14 gauge high carbon steel kick plates. Write for options and other Solid Core Door models. Applications same as "LWP 3", a heavier door but same easy action.



SCP 8

SCP 8: A Solid Core decor door. Illustrated door has 18" high Base Plates and Edge Trim (18 gauge Stainless Steel). Decorative High Pressure Plastic Laminate above Base Plates to top of door both sides. For Food Service and other areas where Solid Core Decor doors desired. Write for other models and options.



SCC 1

SCC 1: Gasketed, Solid Core Door 3/4" thick. Illustrated door has Anodized Aluminum top Panels and 48" high 18 Gauge Stainless Steel Base Plates. For Refrigerated areas, Work Rooms, Processing and Cooler to Processing. Write for options and accessories. Ask about 1 1/2" thick Foam Core Doors.

The above illustrations represent just a few standard door models. All Easy Swing Doors are shipped complete ready to install. Write for your free door catalog today listing hundreds of options accessories and other models.

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**Taj Mahal** ★★★  
1327 Connecticut Ave. N.W. vv  
659-1544 0000  
Indian food upstairs. Good exotic breads. Inexpensive but classy for the price (white linen, etc.). A minor favorite with me. Relaxing for frayed nerves.

**Trieste** ★★  
2138 1/2 Penn. Ave. N.W. (w) vv  
338-8444 000  
Family Italian; friendly and nice.

### Recent Graduates:

The Georgetown A & P offers fine foraging Tuesdays and Wednesdays after produce deliveries. Hang around out back and wait for trucks to leave. Bring your own condiments. Be prepared to beat off small mammals and architectural students.

### Architectural Students:

Georgetown hospital gives everybody three (3) cookies after giving blood. Watch out for tough-looking interns behind A & P in Georgetown.

### AIA Employees:

While you're here, you might as well take an AIA employee to dinner. What the hell — right? My home phone number, unless editor Don Canty notices this act, is -----.

Other joints with sidewalk cafes or gardens that are good for a snack or drink:

**The Aeroplane**, 1207 19th St. N.W.  
**Black Horse Tavern**, 1236 20th St. N.W.  
**Blackie Jr's**, 709 18th St. N.W. (w)  
**Gangplank**, 650 Maine Ave. S.W. (floating)  
**Garvin's** 2619 Connecticut Ave. N.W. (c)  
**Gusti's**, 1837 M St. N.W. (w)  
**Marty Laffal's Steak House**,  
1801 H St. N.W. (w)  
**Momma Bellosi's**, 920 19th St. N.W. (w)  
**Mr. Smith's**, 3104 M St. N.W. (g)  
**Old Stein Pub**, 2603 Connecticut Ave. N.W. (c)  
**Port o'Georgetown**, Canal Square (g)  
**Roma**, 3419 Connecticut Ave. N.W. □

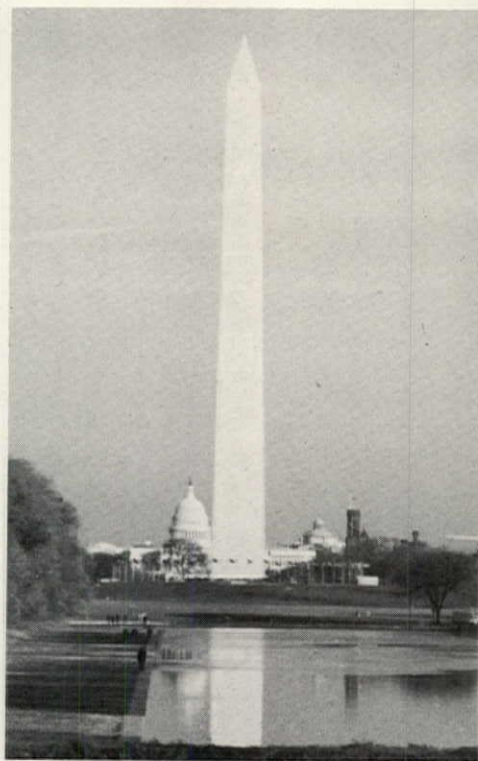
**A Guide to the Architecture of Washington, D.C.** Written and edited by Warren J. Cox, Hugh Newell Jacobsen, Francis D. Lethbridge and David R. Rosenthal for the Washington Metropolitan Chapter of The American Institute of Architects. New York: McGraw-Hill, 1974. 264 pp. \$8.95 hardbound, \$5.95 paperbound.

One hundred buildings have been added to the new edition of *A Guide to the Architecture of Washington, D.C.*, and the coverage of adjacent parts of Maryland and Virginia has been greatly enlarged. Most of the additions are the results of new building in the last decade in this, one of the fastest growing metropolitan areas of the United States. Other additions result from a reevaluation of architectural significance.

The selections reflect the growing awareness of vernacular building design, and there is a marked appreciation in the commercial architecture of the last two decades of the 19th century. As in the first edition of this popular and conveniently sized book, Washington's architecture is presented in 10 walking and 10 driving tours. The editors follow the good Broadway rule: Never monkey with a hit.

One must not expect in a *livre de poche* either the emphasis on architectural history or the detail provided in the various reports of the landmarks commission or the monographs of the General Services Administration. Selection and descriptive comment are often personal, even witty. How else can you describe Georgetown's Oak Hill Cemetery Chapel as a "paperweight in stone?"

Washington architecture is seldom indigenous; even in the earliest period it differed little from what was built from Philadelphia to Charleston. But it has achieved distinctive and original qualities that are faithfully reflected in this guide. As a capital city, it has attracted a nationally representative collection of outstanding architects; it exhibits distinctive building types; and its city plan provides unique building sites—often reminiscent of Paris where, to quote Labatut, the plat often looks like a pair of pants. More to the point is to recognize it, as the guide does, as a "horizontal city," from which the highrise is banned.



Before the arrival of the federal government at the Potomac, both Alexandria, Virginia, and Georgetown had assembled a notable collection of buildings. The architecturally inclined visitor can hardly do better than to spend a couple of hours walking the streets of these older colonial seaports to view those mansions which reflect the prosperity of the tobacco era and the wealth of merchant traders, the well-mannered vernacular housing of the masses, many surviving warehouses and commercial structures (particularly in Alexandria), churches and public buildings. This is a large, interesting and impressive body of architecture, much of it of great urbanistic scale and significance, if not as free-standing and publicized as Annapolis, Maryland, and Williamsburg, Virginia.

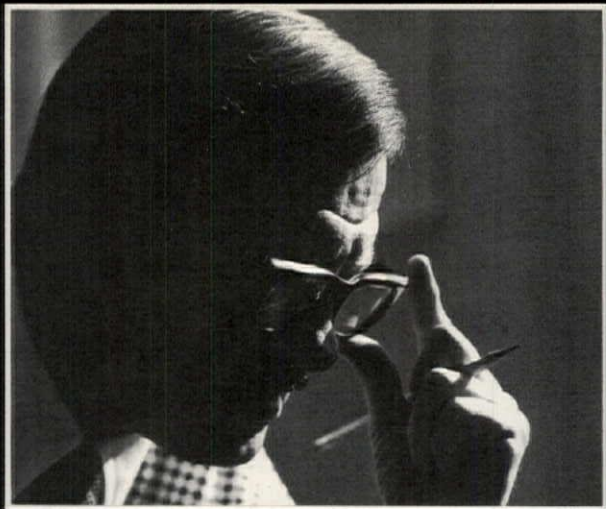
Although more damaged by urban change and demolition, the city's notable representation of the post-Civil War buildings (which once led Lewis Mumford to describe them as the most important sector of Washington architecture) are still worth searching out. From Richardson through the shingle style and down to the work of George Oakley Tot-

ten Jr., there remain excellent specimens and often entire blocks. Beyond the residential work, the guide gives a new emphasis to the Teutonic invasion characterized by Cluss and Schulze, Smithmeyer & Pelz, T.F. Schneider and others, who built schools, markets, commercial buildings and churches in the picturesque style.

A third architectural efflorescence has taken place in the years since 1945, yielding its own generation of important designers who have created everything of architectural interest in the modern city and its suburbs, but have been passed over by federal architectural procurement officials intent upon pleasing Congressmen from more distant parts. In the realm of private houses, suburban development (including schools, churches and outlying office buildings), in housing and redevelopment, institutional buildings, hospitals—and more—Washington ranks well among the 10 larger cities of the country. Here one can see the best of Pei, Saarinen, Warnecke and—but one should here refer to the caveat concerning Mies to be found in the guide.

One would wish to say as much about federal buildings. For a century or more, the government structures were designed as representative and highly visible works of national art. Latrobe, Bulfinch, Mills—all did their most important work here. In the post-Civil War period, culminating with the 1902 plan and its later development, Washington became the outstanding concentration of neoclassicism in the work of McKim, Burnham, Flagg, Platt, Bacon, Pope and many others of the *Ecole*.

The Federal Triangle, commenced in 1926, and the Jefferson Memorial and National Gallery of Art brought this to an end. Real estate economics, space allocation, buildings management—and quite possibly the popular election of senators—inaugurated an era of nondescript bureau architecture which, it is to be regretted, coincided with the biggest expansion in federal employment. It also generated such programs of dubious qualitative merit as lease-back, federal rental of speculative buildings and the creation of such massive but undesirable developments as Rosslyn, Crystal City and those



## What elevators would you choose for the home of the AIA?

Armor elevators got the nod. The new national headquarters building for AIA has three geared-type Armor elevators, serving nine landings. They are providing the smooth, fast, efficient service demanded by the nation's top architects.

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federalized slurbs that ring the city from the Social Security complex at the edge of Baltimore to the Atomic Energy Commission on the north and the Geological Survey on the west.

In none of this has the relationship of building design to urban goals been much recognized. The capital city has been victimized by such shortsighted policies. Suburban vacuity is no better than the single-purpose emptiness of the Triangle. Urban vitality is elusive.

The guide is a work of much shoe leather, and it invites thoughtful walking in a ruined and neglected city, torn by indiscriminate auto domination and social change, whose rehabilitation is being addressed today in a variety of dubious projects from the development of Pennsylvania Avenue to the Metro itself. To these, the visitor will have to bring his own critical equipment. The guide will tell him what to look for and how to get there, but it doesn't go further. Its concern is with architectural merit, not history (except in Lethbridge's introductory essay) or urbanism.

And along the way, in these intelligently planned tours, there will be the rewards of discovery and surprise in new buildings that have just arrived in this rapidly growing city, like the Brazilian Embassy, or others of scarcely inferior interest that have been shouldered aside by the exigencies of space. *Frederick Gutheim, planning consultant and architectural historian, Washington, D.C.*

**From Tipi to Skyscraper: A History of Women in Architecture.** Doris Cole. Boston: i Press, 1973, 136 pp. \$8.95.

This is a small book about big ideas. As the introduction modestly states, it is the first history of women in American architecture. It is *not* a history of women architects. In this regard, the book is disappointing to some people, but it contributes far more than would a compilation of named female players. To go by the usual rules of the success game would be difficult—that is, to show a collection of significant buildings with their female authors—but also it wouldn't add anything beyond a shrill “me, too!”

Instead, Ms. Cole has looked into the past in this country and has found what the contributions really were of women in architecture and that these were almost never accomplished under the heading of “architect.” (One is reminded of *Architecture Without Architects* and wonders what part women may have played in the architecture of other cultures.) I, for one, found the book so engrossing that I read it from cover to cover with hardly a stop for a cup of tea.

This is not to say that the book has no shortcomings. First, the title. The tipi is included in the text (most interestingly), but where is the skyscraper? The book

doesn't get that far. In the preface, Ms. Cole explains: “I have not shown more recent projects because . . . their (women's) participation is neither independent nor equal and their potential not yet fully developed . . . best illustrated through omission.” This is a valid explanation, but the word “skyscraper” in the title is misleading.

Second, although Ms. Cole's criticism of the typical present-day office organization merits attention—I would hope that it might engender some soul-searching—the solution to the problem is not as apparent as the book seems to promise. When the statement is made, “In a nation that professes democratic procedures and representational government, the structure of the modern architectural office is a contradiction,” the problem of liability is not faced nor is the fact that clients want to know who will be responsible for the design. Ms. Cole is right when she says that the “need for interdisciplinary collaboration and for the inputs gained from a diversity of experience and training is obvious,” but this may be more a matter of attitude than of method.

The present is harder to understand than the past, especially when one is wound up oneself in a period of transition. But, although Ms. Cole finds it difficult to express clear conclusions, a trend is indicated that shows a consistency in the contributions that women have made in American architecture—a trend that might be recognizable now or in the future as distinctly feminine.

From the Plains Indian women, who “designed, fabricated, erected and owned the tipis,” and were responsible for choosing the locations of village sites, to the early American women in the 1800s who wrote the “etiquette” books, including treatises on heating, ventilation and plumbing as well as patented house designs and recommendations for stoves and furniture, the emphasis is always on “making her domains . . . pleasant, efficient and healthful” and on “economical, soundly constituted, well ventilated buildings conducive to the physical and mental well-being of the ordinary family.” The horizon expanded so that the domain of women “encompassed the city, and her family became the entire citizenry.”

Graduates of the Cambridge School of Architecture and Landscape Architecture will learn (as I did) more about the school than they ever knew before when they read the chapter on “Education of Women Architects.” Looking back, the school seems all the more remarkable than it did at the time. Everyone loved Mr. Frost, founder and director of the school, but we didn't half appreciate his independence of outlook, which is only now beginning to be approached by architectural schools. I miss the names of Mr. Fulkerson and Mr. Simonson, but there must have been

many other teachers whom I never knew.

Although the work of particular women architects is not much discussed, Mr. Frost's partner Eleanor Raymond, a graduate of Cambridge School, emerges as a star. In the 1930s, her house designs were way ahead of the time and were notable for their freshness and livability. In 1948, she designed with Dr. Maria Telkes a solar heated house that was built in Dover, Massachusetts. The Pillsbury residence in Duxbury, Massachusetts, was built in 1939 rather than in 1942. It should be credited also to Miss Raymond. Credit is erroneously given to me, but I merely worked on the design in her office. Being a student, I learned more from this tutelage than from anything else I ever did.

To summarize, the book does not do all that it sets out to do, and it flounders in the present. But it accomplishes what has never been done before, so far as I know. By the look into history, it begins to indicate some answers to the question of what the particular contributions of women in architecture (or any other field) might be.

*Sarah P. Harkness, AIA*

**Great Houses from the Pages of the Magazine Antiques.** Edited by Constance M. Greiff. Princeton, N.J.: Pyne Press, 1973. 380 pp. \$15 hardbound, \$8.95 paperback.

For more than 50 years, *Antiques* magazine has published articles on this nation's great houses. Here is a selection of the articles, plus a most perceptive introduction supplied by editor Constance M. Greiff. The book is lavishly illustrated with both black and white and color photographs. The houses range from log houses in Wisconsin to the elegantly beautiful Hampton House in Baltimore County, Md.

**An Outline of European Architecture.** Nikolaus Pevsner. Baltimore: Penguin Books, 1974. 496 pp. \$9.95.

Time's fast passage is evidenced by the fact that Pevsner dedicated the first edition of this book in 1943 to his three children. The present edition as well is dedicated to them and also to his three children-in-law and nine grandchildren. This most readable history of European architecture has aged well. The only changes Pevsner has made since the edition of 1960 are in the bibliography. “As for the last chapter dealing with architecture today, nothing memorable has happened between yesterday and today,” he writes. Anyone who wants to learn about European architecture, from the basilicas of Rome to 20th century highrises, would do well to acquire this book. Pevsner summarizes the book very well when he comments that it is “Western architecture as an expression of Western civilization, described historically in its growth from the ninth to the 20th century.” *books continued on page 86*





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books from page 84

**Conversations with Architects.** John W. Cook and Heinrich Klotz. New York: Praeger, 1973. 272 pp. \$13.50.

This tome consists of verbatim interviews with eight "star" architects which were conducted and edited by the authors.

Oddly enough (depending on how un-earthly you think his buildings are), Kevin Roche comes across as the most level-headed, sane person of the lot. Charles Moore is resplendent as the most literate, urbane and, surprise again, the most practical. Philip Johnson, one of my favorite writers, is plain outnumbered and dragged down by these two twits. The family *Lapidi* (Morris and Alan Lapidus) come off sympathetically and reserved, not quite sure that this isn't after all a vicious joke.

They take refuge in being a product of their milieu—maligned but blameless, since the forces acting on them were and are insuperable. *The devil made us do it!*

This theory falls apart, however, when you look at son Alan's beard, knowing that this was a no-pressure situation, and he could have designed it any way he wanted. Paul Rudolph is inconsistent and more than a little schitzy. Bertrand Goldberg is limited in scope but clever and good-hearted. He would make a brilliant member of a team effort. Robert Venturi and Denise Scott Brown are the heroes. They get the best photo, have been saved for last, get no bitchy questions, etc. O.K.?

Now on to Louis Kahn and the bridge into the meaning of this over-priced piece of gossip: this book. There's a great story about Shelley, (almost) the last of the really whacked-out neo-Platonists. He goes for a walk one day over London Bridge, dwelling on Plato's theory of reminiscence, wherein Plato advances the bizarre notion that babies are born containing all knowledge and that they learn by remembering. Really smart people remember a lot, according to this epistemological tomfoolery. Anyway, half way across the bridge, we find Shelley shaking the life out of someone's baby, the pram tipped over and the nanny going beserk, while Shelley screams at the baby, "Tell me all you know!" Now 150 years later, we have Lou Kahn, the last of the really true neo-Platonists, carefully turning illiteracy into a virtue:

"LK: The only language of man is Art.

HK: Doesn't the architect ever build just for needs?

LK: No. Never build for needs! Remember what I said about bananas. As an art, a space is made a touch of eternity."

I used to be very uncomfortable about Kahn, harboring deep Emperor's clothes feelings about this incontestably great architect, until one day Robert Harris coined the phrase, "poets in the profession." It forgives both Shelley and Kahn and all like them by simultaneous demotion and deification.

But the real Platonic problem here exists at a much larger but related scale. Plato's absurd theory of knowledge was tortuously crafted to fill a void in his overall puzzle of reality, wherein only the *ideas* of things were perfect, and their earthy counterparts were shadows of the real McCoy.

Two consequences of such a theory are: 1) that the more elusive something is, the more likely it is to be nearing perfection (hence, Kahn) and that 2) for everything that exists, there *is* a best one, hence a book—and people and a value system—compelled to find the *best* architect. I submit that Plato was hardly ever right about anything but that his destructive influences are still very much at work. I submit that "best" is a corruptive word and that *Conversations with Architects* is about notoriety, not excellence, and that the "best" architect in America cannot surface because he or she has no aspect or gifts for notoriety but only the will and ability to create humane and warm building in some forgotten corner of Illinois or Montana. *Dave Clarke, Director, AIA Education Programs*

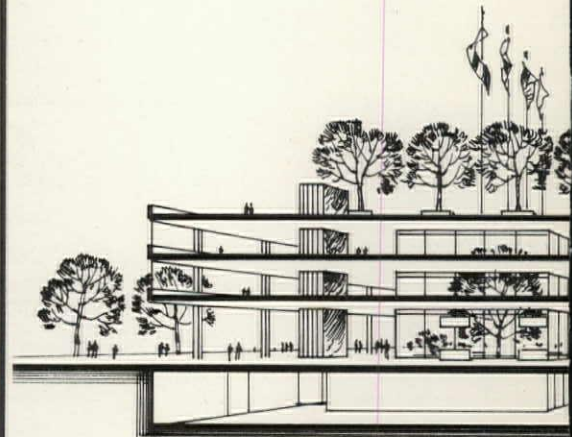
**Introduction to Earthquake Engineering.** Shunzo Okamoto. New York: Wiley, 1973. 571 pp. No price given.

Professor Okamoto deals with a wide range of topics related to earthquake engineering. Introductory material related to the earth's structure, earthquake phenomenon, seismic waves and causes of earthquakes is included in the first two chapters. Seismic conditions in Japan and damages resulting from major earthquakes are discussed in chapters 3 and 4. Chapter 5 concerns the influence of ground conditions on earthquake ground motion. A general description of earthquake resistant construction is presented in chapters 6 through 8. The remaining 10 chapters discuss earthquake related problems for a variety of constructions including roads, railroads, bridges, port and harbor structures, gravity dams, arch dams, earthfill and rockfill dams, waterways, underground structures and buildings. An extensive bibliography follows each chapter.

Although the book deals mainly with Japanese experience related to earthquake engineering, the fundamental principles and concepts are applicable to the United States. The information is directed primarily toward practicing engineers with emphasis upon design and construction. Many practical examples are included which, in general, concern principles as opposed to detailed design examples.

In summary, the book concerns many facets of earthquake engineering and would be useful as an introductory text for practicing professionals. *Charles Culver, Disaster Research Coordinator, Office of Federal Building Technology*

*books continued on page 94*



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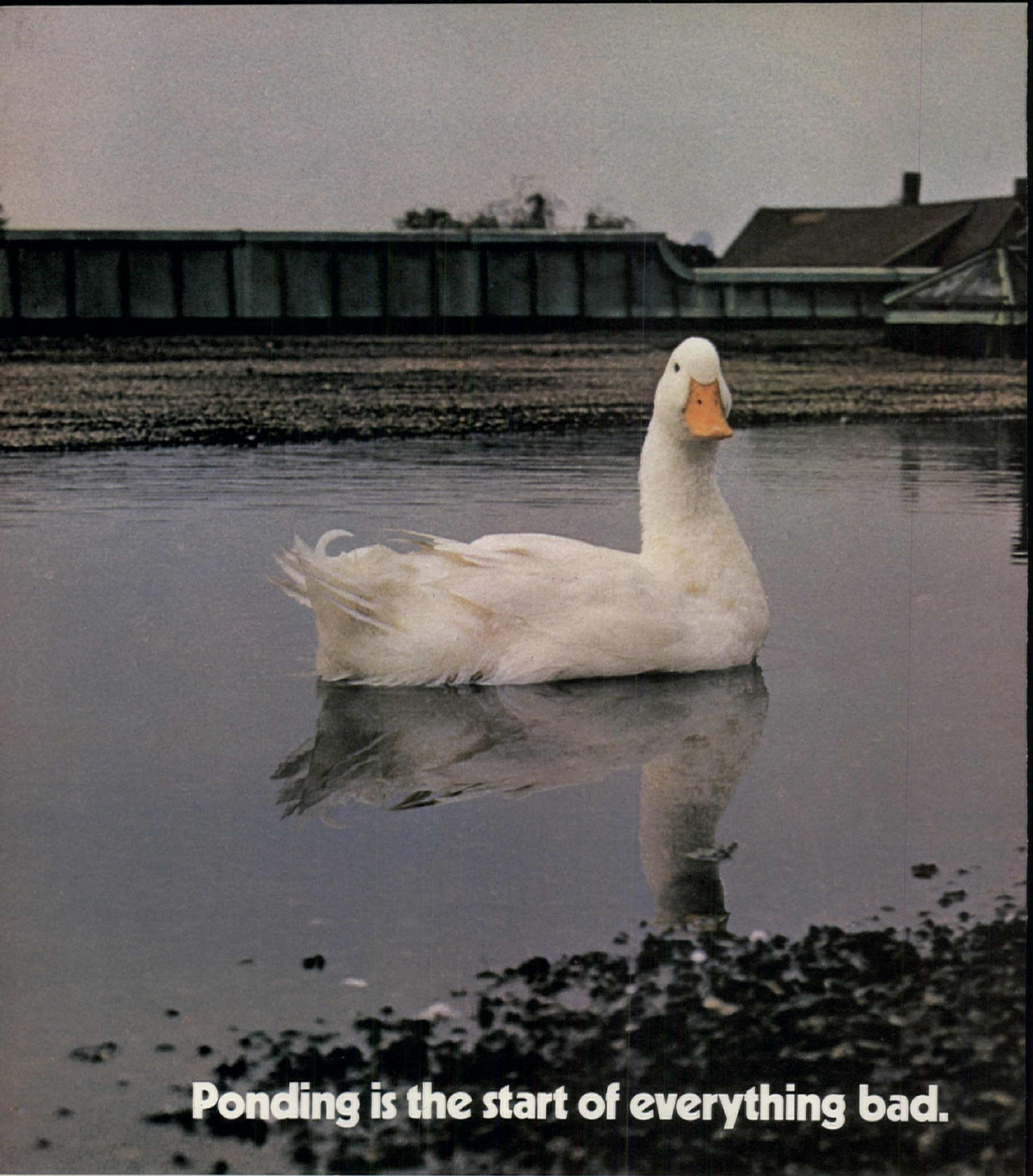
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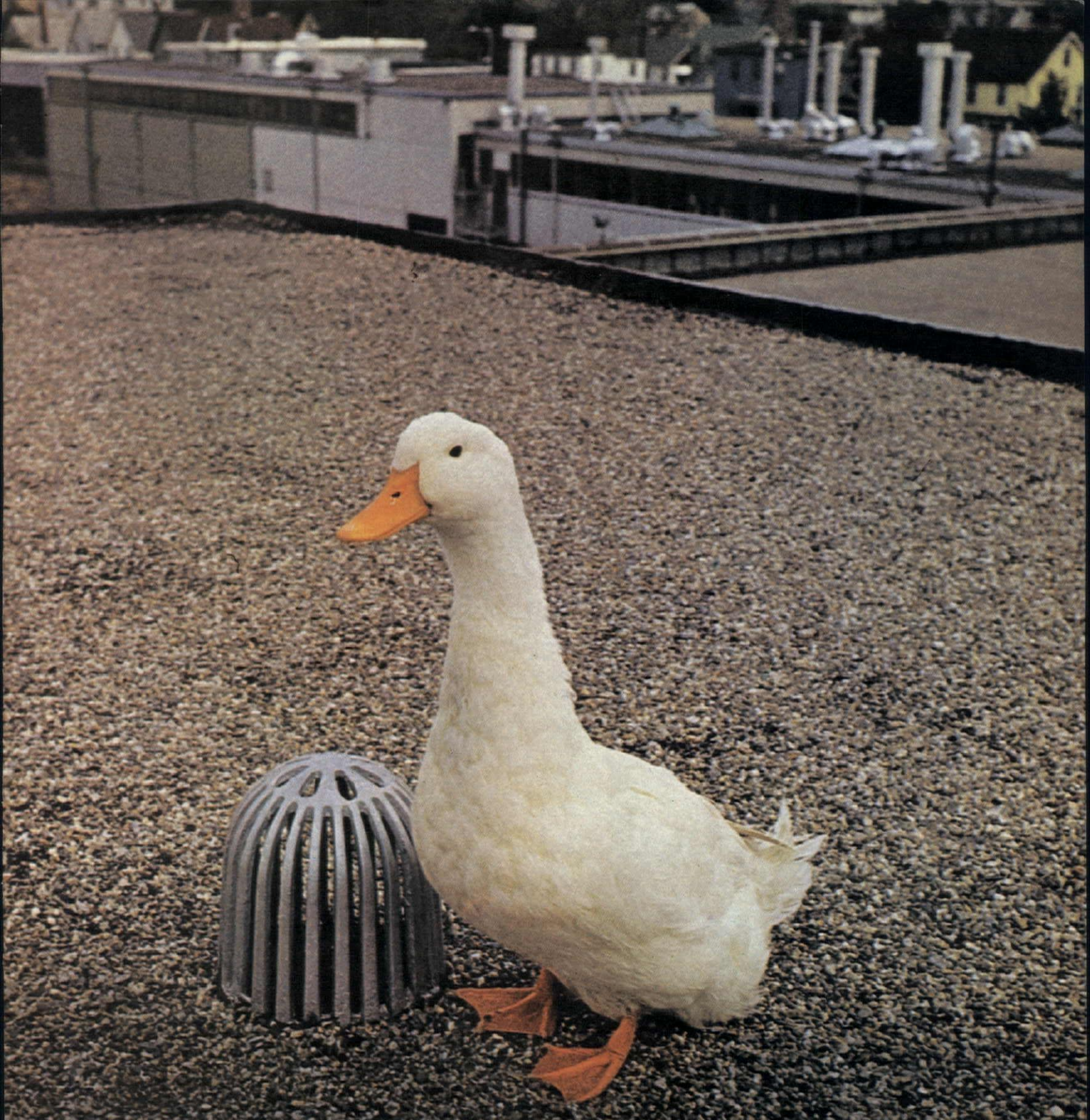
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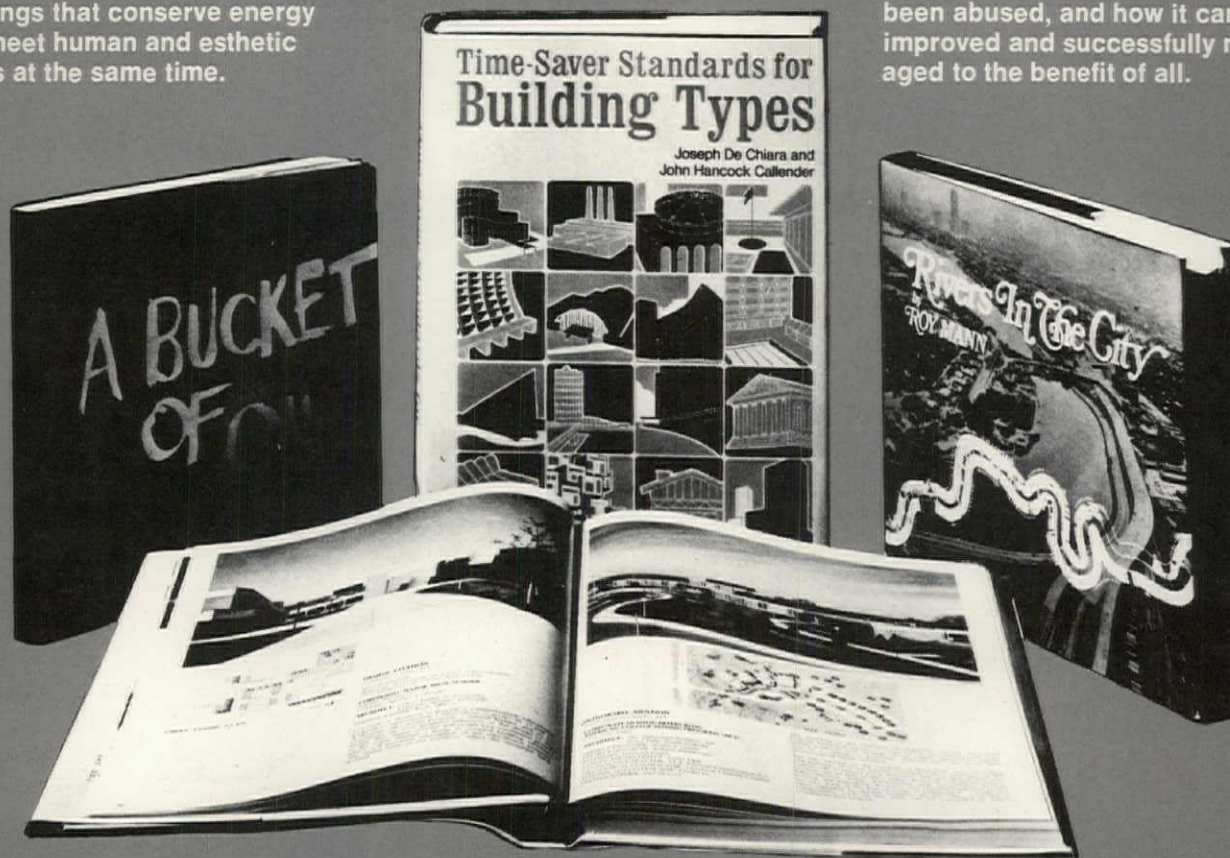
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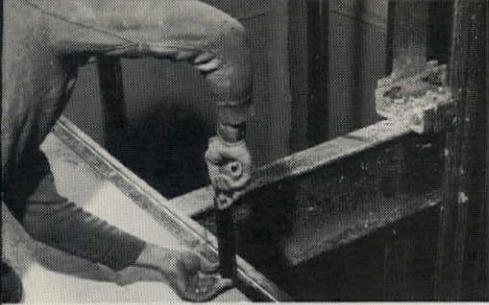
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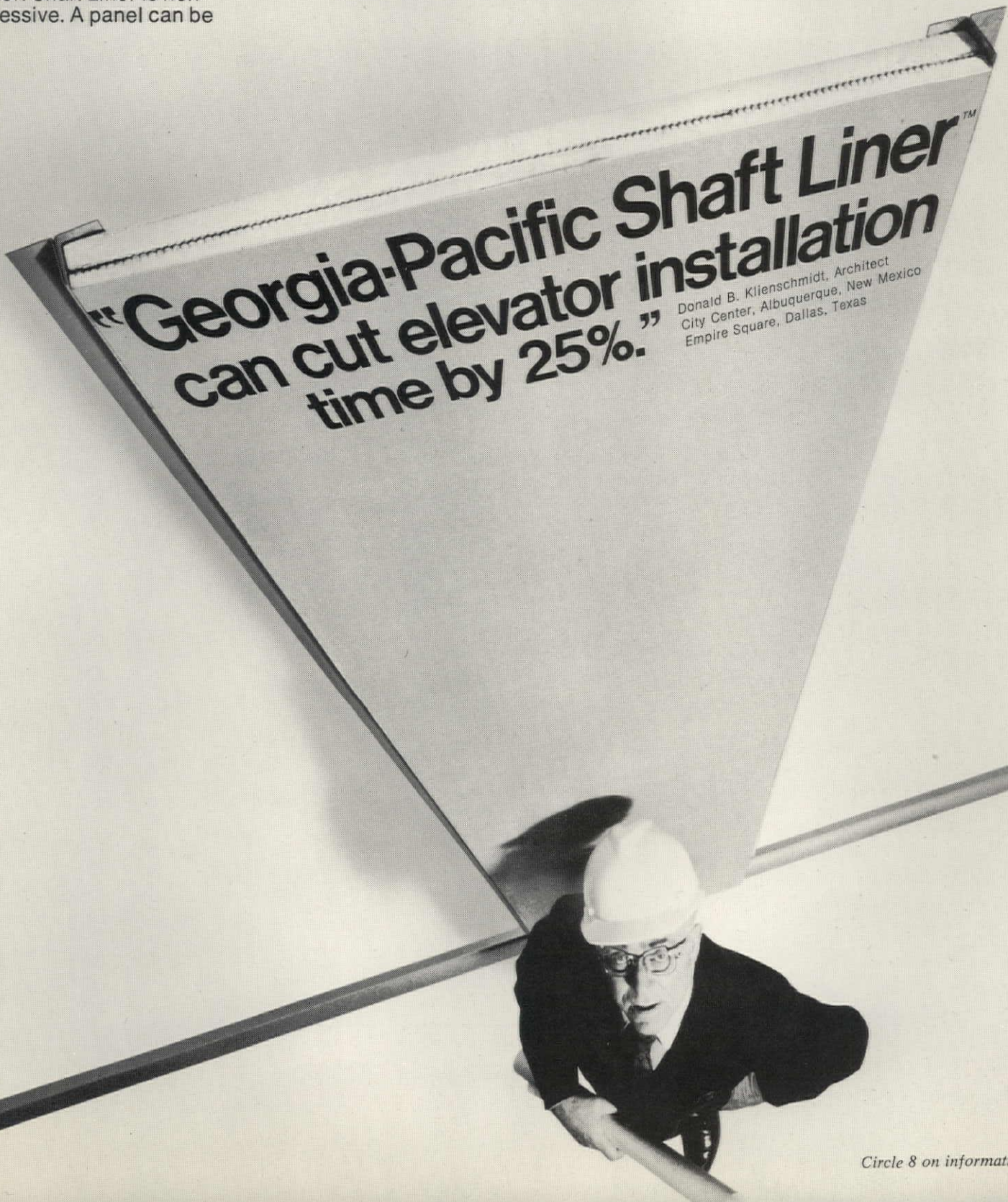
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books from page 86

**American Buildings and Their Architects: The Impact of European Modernism in the Mid-Twentieth Century.** William H. Jordy. New York: Doubleday, 1972. 496 pp. \$15.

This encyclopedic book, the final one in a four-volume work, is profusely illustrated and marked by the author's highly personal analysis. Several buildings are singled out to prove the point that European modern movements exerted influence on American architecture.

Jordy begins with an in-depth study of Rockefeller Center, a complex which lacked recognition during its early history. The traditional order of the mighty complex seems to help the general scale, and its civic design features are certainly still the best in commercial giantism.

These deductions, of course, cannot begin to tell of the multitude of anecdotal detail and historical narrative surrounding the center. The notion, however, that its concept can be traced to European modernism, particularly because of its slablike towers, seems totally unconvincing, even to Jordy. He also talks about similarities with the Monadnock Building in Chicago. My own impression has always been that the Rockefeller Center is an indigenous Manhattan product. Jordy discusses few other buildings within this context, except for Raymond Hood's Daily News Building and the McGraw-Hill Building.

The key to Jordy's thinking is his analysis of Howe and Lescaze's Philadelphia Saving Fund Society Building, which he takes to signal American acceptance of the international style. This example serves as the pivotal point in the development of this country's modern architecture.

In order to corroborate his point of view, Jordy harks back to European modernism as exemplified in the works of Le Corbusier, Mies van der Rohe, Breuer and Gropius who, incidentally, never favored the "international style" label. We have had this kind of analysis, of course, ever since Giedion's *Space, Time and Architecture*, but now Jordy sees the PSFS Building as the demarcation line between the old and the new.

Lengthy chapters are devoted exclusively to the work of Breuer and van der Rohe, while Gropius and The Architects Collaborative are not treated with like generosity, except as background material in the form of the Bauhaus influence. Other American architects who fit into the picture are also mentioned and represented with a few photographs. There are references to Richard Neutra, who antedated Howe and Lescaze with the Lovell "Health House," and to Eero Saarinen, Philip Johnson and Pietro Belluschi.

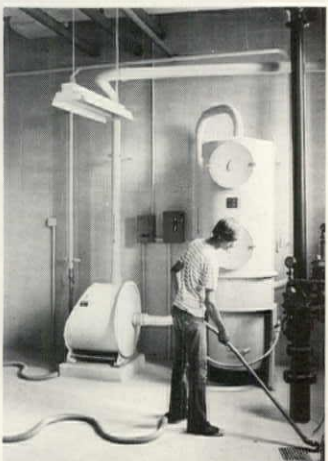
The only mention of Erich Mendelsohn is to his work in Germany. An essay on Louis Kahn's medical research building at the University of Pennsylvania shows this

architect's originality which, nevertheless, can be tied in with the thoughts of European modernists and, as Kahn puts it himself, with an "archaic quality in architecture today."

Jordy also discusses nonmodern influences of European architecture on contemporary design, i.e., the old Beaux Arts school. This only proves, to me at least, that all these influences—old and new—were pretty well absorbed into the American scene. The very nature of a building in its own surroundings thus looms larger than whatever the influences.

Only the essay on Frank Lloyd Wright, which emphasizes the Guggenheim Museum in New York City, seems not quite to fit into Jordy's construct of the "impact" of European modernism on American architecture. In fact, Leonard Eaton's ideas on Europe's having been influenced by America became more significant when related to Wright. Much of what Europeans who came to the U.S. had to say had already been made redundant by Wright.

On the whole, the book suffers from too much formalistic treatment. For example, the notes and footnotes not only make for rough reading at times but also tend to obscure or omit the social origins of architecture. Also the reuse of published material does not help with the development of a cohesive point of view. The rich information nevertheless makes the book useful for reference. *H. H. Waechter, AIA*



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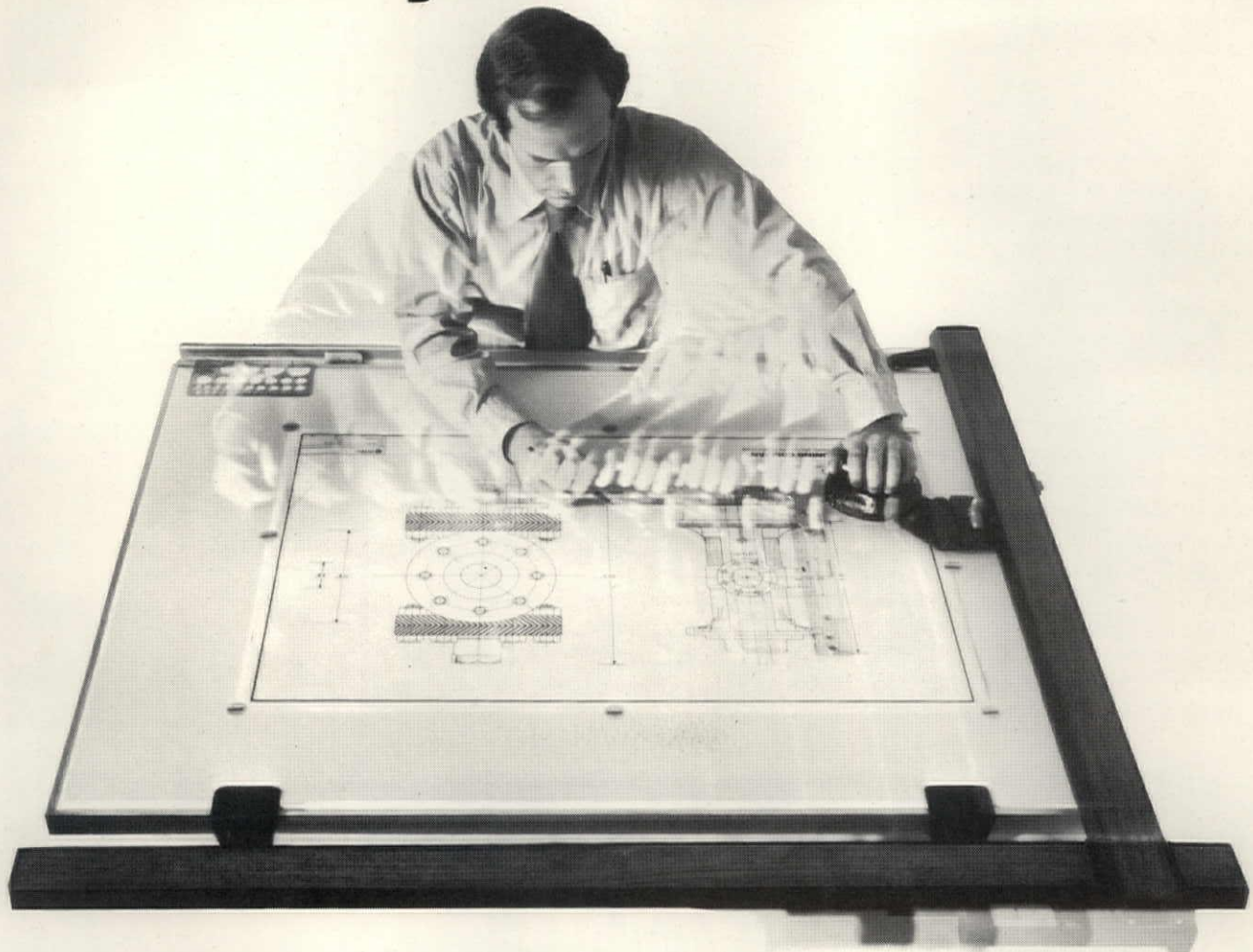
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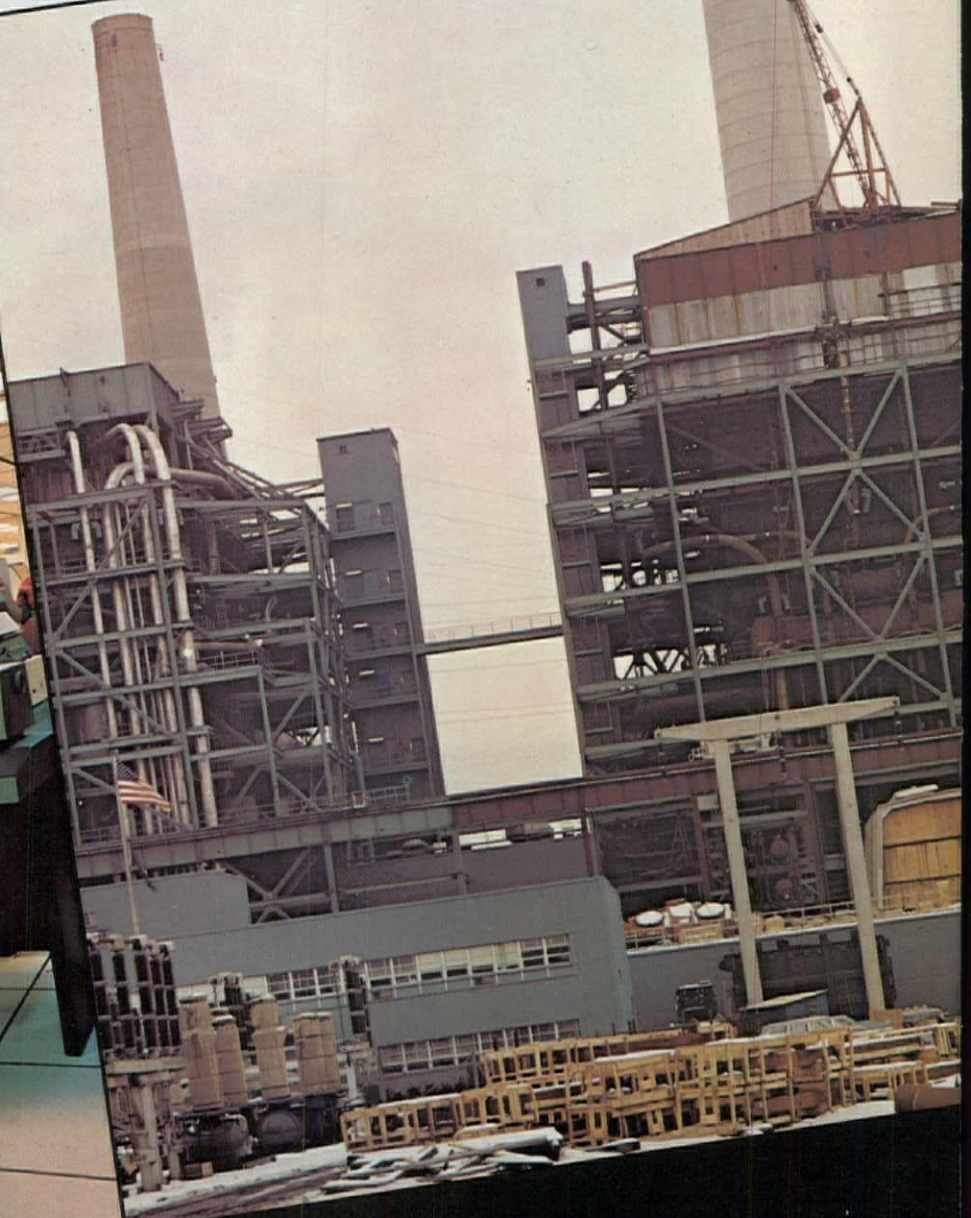
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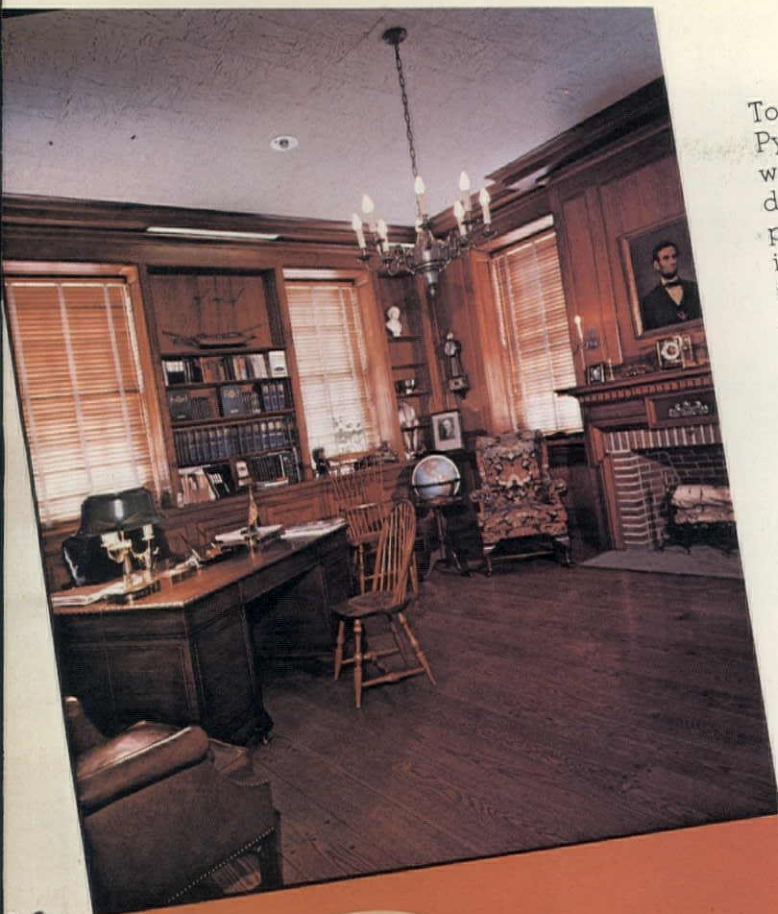
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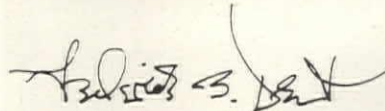
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## LETTERS

**Animals as Builders:** It is encouraging that my book titled *Master Builders of the Animal World* was reviewed favorably in the December issue.

The more I learn about animals and their behavior, the more amazed I am at the wide range of activities they have evolved for survival. Conversely, the more I see of modern cities, the greater is my disappointment at the monotony and mediocrity of so much "modern" architecture. For the past 40 years or so, we seem to have been searching for one absolute all-embracing solution, and now we find ourselves in a stranglehold.

Therefore, I am convinced that architects have more chance of finding both functional solutions and artistic stimulation in the natural world, which we have rejected, than in any ideological mannerisms.

I hope that architects will take a look at some of the works of animal "architects." It may some day lead to a more specialized book on their works by someone more able to do them justice.

*David Hancocks, Architect  
Seattle*

**No Time for 'Enclaves':** The 1974 Lloyd Warren Fellowship, administered by the National Institute for Architectural Education, is a national competition for a diplomatic enclave in the Peoples Republic of China to contain administrative, security, residential, educational, recreational and general facilities. All seems reasonable except that the program calls for an enclave with all facilities for staff, presumably, behind a barbed wire fence or a wall to rival that surrounding the Forbidden City.

If our young student architects are encouraged to continue the concept of colonialism, which created American enclaves in the 19th and 20th centuries in Shanghai, Nanking and Peking, what hope is there for a real understanding and give-and-take between the programmed American Mission and the Chinese people?

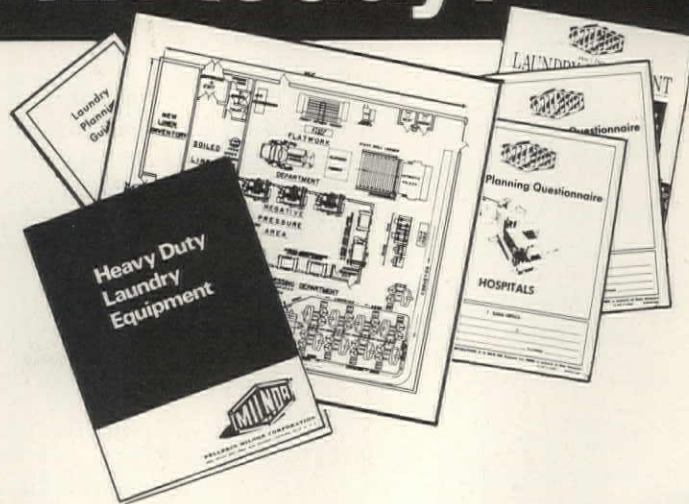
When our oil companies went into Venezuela in the 1920s, similar enclaves were built which not only isolated our personnel from Venezuelans but continued the American idea of superiority. The Venezuelan government no longer tolerates such enclaves.

The real advantage that a child would have growing up with parents working in Peking or in Maracaibo would be the knowledge gained from the stimulus of two civilizations and their different languages. One does not glean that from servants.

If our security is so hazardous that one counts on a wall to protect mission mem-

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bers, then we should *not* have a mission there, as no riot or abduction goes on without the tacit support of local police.

All the lessons of the private clubs and enclaves for Englishmen only in Cairo, Bombay, Delhi and elsewhere are thrown to the wind by this programming. If we get kicked out of China again, it will be due to the kind of thinking that programs an enclave, as presumed by this competition. What an unfortunate example of lack of prudence in high office! A reconstructed mind could not stick to the program as outlined.

*Howard Barnstone, FAIA  
Houston*

The term "enclave" to us describes an area of territory belonging to the U.S. Diplomatic Mission in China. Nowhere in the program is there a requirement for a wall to be built around the project.

Barnstone "presumes" either a "barbed wire fence or a wall to rival that surrounding the Forbidden City." Certainly, these are presumptions on his part, especially as we do not indicate any such philosophy, interpretation or intention.

*Sidney L. Katz, FAIA  
New York City  
(Program co-author and  
member of the NIAE board)*

The AIA JOURNAL encourages expressions of opinions from its readers.

## EVENTS

**Apr. 22-26:** National Structural Engineering Meeting, Netherland Hilton Hotel, Cincinnati.

**Apr. 23-25:** National Interfaith Conference on Religion and Architecture, Stouffer Inn, Cincinnati.

**May 1-3:** Solar Heating, Cooling and Energy Conservation Conference, Holiday Inn, Denver-Downtown, Denver.

**May 2-3:** International Conference on the Professions and the Built Environment, Graduate School of Design, Harvard University, Cambridge, Mass.

**May 3:** Conference on Building Codes and OSHA, Washington University, St. Louis.

**May 14-17:** International Federation of Interior Architects Conference, Stockholm. Contact: IFI Keizersgracht 321, Amsterdam 1002, Netherlands.

**May 18-23:** Architectural Secretaries Association Conference, Shoreham Hotel, Washington, D.C.

**May 19-23:** AIA National Convention and Exposition, Sheraton Park & Motor Inn, Washington, D.C. (reconvened session, May 27-30, Madrid).

**May 20-26:** International Federation of Hospital Engineering Congress, Athens.

**May 27-30:** International Symposium on Low-Cost Housing, Sir George Williams University, Montreal.

**May 30-June 1:** Environmental Design Research Association Conference, Milwaukee.

**June 7:** Project Financing and Building Cost Estimating Conference, Washington University, St. Louis.

**June 12-25:** Summer Tour for American Architects and Students in Poland. Contact: Slavic Cultural Center, Inc., P.O. Box 206, Port Jefferson, N.Y. 11777.

**June 16-21:** International Design Conference, Aspen, Colo.

**June 16-29:** Scandinavian Architecture and Urban Planning Seminar. Contact: The Danish Institute, Kultorvet 2, DK-1175, Copenhagen K, Denmark.

**June 16-July 26:** Health Systems Management Program, Harvard Business School, Cambridge, Mass.

**June 30-July 27:** Environmental and Social Planning in Britain Course, University of Manchester, Manchester, England.

**July 8-12:** Principles of Color Technology Seminar, Rensselaer Polytechnic Institute, Troy, N.Y.

**July 10-12:** Associated Councils of the Arts Annual Meeting, Winston-Salem, N.C.

**July 15:** Entries due, Awards Program for Lowrise Building Projects Using Aluminium Building Products. Contact Architectural Aluminium Manufacturers Association, 410 N. Michigan Ave., Chicago, Ill. 60611. □



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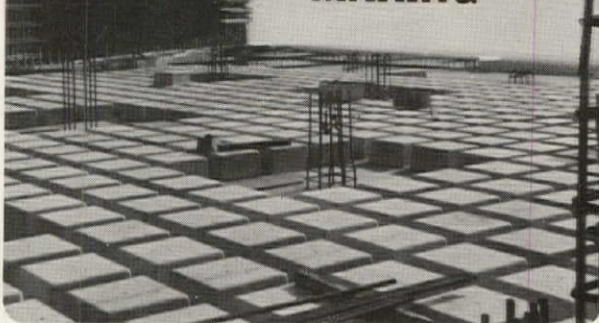
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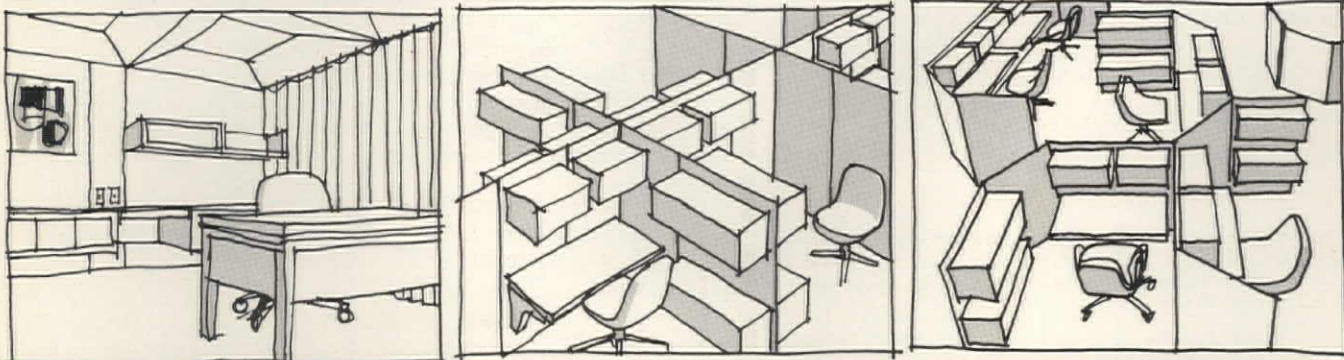
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For Everyone a Garden  
by Moshe Safdie

Safdie's latest book, just published, is an integral synthesis of words and pictures. The greater part of its total net area is devoted to illustrations—about 300 in all, including several color photographs, supported by substantial captions—while the text proper puts these into perspective from four thematic points of view: the idea of the three-dimensional community; the requirements of human habitation; the techniques of industrialized building; and the attributes of well-planned urban meeting places.

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# Want to save on electrical installations?



## NECA study reveals opinions of design professionals.

The National Electrical Contractors Association (NECA) recently completed a study to find out how electrical contractors can help maintain high performance on projects requiring complex electrical system installations. On a question involving project planning, most participants agreed: the professional electrical contractor should have a role as a preconstruction consultant.

Reasons? The electrical contractor is an important member of the building team. And his specialized knowledge, applied early in the project, can be very valuable in assuring overall coordination of the electrical job. Skilled at project scheduling and expediting electrical work, his knowledge of product applications, code requirements, and his installation expertise can help

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## GOING ON

### Engineering Firms Increase Their Share of The Building \$.

Over the past seven years, the average size of the engineering consulting firms in this country has remained about the same, but the firms now account for more construction dollars both in terms of total cost of construction and in terms of dollar value of their portion of the work.

The "Survey of the Profession on Business Practices," published in a recent issue of *Consulting Engineer*, provides a direct comparison with one published in January '67. Identical questionnaires were sent to each firm on the magazine's circulation list. Returns, by type of practice, were in much the same proportion: 77 percent engineering services only (ESO); 17.8 percent engineering and architecture (E/A); 3.1 percent engineering and construction (E/C); 2.1 percent engineering, architecture and construction (E/A/C).

Over the seven-year period:

- The value of construction projects has gone up 50.9 percent; the value of the firms' portion of the work has risen 40 percent. Expenditures for new construc-

tion have risen from \$74.7 billion to \$138.6 billion.

- Gross income for the firms has increased 55.6 percent; gross profit has gone up 73 percent.
- Gross salaries are up: principals' and other employees' salaries have increased 39.7 percent and 35.1 percent.
- Although the percentage of firms in each category is stable, the number of employees per firm in the four categories has changed. For example, the average number of people in E/C firms is less than half what it was; the E/A/C firms have increased their staffs by 76 percent.
- The only category of firms with more sole ownership is the E/A firm—up 2.4 percent. The E/A/C has decreased the number of sole ownerships by a dramatic 21.8 percent.
- Only E/A/C firms report more work for federal clients; where 1.6 percent of their income had come from federal work, it is now at 10.8 percent. For all the firms, work for local government is up 6 percent and for state governments up 0.7 percent.

### Fresno Pins Hopes For Mall on Housing

Nine years ago Fresno, Calif., gained wide acclaim for developing the first downtown shopping mall under the federal urban renewal program. But today outlying shop-

ping centers are taking a toll, and half the 300 retail outlets downtown have moved out. Sales volumes have dropped from \$56 million in 1963 to \$48 million last year.

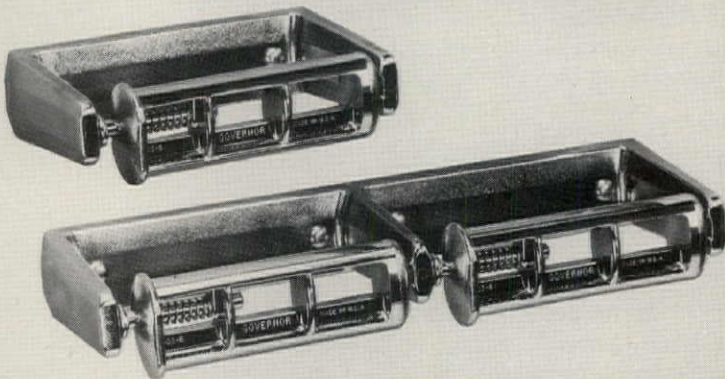
Nevertheless, city officials believe that without the fountains, sculpture and landscaping of the eight-block mall there would have been an even greater decline in business. One way to bring in more shoppers, they believe, is to get more people to live near the mall. Under construction now is a highrise complex for the elderly, and still other apartment projects are in the planning stage. James Roberts, executive director of the Downtown Association, predicts that with the new housing the level of sales will reach about \$75 million per year. If the housing broadens the base by getting more people to shop in the mall because they live close by, Roberts believes that the city's famed mall will once again be a pace setter.

### Low on the Ladder

A 1973 survey of California architectural employees' salaries invited comparisons:

Window washer, San Francisco	\$10,441
Fireman, San Francisco	16,535
Carpenter, San Francisco	16,535
Internist at Kaiser Hospital	26,550
Architectural graduate	3,820
Architectural employee with 9.9 years of experience and 5.6 years of college	11,835

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## Deaths

Raymond Birchett, Jackson, Miss.

Bruce R. Church, Mankato, Minn.

Frank G. George, Palatka, Fla.

Glenn Gunter, Honolulu

Eugene D. Montillon, Binghamton, N.Y.

Walter G. Prack, Fort Lauderdale, Fla.

William Robertson Jr., Jersey City, N.J.

Le Roy W. Thompson, Elgin, Ill.

Edwin Jerome Wade, Augusta, Ga.

## Newslines

**The first residential door security standard** is being developed by the Law Enforcement Standards Laboratory, National Bureau of Standards. Doors on most homes built since World War II can be easily entered with nothing more than a few kicks or an easily concealed screwdriver, accounting perhaps for the fact that 63 percent of all burglaries are residential in nature. The LESL has devised tests to determine whether a door can withstand varying levels of "attack." They are the basis for the standard which will be promulgated later this year after "industry review." It is hoped that manufacturers will "exercise a maximum of innovation in meeting the standards."

**James Whitley, AIA, and William N. Whitley, AIA**, of Shaker Heights, Ohio, have received the Ohio Prestressed Concrete Association's annual award of excellence.

**Donald S. Nelson, FAIA**, of Dallas has been awarded the National Sculpture Society's Herbert Adams Medal for outstanding service to American sculpture.

**The first U.S. government periodical ever devoted solely to design** is now being distributed. Titled *Federal Design Matters*, it is published by the National Endowment for the Arts and is aimed at letting federal decision makers know about what the government is doing in design. For example, the lead story in the first issue is on two new energy-conserving buildings planned for the General Services Administration in Saginaw, Mich., and Manchester, N.H. Nonfederal personnel may subscribe to the newsletter at the annual rate of \$2.60. Remittance should be sent to the Government Printing Office, Attn. Mail List, Washington, D.C. 20402.

**The suburbs are favored** by low-income recipients of federal funds given to them directly to obtain their own housing, reports Dr. Gertrude Toote, assistant secretary for Fair Housing and Equal Opportunity, Department of Housing and Urban Development. Under a HUD pilot program, people are given a chance to "expand their options," and they move to the suburbs when given a choice.

**Arthur C. Danielian, AIA**, of Newport Beach, Calif., has been appointed to the 18-member editorial review board of the magazine *Automation in Housing*.

**The work of women architects** will be exhibited during the month of May at the headquarters of the New York Chapter AIA. The purpose is to "demonstrate the involvement of women in the architectural profession, whether as principals, project architects, designers or drafts-(wo)men."

**Yale University's Art Library** is the recipient of the personal library of Faber Birren, renowned color authority and author of many books and articles on color theory and psychology (see *AIA JOURNAL*, Aug., Sept. and Oct. '72). The collection, called "one of the best in the country," includes items from the 17th century to the present.

**John M. McGinty, AIA**, of Houston, an Institute vice president, has been appointed by the AIA Executive Committee to coordinate efforts in the implementation of recommendations of the recently discharged National Policy Task Force.

**The AIA student chapter**, University of Miami, has published the first issue of a newspaper titled *AIM: Architecture in Miami*. Edited by student David Harper, it will be issued two to four times a year. Checks for subscriptions may be sent to Department of Architecture and Architectural Engineering, P.O. Box 248294, University of Miami, Coral Gables, Fla. 33124. The price per year is \$1 to individuals or \$5 to institutions.

**America by night** from a high altitude satellite shows the distribution of the nation's urban and rural population. A midnight blue map (30x20 inches) outlines urbanized areas in white; places outside the city areas are shown by white circles, squares and dots according to population density. Titled "Population Distribution, Urban and Rural" (G-E 70, No. 1), it may be obtained for 25 cents from the Superintendent of Documents, Washington, D.C. 20402.

**Patience has its own reward.** After a wait between issues, the *Journal of Architectural Education* was published in February (Vol. 27, No. 1). Edited by Arthur E. Hacker of the University of Houston, the magazine is published by the Association of Collegiate Schools of Architecture. The latest number contains provocative articles, book reviews and even a poem by Louis I. Kahn, FAIA. Subscriptions are \$5 per year for the quarterly and may be initiated by writing directly to ACSA, 1735 New York Ave. N.W., Washington, D.C. 20006. □



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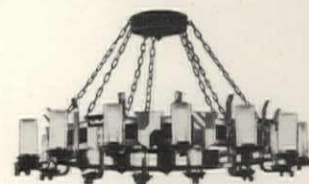
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