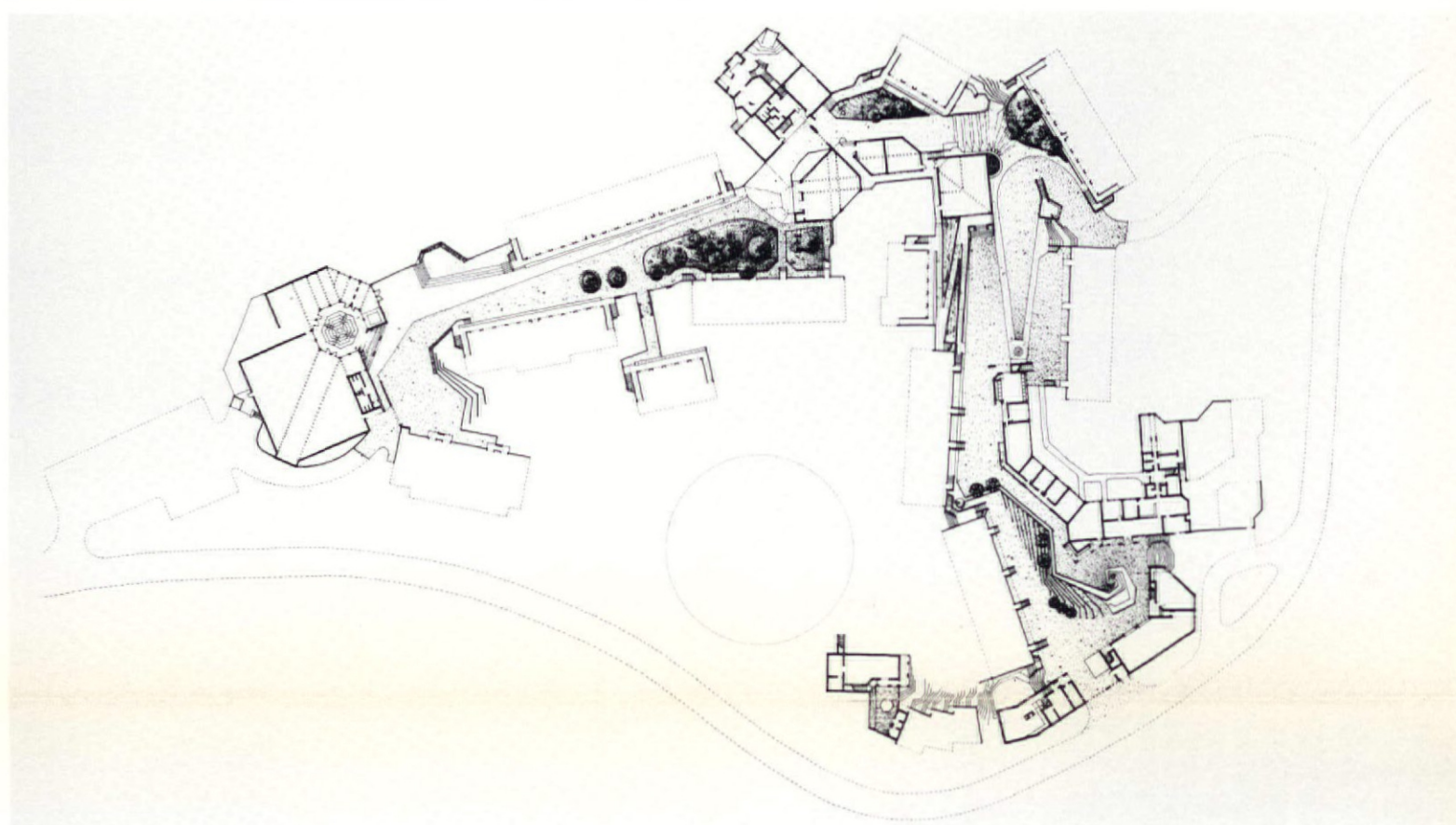




L.A.'S CHANGING SKYLINE: New perceptions in urban architecture. See story on page 2.



"The Role of the Recollection"

Charles Moore on "Making Places for People" at October Chapter Meeting, UCLA Faculty Center

Charles W. Moore, FAIA, will speak on "The Role of the Recollection in Making Places for People" at the SCC/AIA Chapter meeting on Tuesday, October 14, at the UCLA Faculty Center. Moore's presentation will be illustrated with color photographs taken by him during his frequent and wide-ranging travels.

Moore, who heads the firm of Charles Moore Associates and serves as professor of architecture and urban design at UCLA, will draw on his broad personal knowledge of historically and geographically diverse styles, including "high and low architecture, vernacular and masterpiece."

Since 1961, Moore's designs have collected more than two dozen architectural awards, honors and citations. Award-winning projects include Public Housing in Middletown, Connecticut (AIA-HUD Award, 1972), the Pembroke Dormitory (Progressive Architecture First Honor Award, 1970), the Naff House (Architectural Record Award of Excellence, 1970), the Lawrence and Johnson Houses (AIA Sunset Awards of Merit, 1967), the Citizens Federal Savings and Loan (with Clark and Beuttler) (AIA Honor Award, 1965), and the Jobson House (AIA House and Home First Honor Award, 1963). Between 1965 and 1968, Moore's various Sea Ranch projects have received the Progressive Architecture Citation (1965), the California Governor's Design Award (1966), and the AIA Honor Award (1968). Shown here is Kresge College at U.C. Santa Cruz (by Moore/Lyndon/Turnbull/Whitaker Architects), which won a Progressive Architecture Citation in 1970.

Moore received his B.Arch. from

the University of Michigan in 1947, and went on to complete his M.F.A. and Ph.D. at Princeton in 1956-57. He has won a George Booth Traveling Fellowship (1949-50), a Post-Doctoral Fellowship from the Council of the Humanities (1957-58), and was awarded an honorary degree from Princeton in 1965. Since 1950, he has held a variety of teaching and administrative posts at the University of Utah, Princeton, Berkeley (where he also served as chairman of the department), Yale

(where he served as chairman and dean), and UCLA. Moore has served on design awards juries throughout the United States and Canada.

Moore — who was recently named to the Editorial Board of *L.A. ARCHITECT* — is the author of *The Making of Houses* (with Donlyn Lyndon and Gerald Allen) and *Yale Mathematics Building*.

Details on cost, time and reservations for the October Chapter meeting are available from the Chapter office.

Cocktails and dinner will precede Moore's address, and an opportunity for questions and casual conversation will follow. As always, the SCC/AIA Program Committee cordially invites guests and students to join Chapter members at the UCLA Faculty Center for the October 14th Chapter meeting.

OCTOBER 1975

Inside:

Design: Bunker Hill Redevelopment Project as an architectural link-up in space. By Michael Franklin Ross, AIA, and David C. Martin, AIA.

Perspective: An architect's perspective on Environmental Impact Reporting.

W.A.L.: 15th Annual Home Tour and Silver Anniversary Celebration.

Chapter News and Notes: A potpourri of people and places and pastimes.

Calendar:

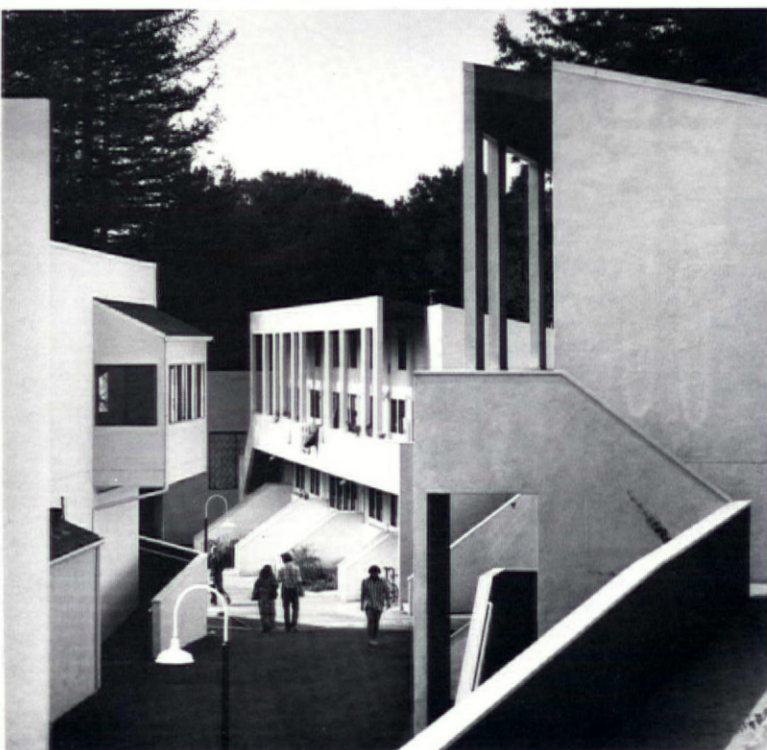
October 5: 15th Annual W.A.L. Home Tour

October 14: SCC/AIA Chapter Meeting. Speaker: Charles W. Moore, FAIA. (See enclosed announcement for details.)

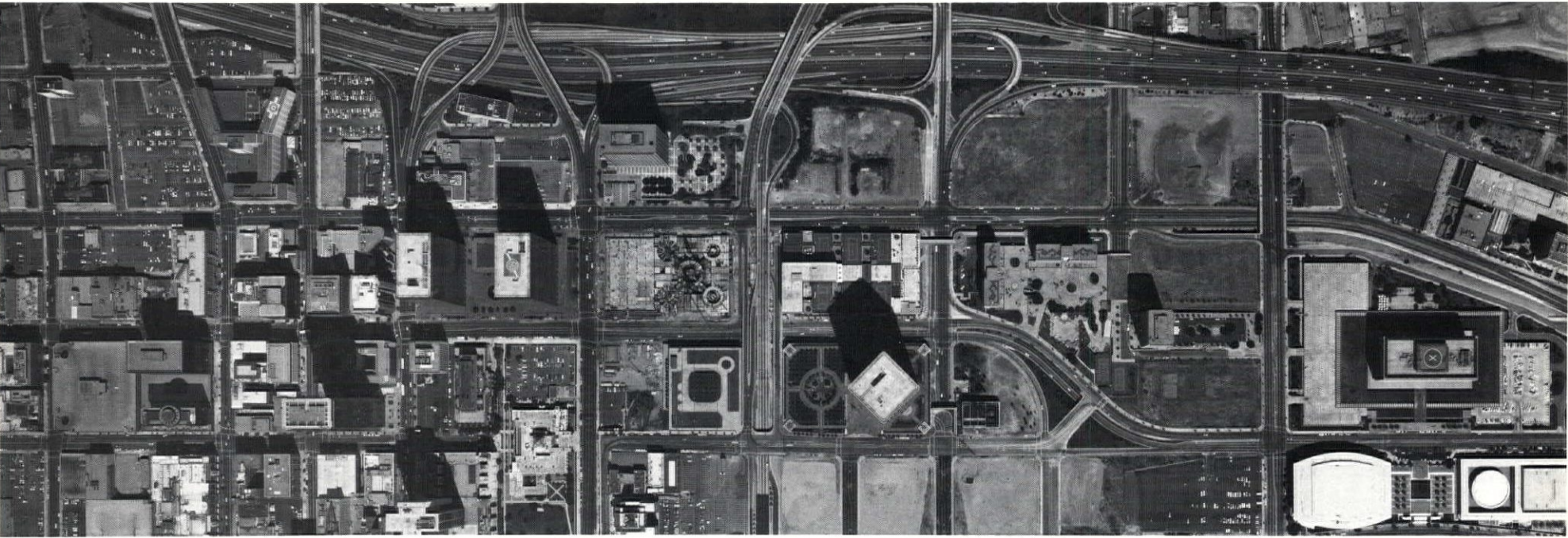
October 15: W.A.L. Silver Anniversary Celebration. See story inside.

October 18: P.E.P.P. Workshop on "Practice for Profit." See story inside.

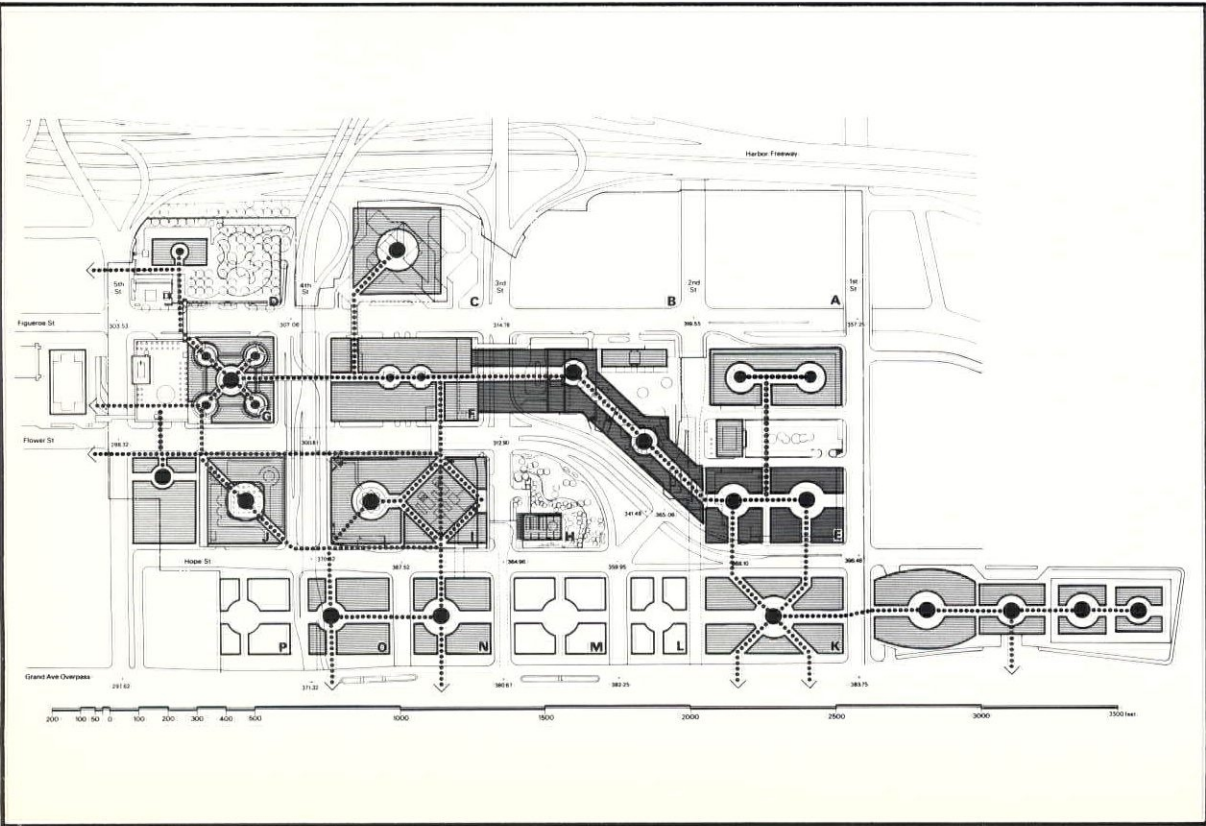
October 23-25: International Women's Year Conference in Long Beach. Call GE-92119 for details.



PEOPLE PLACES: Kresge College at U.C. Santa Cruz by Moore/Lyndon/Turnbull/Whitaker Architects. Photograph by Morley Baer.



Photograph of Bunker Hill area. Music Center at lower right. (Aerial photography here and on page one by Pafford & Associates.)



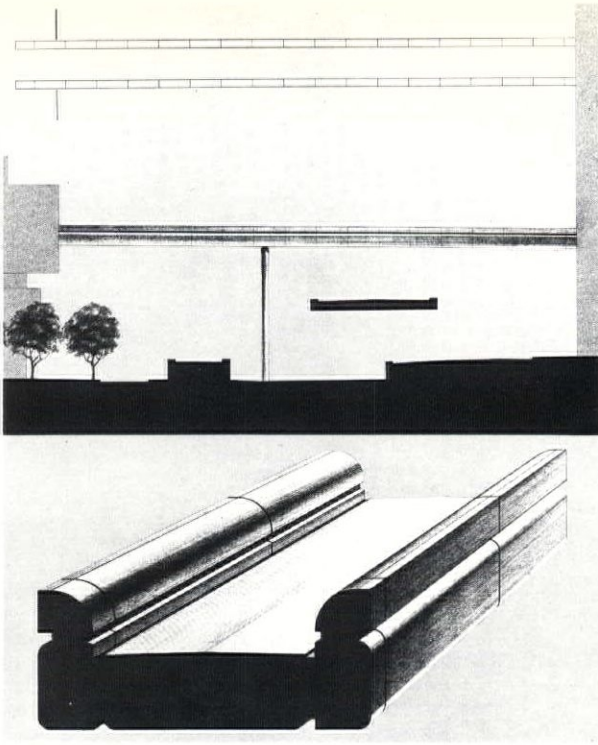
Bunker Hill Concept Diagram by Charles Kober Associates for the CRA. Partial key: D, Union Bank; F, World Trade Center; G, Bonaventure Hotel; I, Security Pacific Bank; J, Arco Garage; N, O, Residential.

BUNKER HILL

A system of pedestrian paths destined to create



Multi-level pedestrian environment of the Security Pacific Bank. [Photograph by Wayne Thom.]



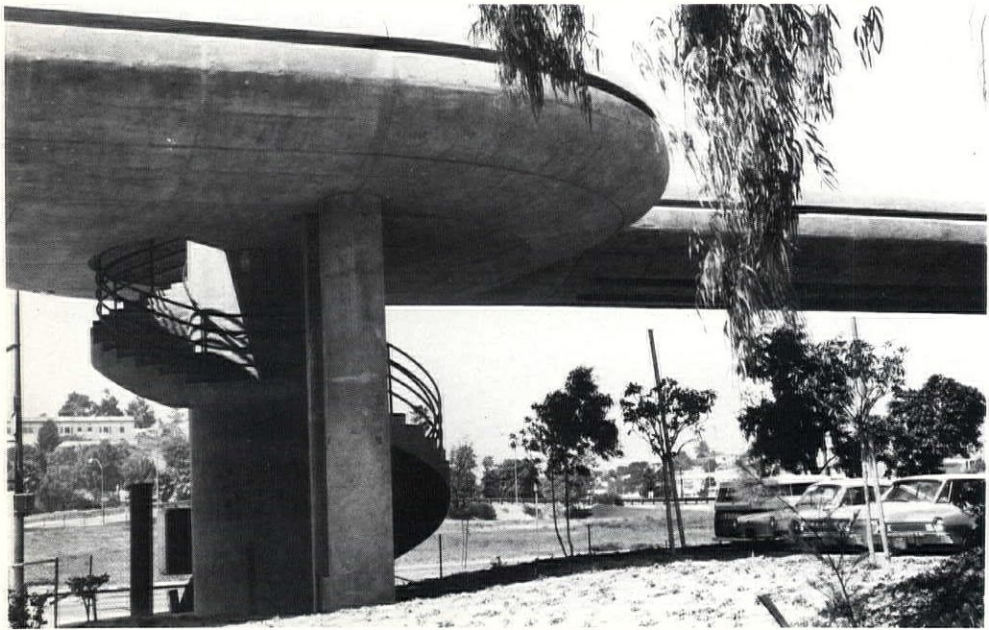
Plan, elevation and sectional isometric of DMJM-designed bridge spanning Fourth Street from Bonaventure Hotel to World Trade Center.



Union Bank Park to be linked by bridge to pedestrian system.

Bridge from Bunker Hill Towers to World Trade Center [Photograph by Bill Couturie.]

Bridge from World Trade Center to Security Pacific Bank.



Los Angeles is one of the wonderful enigmas of the twentieth century, a collection of inexplicable contradictions. Some say we have no focus, others expound the theory of multiple centers. Some visitors from Europe or the eastern seaboard of America complain that they can't find their way around, still others profess the virtues of our complete mobility. Long-term residents know the secret of having the ocean, mountains, desert, and lakes all within easy reach by that mechanical extension of our feet, the automobile. Still others argue that this machine is driving us farther and farther away from each other, creating a vast unstructured megalopolis. Probably all of these opinions are true to some extent, but it is also true that we have a geographic and historical center called downtown, with a rich cultural heritage and a diverse socio-economic reservoir of talent and potential simply waiting to be tapped.

The idea has been previously tried in various parts of the world, and is presently being implemented in high-density areas in several American cities, notably Minneapolis, Cincinnati, Atlanta, San Francisco, and now Los Angeles. The concept has been enormously successful in areas where density is high and development intense.

The main force causing this grade separation to occur is the impact of the automobile on our city. But there are several more subtle forces that favor the development of such systems. These include:

- A redefinition of the ground-plane of the city.
- A trend in American cities to go to superblock complexes which contain internal public pedestrian systems.
- Increased planning efforts on the part of public city agencies to achieve comprehensive, large-scale development in urban areas.

Plan 5b calls for an extension of this pedestrian system via a bridge like the Ponte Vecchio in Florence, Italy, in which a collection of stepping commercial facilities would become an integral part of the bridge itself. In this way, the bridge would be more than a link or connector, and would develop an atmosphere and environment of its own with the potential for music shops, mini-cafes, and other commercial and recreational facilities flanking the pedestrian walkways. Other elements of the Kober study call for links across Grand and Olive streets to a senior citizen's center. This residential complex will, in turn, be connected to the Central Market by the rebuilding of the historical Angel's Flight funicular railway.

Perception of urban architecture is also changing with the separation of automobile and pedestrian. Traditionally, urban architecture is viewed publicly from the street. The pedestrian and the automobile

PERSPECTIVE Architects on E.I.R.

(Editor's note: The Environmental Planning Committee of the SCC/AIA has continually monitored the progress of the Environmental Impact Report (E.I.R.) procedural steps in Los Angeles. At the request of Harry L. Hufford, Chief Administrative Officer of Los Angeles County, the Environmental Planning Committee submitted the following observations in a letter signed by Chapter President Morris D. Verger, FAIA, Environmental Planning Committee Chairman Jerry L. Pollak, AIA, and Harlan R. Hogue, AIA, of the Sub-Committee on Environmental Impact Reports.)

Defining the scale of impact evaluation

Environmental impacts of projects covered by California Environmental Quality Act (CEQA) range in scale from micro impacts at the projects site scale to macro impacts at the regional scale. The E.I.R. guidelines do not specifically define the limits of scale that any particular E.I.R. should address, and considerable confusion and wasted effort are the result. What this suggests is an effort to clarify the scale of E.I.R. concern in relation to the particular project being evaluated.

County agencies should be encouraged to revise their own guidelines to clarify the appropriate scale of analysis to be required for various types and sizes of projects. This, however, implies additional responsibility for the County agencies themselves; no longer can individual (building) project E.I.R.'s be expected to deal with larger scale regional or area problems such as major traffic flows and volumes, overall density and carrying capacity of an area, and regional air pollution impacts. These should be dealt with by General Plan E.I.R.'s and Community Plan E.I.R.'s. Los Angeles County has not yet devoted nearly enough resources to accomplish this important task. Once completed, the resulting information base can have tremendous value in reducing the duplication of effort in the preparation of individual project E.I.R.'s.

If an individual project is in conformance with the General Plan and Zoning, it is our belief that an E.I.R. should not be required. In the event that a project is not in conformity with the General Plan or the applicant requests a Change of Zoning and an E.I.R. is required, it is our suggestion that the applicant provide only that information pertaining to the project so that the appropriate County Agency can evaluate the project in terms of the already completed community E.I.R.

The E.I.R. is not a substitute for policy

The State guidelines clearly define, the intent of CEQA to provide, through the preparation of the E.I.R., an *informational* document, which can serve as a "cost-benefit" analysis for the environmental effects of a project. By identifying impacts, and exploring mitigating measures and Project alternatives, the E.I.R. provides useful input to the decision-making body. The E.I.R. does *not*, however, provide them with guidance as to what community-wide environmental trade-offs are reasonable in order to achieve benefits considered desirable.

In order to avoid a completely ad-hoc decision, the factual input of the E.I.R. must be judged in the context of some coherent environmental *policy*: Does the community want growth? How much? Where? These and similar issues should be addressed and *policy guidelines* developed and used as a basis for considering individual project E.I.R.'s. This policy function has theoretically rested with local agency planning departments, specifically the General Plan, but in too many cases the plans themselves have been weak as working policy guides. Unless attention is given to strengthening the policy usefulness of Regional or Community General Plans, the too frequent current "ad-hoc" process of misconstruing the E.I.R.'s themselves as policy guides will continue, resulting most probably in an ultimate loss of public confidence in the value of the Impact Evaluation process.

Timing and processing of the E.I.R.

In many jurisdictions, including the County of Los Angeles, there is widespread concern over what is perceived as a cumbersome and time-consuming E.I.R. processing procedure. Processing has frequently dragged on for many months, causing major delays in projects. While good reason for the slowness of the process can be found in short-handed and over-worked environmental review staffs, and delays caused by the numerous required reviews, the effect is one of increasing both cost and risk to the private project sponsor, which inevitably is reflected in higher prices to the ultimate user of the facility. In addition, the longer the E.I.R. processing takes, the more entrenched the sponsor tends to become in his commitment to the Project. As this "vested interest" increases, the sponsor will often resist suggested mitigating circumstances or project alternatives which might have been more easily accepted at an earlier stage of the Project. By committing greater resources to their E.I.R. staffs, and setting firm time limits on processing (the Coastal Commission uses a time limit), County agencies could do much to alleviate this problem.

Chapter meetings

October

A picnic on the grass and a vigorous exchange of ideas characterized the September SCC/AIA Chapter Meeting at Barnsdall Park, according to our observer. "The best AIA meeting I've ever been to," was one comment heard in the parking lot after the evening's activities. Said another Chapter member: "The Program Committee deserves praise for a lively and informative evening — and an excellent meal at a moderate price."

Chapter members gathered on the lawn at Barnsdall Park and then moved into the auditorium for brief remarks by Chapter President Morris D. Verger, CCAIA President Ward Deems, CCAIA President-Elect Bill Hawley, and CCAIA Executive Vice President Mel Ferris.

The floor was opened to comments and questions from 50 or so members in attendance, and the exchanges were candid and sometimes controversial. The role of the CCAIA was discussed at length, and the activities of the CCAIA legislative representative were explained.

AND THE CRA: Urban links and spaces are unique urban environment.

By Michael Franklin Ross, AIA
and David C. Martin, AIA

Concerned and knowledgeable civic leaders have been working for many years to convert this potential into a viable and stimulating place that we can be proud of, a place where we will be moved to live, work, and socialize, just for the joy of being there. The City and County are busy completing their complementary East and West Civic Center Malls which will create a pedestrian network of shops, restaurants and green spaces for local residents and government employees. Robert Ingman, Assistant City Administrative Officer, has endorsed the concept of the Mall and further points out: "Los Angeles needs a viable, central downtown." Stephen Koonce, Director of the County Facilities Department, is equally enthusiastic. He believes: "Downtown is going to become of increasing importance to the people of Los Angeles County, a dynamic center providing a variety of amenities."

The Music Center at the northwest corner of the Civic Center Mall has already begun to bring people downtown for dinner and recreation, achieving a cultural revitalization that is essential to the growth and future of our city. Zubin Mehta's Symphony Orchestra has an international reputation for excellence. It is time that the design of our physical environment reach the same level of recognition.

Toward this end, the Community Redevelopment Agency (CRA) has been persevering for more than a decade. Through the red tape and frustrations of any project of this magnitude is beginning to emerge an urban environment that will be unique not only for the region, but for the nation as a whole. Viewed from above, the Bunker Hill Urban Renewal Project is still a collection of separate objects in a seemingly unstructured field, but within each element is a pre-designed system of pedestrian links and spaces that is destined to develop into a total strata devoted solely to the pedestrian, reaching from the Arco Towers through Bunker Hill to the Music Center and down the Civic Center Mall.

Separating pedestrians and vehicles is an idea stemming back to Leonardo de Vinci in the 15th

The vast revitalization effort in Bunker Hill did not occur overnight, and not without some unfortunate casualties along the way — not the least of which were the plans prepared by Robert E. Alexander, FAIA, some ten years ago. Alexander called for a diversity of high-rise and low-rise housing, integrated with a variety of movement systems. Developers were wary of such a scheme and opted for the sure master plan the high-rises only. Other master plans were also prepared; one by Pereira and Luckman, a second by I. M. Pei, and a third by a team headed by Wurster, Bernardi, and Emmons, which is the scheme that forms the base for the current development. The CRA has continued to attempt to improve the plan with two recent contracts, one to Charles Kober Associates and the second to Kahn Kappe Lotery Boccato. The Kober Report is designed to study "the means and methods of generating 24-hour-a-day activity within the project area." Jon Jerde, AIA, Vice President and Director of Design for Charles Kober Associates, summarized their findings:

"Essentially, we see the new Bonaventure Hotel [L. A. ARCHITECT, March 1975] as a major southerly anchor (i.e., people-generating attraction) and the Music Center anchor at the north. We recommend that a people place be created connecting these two anchors. A place that is safe, that is highly accessible from various transportation modes, abundant parking; an elevated boulevard of light, dotted with plazas, a place offering a variety of activities for differing occasions."

The accompanying plan illustrates both what is already under contract and what may be possible. One element indicates a network of bridges, some completed and several still in the design phase, linking the Hotel, the World Trade Center, Security Hill Towers, and the Arco and Bank of America Towers. The design of the bridges is presently being carried out by Daniel, Mann, Johnson, and Mendenhall. The beautiful, landscaped plazas of Security Pacific Bank, by A. C. Martin & Associates, were designed to form part of this continuous pedestrian precinct.

occupants normally perceive the architecture of a project from the outside by going around the project. Now — with the separated pedestrian system — public sidewalks go through the middle of projects. This change in perception creates a need for a stronger relationship of inside to outside. Interior public spaces become an extension of exterior public space. This, indeed, is fostering a new ordering of urban architectural relationships, and an interpenetration of solid and void. This is illustrated by the opening up of interior spaces in the Security Pacific Bank and the East Civic Center Mall.

The Kahn Kappe Lotery Boccato (KKLB) contract calls for an analysis of downtown mobility and an interface with a regional transportation system. Through extensive research and citizen participation, KKLb is developing a series of alternatives for recommendation to the CRA and, eventually, to the City Council. According to CRA Vice Chairman Kurt W. Meyer, FAIA, this is "the first transportation study managed by an architect." The implication of both the Kober and KKLb studies is that if architects intend to make a contribution to the form of our urban environment, they had better learn to diversify, to understand transportation systems and real estate development, and to learn how the marketplace operates. It is encouraging that both firms are SCC/AIA members. In fact, the whole tenor of the Bunker Hill Renewal effort is one of a public agency fusing the talents of various chapter members to achieve a whole which is greater than the sum of its parts. We are beginning to turn the corner on this exceptional undertaking, and a very stimulating and attractive environment seems realistic in the not-too-distant future. As Kurt Meyer points out: "True urban design is just starting in downtown."

(Editor's note: This article is the first installment in a continuing series on urban and environmental design and planning by chapter members for L.A. ARCHITECT. Other aspects of L.A.'s emerging downtown development will be featured in future issues.)

L.A. ARCHITECT

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CHAPTER NEWS AND NOTES

Land use and options for the future will be the theme of the **30th Annual Conference** of the **CCAIA**, to be held from **October 16 through 19** at the **Hotel Del Coronado** on Coronado Island. Conference activities will include a keynote address on "The Land, The Issue," workshops and exhibits as well as special events. Registration forms for the conference are available from the **CCAIA**, 1736 Stockton Street, San Francisco 94133.

Alan Rosen, AIA, senior vice president, has been named director of the Los Angeles regional office of **Welton Becket Associates**, according to **MacDonald Becket, FAIA**, president of the international architectural and engineering firm.

SCC/AIA committee chairpersons, officers and directors will gather at the **Pepperdine University** campus in Malibu on **October 11** for an intensive day of communication, information exchange, and planning. This annual "**Advance**" will include representatives of the **CCAIA** and neighboring **AIA** chapters. A full report of the day's activities will be featured in an upcoming issue of **L.A. ARCHITECT**.

John Burnet Parkin, Hon. FAIA, President of **Parkin Architects Engineers Planners** of Los Angeles, passed away suddenly on Sunday, August 17, 1975. An architect for 40 years, **Parkin** spent 32 years in Canada where he headed the firm of **Parkin Architects & Associates**. He moved to Los Angeles in 1967 to start a "second career." His passing is a great loss to the profession and to humanity.

A one day workshop for principals of consulting engineering and architectural firms on the business-operating aspects of the successful firm will be presented by **Professional Engineers in Private Practice of C.S.P.E.** on Saturday, **October 18**, 1975 at **Airporter Inn**, Irvine, California. Fee: \$70.00. Registration information from: **P.E.P.P.**, c/o **Liss Engineering**, 1366-H Logan Avenue, Costa Mesa, California 92626 (714/540-0881).

Women architects and their work will be the subject of a colloquium and exhibition sponsored by the **Long Beach Museum**. The work of 60 women will be on display from October 6 to November 23. A colloquium on women in architecture will take place at the Museum from 11:00 a.m. to 1:00 p.m. on October 25, followed by a reception. Four West Coast women architects will take part in the colloquium, which is part of a three-day conference on women. **SCC/AIA** members are invited. Call GE 9-2119 for information.

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The 15th Annual Home Tour of the Women's Architectural League will be held on October 5, 1975. Tickets for the fundraising tour are still available, and proceeds of the Home Tour will be used to support the WAL's architectural scholarship program. Shown here is one of six homes of the past and present that will be featured on the Home Tour — **Silvertop**, designed in 1957 by **John Lautner, FAIA**. (Photograph by **Julius Shulman**.) Tickets are available from the **SCC/AIA Chapter office**, 304 S. Broadway (624-6561) or the following firms and individuals: **Armet, Davis, Newlove & Associates, AIA**, 5767 Wilshire Blvd. (931-6231); **M. Flax, Artists Materials**, 10852 Lindbrook Drive, West Los Angeles (475-3561); **R. Duell & Associates AIA**, 606 Wilshire Blvd., Santa Monica (451-5873); **Hennessey & Ingalls Inc. Bookstore**, 11833 Wilshire Blvd., West Los Angeles (473-0380); **Richard Stoddard AIA**, 13701 Riverside Drive, Sherman Oaks (788-6084); and **Mrs. Robert Tyler**, 19344 Rosita Street, Tarzana (345-1571).

W.A.L.'s Silver Anniversary Celebration

The Women's Architectural League of Southern California will celebrate its **Silver Anniversary** honoring past presidents, on Wednesday, October 15, 1975, at the home of **Mr. and Mrs. Daniel C. Carmichael, Jr.** of Glendale. **Mrs. Edgar A. Szanto**, vice president is planning the event. Guest speaker will be the internationally known **Allan Adler**, whose famous works include pieces for the Governor's Mansion. Mr. Adler, who believes that simplicity is beauty and beauty lives forever, will speak about modern design. As a special treat, he will demonstrate his art by creating a piece of **Adler Silver** in front of the group. Past presidents to be honored are **Mmes. Earl T. Heitschmidt, Whiting S. Thompson, Henry L. Wright, Herman Charles Light, C. Day Woodford, Stanley R. Gould, Stewart S. Granger, Anthony Thorman, Edwin B. Woodrich, Kemper Nomland, Joe B. Jordan, Donal D. Engen, John C. Absmeier, Claude H. Coyne, Ronald M. Cleveland, J. Don Hartfelder, Richard M. Hennessy, Morris D. Verger,**

Richard D. Stoddard, Raymond Kappe, Stephen Oppenheim, Ebbe Videriksen, Marvin Bluestein, Cleveland A. Winge, and Arthur F. O'Leary. **Mrs. Miller Fong** is 1975 President. The Southern California Chapter of the W.A.L. was organized in October, 1950, when 22 architects' wives met for a picnic lunch in Lafayette Park in Los Angeles. The first California Chapter of the League was formed in San Francisco 10 years earlier.

An **L.A. ARCHITECT** reminder: Your contributions for the November issue are due by **October 10**. Send your items and information to Editor **Jonathan Kirsch**, 11002 Rose Avenue, Los Angeles 90034, or to the Chapter office. **Kirsch** will observe **L.A. ARCHITECT** office hours at the Chapter office on the first Tuesday of each month; the October hours will be from 2:00 to 3:00 p.m. on Tuesday, October 7th.

The **Southern California Chapter/Architectural Secretaries Association, Inc.** will hold "Workshop '75" on Sunday, October 25, from 9 a.m. to 12:30 p.m. This educational seminar will be held on the outdoor patio of the **Burke Nicolais Archuleta** architectural firm at 7440 N. Figueroa Street in Eagle Rock. "Holistic Design" will be the subject discussed. Two distinguished speakers will conduct the session: architect **John B. Parkin, Jr.** and **Will McWhinney**, a partner of the **Institute for Developmental Organization**. Tickets are \$5.00, \$3.50 for students, which includes continental breakfast and a social hour with wine and cheese. Parking is available. Guests are welcome. Reservations may be made with **ASA Chapter President Jean Brown** at **Parkin Architects**, 1333 Westwood Boulevard, Los Angeles, CA. 90024/479-4353.

Dr. Carl S. Dentzel has been re-elected President — and **Dr. Robert Winter** has been re-elected Vice-President — of the **Los Angeles Cultural Heritage Board** for the next year.

Winning entries in the **First Annual Design Awards Program** will be on display at the **Pacific Design Center**, 8687 Melrose Avenue, West Hollywood, beginning on October 17. Panels and slides documenting the 20 Award-winning designs will be on exhibit.



The bright new face at the Chapter office in the **Bradbury Building** belongs to **Phyllis Arnold**, the **SCC/AIA's** new office manager. Ms. Arnold — who joined the staff last month as a part of the Chapter reorganization — comes to her new post with a rich background in management and administration. Prior to her **SCC/AIA** appointment, she served as executive assistant to the president of a financial personnel corporation, and spent 14 years in a variety of administrative assistance positions at **Daniel, Mann, Johnson and Mendenhall**. She holds a B.A. in sociology and public administration from **Hunter College**, and spends her free hours as a researcher and writer on film projects for her husband, who is a senior television newsman at **KABC-TV**. Further details of the Chapter reorganization — and other new staff members — will be announced in future issues of **L.A. ARCHITECT**.

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L.A.'s newest landmark

Cesar Pelli address, building tour, reception to highlight December 9th SCC/AIA meeting at Pacific Design Center in West Hollywood

Cesar Pelli, AIA, will offer an insider's view of the Pacific Design Center in West Hollywood at the December 9th SCC/AIA Chapter meeting. Following Pelli's discussion of the building's design concepts, Chapter members and guests will tour the dramatic structure and then gather for a question-and-answer session with Pelli and other architects from Gruen Associates.

A casual wine-and-cheese reception (at \$2.50 per person) will take place at 6:00 p.m. on December 9th in the Grand Mall of the Pacific Design Center at 8687 Melrose Avenue (San Vicente Boulevard and Melrose Avenue). Pelli's talk will begin at 8:00 p.m. in the Grand Mall meeting room; the tour will include the Grand Court and Galleria Mall on the fifth and sixth floors of the 750,000-square-foot building.

Reservations for the December 9th meeting at the Pacific Design

Center must be received by the Chapter office by Friday, December 5th. Program Chairman Bernard Zimmerman extends a warm welcome to Chapter members, students, guests and members of the public to attend this intimate tour of an important new Los Angeles landmark. The low-cost reception and the opportunity for casual conversation with Pelli are expected to make the PDC tour one of the best-attended meetings of the year.

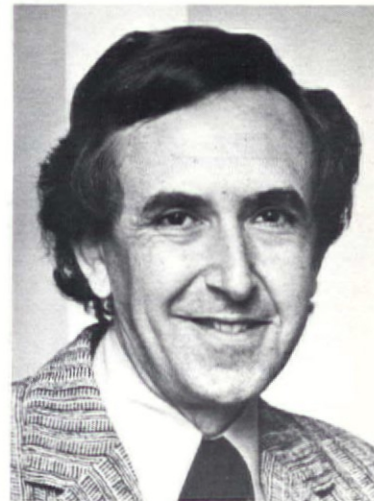
Cesar Pelli, AIA, is Partner-in-Charge of Design for Gruen Associates, where he directs the design of all architectural projects. Among his newest projects are the recently completed Pacific Centre in Vancouver, British Columbia; the U.S. Embassy in Tokyo; and design for a Music Center for Yale University. In addition to his design activities, Cesar Pelli continues to teach architecture and urban design.

Pelli is a graduate of the Univer-

sity of Tucuman (Argentina) and holds a Master's Degree in Architecture from the University of Illinois. He began his professional career in 1954, when he joined the firm of Eero Saarinen and Associates. He later served as Director (and then Vice President) of Design for Daniel, Mann, Johnson and Mendenhall. Among his award-winning projects for DMJM were the project for an Urban Nucleus in the Santa Monica Mountains, Worldway Postal Facility at Los Angeles, and the Federal Office Building in Lawndale.

He became a Partner in the firm of Gruen Associates in 1968; one year later, Pelli and a team of Gruen Associates designers won first prize in an international architectural competition for the design of a U.N. headquarters and conference center sponsored by the Republic of Austria and the City of Vienna. His award-winning

projects for Gruen include the San Bernardino City Hall (Honor Award); the Columbus, Indiana, Commons and Courthouse Center (Merit Award); the Oakland, California, Wells Fargo Bank Building (Merit Award); and the Western Electric Building in the Gateway Complex, Newark (1974 Lehman Award for architectural excellence).



Cesar Pelli, AIA



Inside L.A. ARCHITECT: Craig Ellwood on Art Center campus in Pasadena

DECEMBER 1975

Inside:

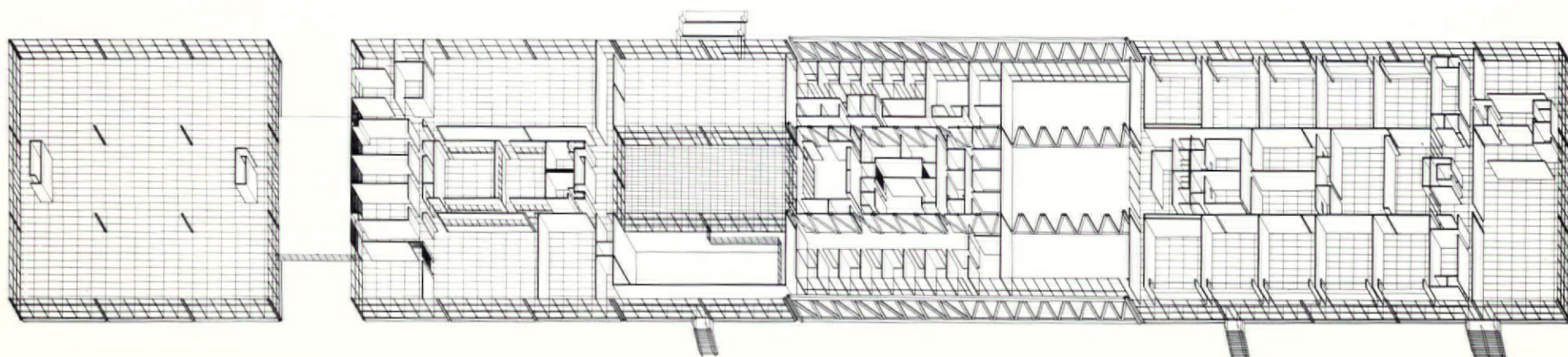
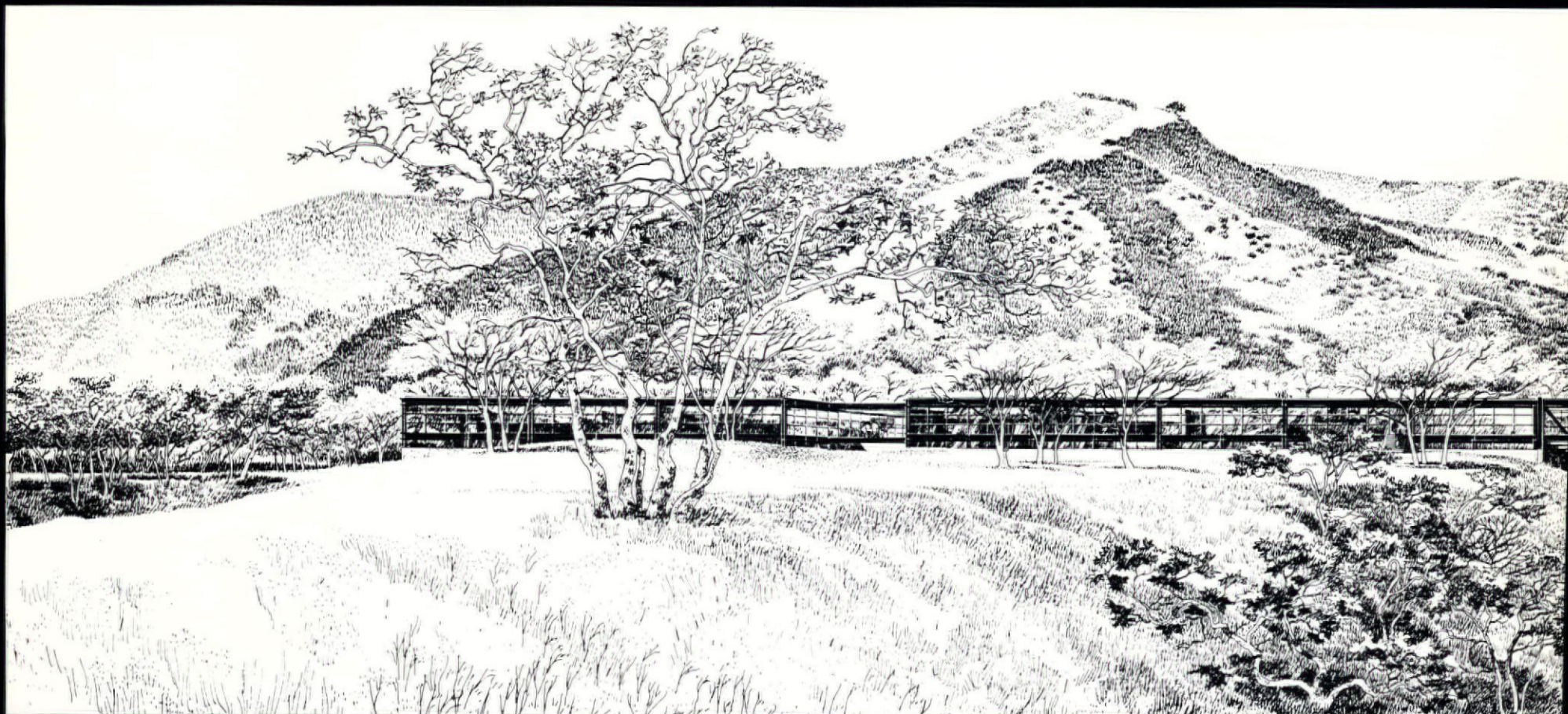
Design: A conversation with Craig Ellwood on the new Art Center campus in Pasadena. By Thomas R. Vreeland, Jr., AIA.

1975 Chapter Retrospective: Highlights of the past year and a challenge for the future. By Morris D. Verger, FAIA.

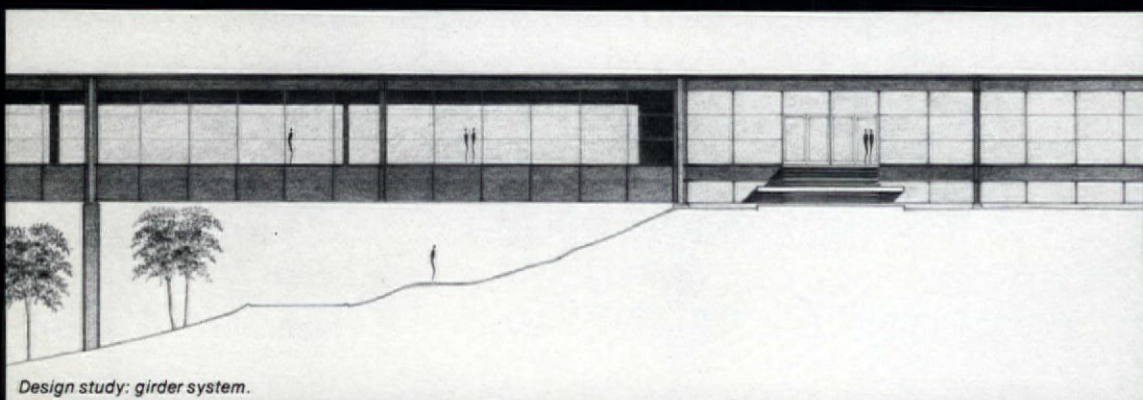
Transportation: Report from the Sub-Committee on Urban Transportation. By Reinhard Lesser, AIA, and Jerry L. Pollak, AIA.

Architect as Client: Some startling revelations from an in-house architect. By Thomas L. Sutton, Jr., AIA.

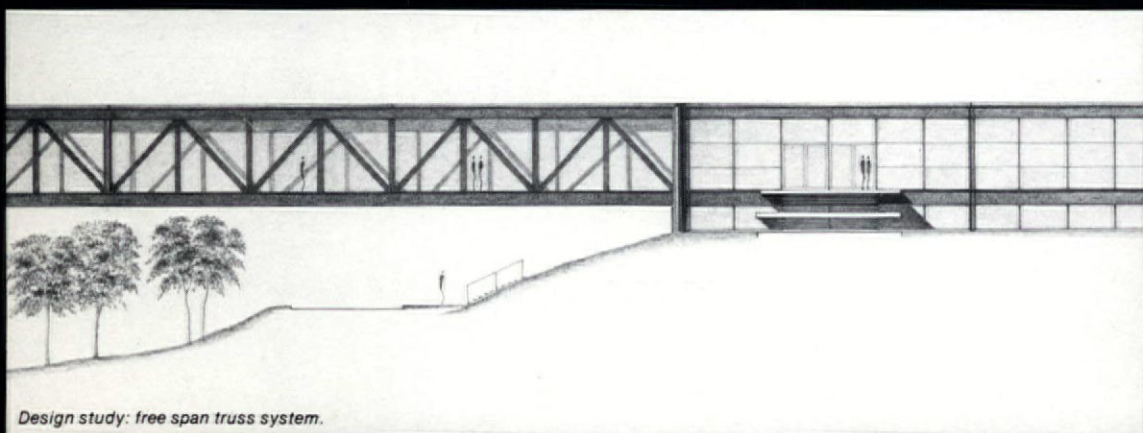
Chapter News and Notes: A potpourri of names, dates and places...the pulse of the Southern California Chapter/AIA.



Axonometric plan: upper level.



Design study: girder system.



Design study: free span truss system.

ELLWOOD

"...we strive for cla

As the new Pasadena campus of Art Center College of Design nears completion, L.A. ARCHITECT Editorial Board Chairman Thomas R. Vreeland, Jr., interviewed Craig Ellwood, principal of Craig Ellwood Associates, architects for the project. This remarkable structure — 624 feet long and 144 feet wide — sits in the foothills of the mountains overlooking the Rose Bowl. The center section of the building spans 196 feet across a gorge in the manner of a bridge; the building, which extends across the landscape like a pencil line, conceals a lower floor which acts as an abutment to the bridge. Scheduled to open in early 1976, the completed building will contain 166,000 square feet and cost \$7.5 million. [Rendering and axonometric plans by Carlos Diniz Associates. Elevations by Craig Ellwood Associates.]

Thomas R. Vreeland, Jr.: Over the years, your work has had a remarkable consistency. The final results produce an effect of effortless grace from which all the struggle — if there is any — has been erased. Would you be willing to describe briefly the thought process you go through in arriving at such a simple and strong concept as that of the Art Center?

Craig Ellwood: Our buildings must express a truthfulness to themselves — which means logic and clarity with respect to the ethics of their materials and structure. This sounds simple, but it isn't. Most buildings deny this basic principle. We are concerned with intrinsic solution, not extrinsic effect. As effortless as Art Center appears, it was indeed a struggle. The site was a tremendous challenge and the budget was extremely limited. The structure evolved from a system of triangulated steel trusses and framework through various gir-

der and standard truss systems.

The triangulated system was too expensive. The girder systems were too deep and required intermediate columns in the canyon. Our first standard truss system was 288 feet and this also required intermediate columns. We believed a free span would be the best way to honor the nature of the steeply folded site. A free span would also provide a structural counterpoint to the simple framing system of the north and south wings.

Thousands of hours were expended in design, and it was Jim Tyler of our office who hit upon the idea of revising the floor plan from single level to double level on either end of the bridge. The lower levels are partially below grade and extend into the canyon to reduce the truss spans to slightly less than 200 feet. This made the use of free span trusses the logical solution and brought the building within budget.

Vreeland: Did you consider other possibilities before arriving at this design? To what extent did the hillside site determine the shape of the building? In fact, couldn't the hillside site have suggested quite a different solution, one that stepped down the hill? Did you ever consider adopting it? What made you prefer the horizontally extending building?

Ellwood: The bridge solution provides compact, efficient, flexible space while respecting and preserving the character of the site. Cuts and fills were minimum — primarily for roads and parking. With its low profile, it also respects the neighboring residential environment. Numerous possibilities were investigated: a stepped-down, multi-level solution proved totally inflexible and the ratio of corridor area to work area was ridiculously disproportionate. It was also too expensive and extremely difficult