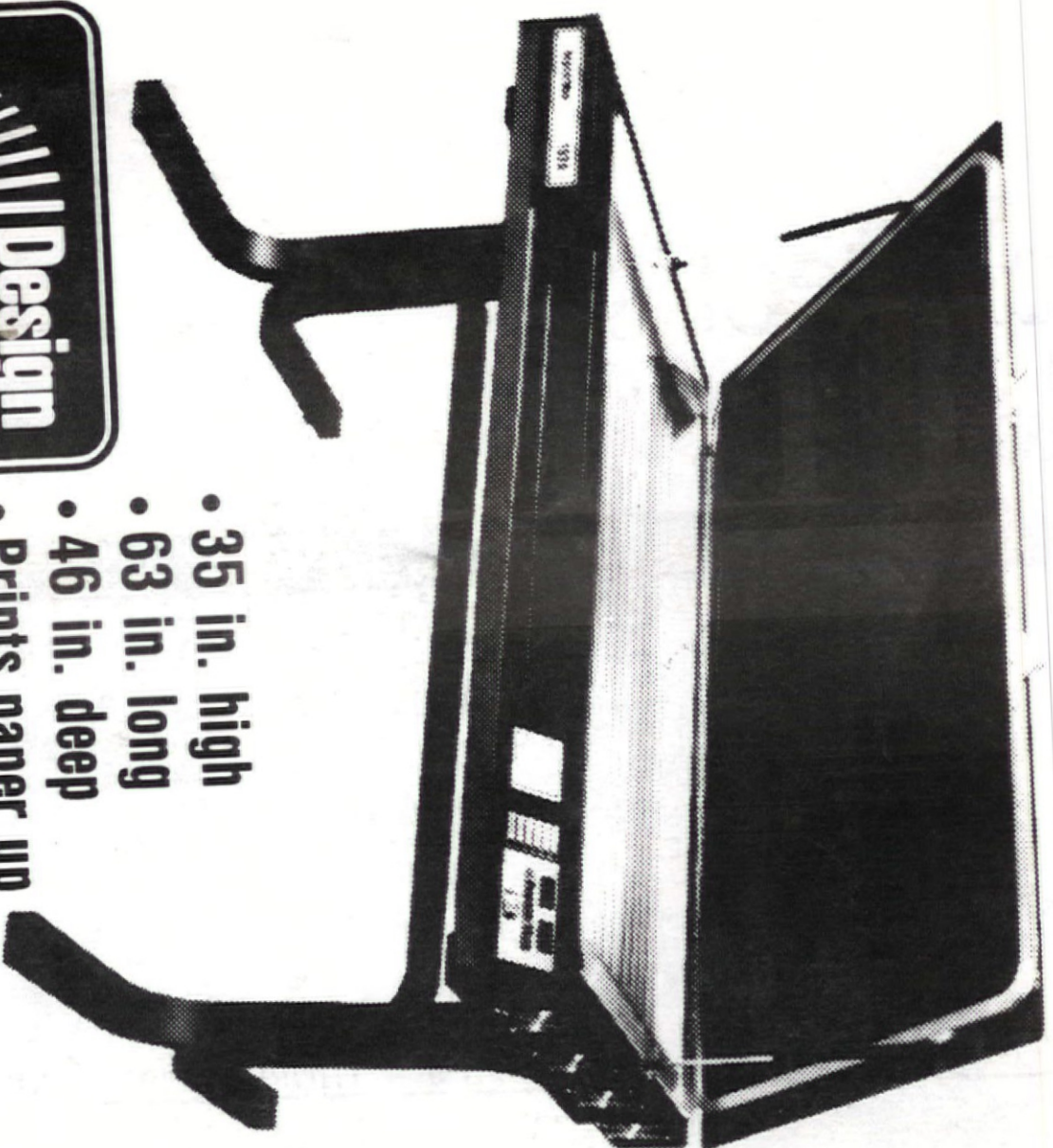


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INCORPORATING SOUTHERN CALIFORNIA ASSOCIATES NEWS

L.A.

ARCHITECT

July 1986

Two Dollars



Downtown
Bypass

Page 6

Architect's Calendar

July 1986

TUESDAY 1

LA/AIA Board Meeting
Chapter Board Room, 4 p.m.
First Tuesday
Open showrooms at Design
Center of LA, 433 S. Spring St.,
9 a.m.-9 p.m.

WEDNESDAY 2

Architecture Foundation of LA
Chapter Board Room, 5:30 p.m.

THURSDAY 3

Public Relations Committee
Chapter Board Room, 5 p.m.
UCLA Summer Classes
"Apartment and Condominium
Design and Development," and
"LA as an Urban Place."
Details: (213) 825-9061.

FRIDAY 4

WEEKEND

MONDAY 7

TUESDAY 8

WEDNESDAY 9

Associates Board Meeting
Chapter Board Room, 6:30 p.m.

THURSDAY 10

Pro-Practice Committee
PDC Suite 259, 5 p.m.

FRIDAY 11

WEEKEND

Sunday, July 13
Chapter Beach Party and
Sandcastleing Event
Sponsored by LA/AIA Associ-
ates. See insert for details

MONDAY 14

TUESDAY 15

LA/AIA Night at the Movies
Film on Antonio Gaudi, Nu-Art
Theatre, See page 1 for details.

WEDNESDAY 16

Urban Design Committee
Pereira & Associates office, 6
p.m.

THURSDAY 17

FRIDAY 18

WEEKEND

Saturday, July 19
Architectural Bike Tour of LA
UCLA Extension Course.
Details: (213) 825-9061.

MONDAY 21

TUESDAY 22

LA/AIA Ex Com Meeting
Chapter Board Room, 5:30 p.m.

WEDNESDAY 23

THURSDAY 24

Architectural Programming
Committee
Chapter Board Room, 3:30 p.m.

FRIDAY 25

WEEKEND

Sunday, July 27
Architectural Bike Tour of LA
UCLA Extension Course. De-
tails: (213) 825-9061.

MONDAY 28

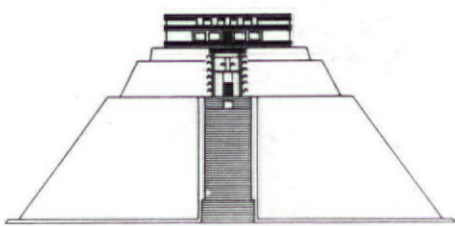
TUESDAY 29

WEDNESDAY 30

THURSDAY 31

FUTURE EVENTS

September 11-14.
Second annual Inter-American
Forum for Architecture: *Housing
and the City*. New Orleans, Loui-
siana. Sponsored by the New
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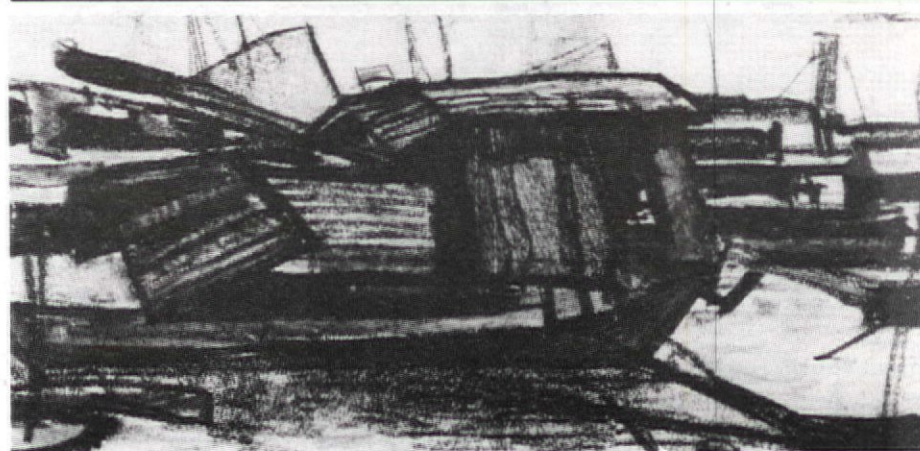
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Neutra Remembered

Books



Boats in Canton Harbor, sketch by Richard Neutra, 1930.

Richard Neutra: Promise and Fulfillment, 1919-1932

Compiled and translated by Dione Neutra, Southern Illinois University Press.

I have always found architects' wives to be special; attracted as they are to the idealism of young architects. Even so, every architect should be issued a Dione Neutra for a bride. In this collection of early letters we see her first as an ingenue in love with love, and later the ingenuous personality she is today, in love with life. In this book, she has created a dramatic work of art complete with conflict and resolution. Those of us in the audience will experience it from different angles, depending on where we sit, and will identify with different scenes. The illustrations alone, of travel sketches by Richard Neutra and snapshots, are worth the price of admission. To admit a possible bias, I must reveal that I have known most of the actors herein and worked on a daily basis with the Neutras, their son Dion and Dione's sister Regula.

Architects and others in Los Angeles seem divided or ambiguous about Richard Neutra, the man. I have heard and read many stories about him that sounded fully out of character. Many of them obviously happened, but the complete background and *gestalt* is often omitted. Yet, upon knowing Mrs. Neutra, everyone invariably increased their liking of Mr. Neutra; he often used her as a buffer to the world. She has the open, giving nature of an artist and skirted no possible embarrassment to either of them in her book. She even includes letters concerning her parents' mild anti-semitism when her marriage with Richard Neutra was discussed.

These letters and diary entries touch on all the concerns of architects anywhere, but they are amplified here by the uncertainty of the times. The feeling of the period is interesting and we learn that unemployment was frighteningly high even before the "official" depression. I believe that the Neutras never fully recovered from their struggles with poverty nor from her unpleasant experience as an immigrant retained on Ellis Island.

The personal impressions of Mendelsohn, Sullivan and Wright at Taliesin are quite interesting. Neutra's relation to Schindler is particularly so. He admired Schindler's work tremendously and enjoyed their working together, but, in my opinion, Neutra resented Schindler because he could not be dependent for help to accomplish his own goals. This was a lifelong pattern, I believe, toward whoever he relied upon most at any time.

We learn from the book that the world was well aware of the new movement in architecture and that there were many architects participating. This conflicts with the simplified impression we get from the few buildings and architects we read about today.

Andrew Saint, in the *Image of the Architect*, shows that Wright wrote quite differently when he was young about his relation to the warp and woof of culture and the value of other architects. In the same vein, here we can read the young Neutra concerning the irrelevancy of fame and genius. In addition, we also see his utmost devotion to creating work of intrinsic value—not just for publicity. This passion and his persistence were surely his greatest strengths throughout his life.

In reading this book, I became fully aware for the first time just how much instant worldwide popular fame he achieved with his first book and the Lovell Health House. The fame, however, brought no immediate commissions.

Even without knowing who Richard Neutra was, this book would hold great human interest. The picture which emerges of Mrs. Neutra is a tribute to the human spirit. She left a loving but domineering mother for a loving but demanding husband. Through all of her ups and downs and times of separation, she maintained a stronger sense of self than either of them. She was pulled between allegiances to her parents, her husband and his career, their brain-damaged son Frank, their normally active son Dion and her own considerable musical talents and accomplishments. Remarkable. Clearly this lady has made an art form out of life.

John Blanton AIA

Don Axon had met with Congressman Roybal's Chief Deputy and discussed the possibility of having a meeting with minority architects in his office. They agreed to go ahead and have such a meeting.

Later, a second meeting was requested by Roybal prior to implementing the meeting with minority architects.

Executive Director's Report: Janice Axon distributed a prepared Executive Director's Report, with the following as an addition.

CBAE Yellow Pages Advertising subcommittee: Janice was appointed by the CBAE Enforcement Committee to a small task force to address the issue of improper advertising in the telephone co. Yellow Pages directory. The Task Force reported its recommendations to the Enforcement Committee, which agreed to the following plan of action:

Three areas will be addressed: advertising by unlicensed individuals; advertising by architectural firms without listing the names of the architects—particularly those firms with fictitious names; and advertising by unlicensed firms.

Action: The CBAE will publish a statement on this issue in its summer newsletter, followed by an information bulletin with detailed guidelines.

AIA Chapters will form small committees of volunteers to review the Yellow Pages in their areas for improper or unlicensed advertising. CCAIA will coordinate the reports and submit to the CBAE. CBAE will send letters to those in violation of the law. If they do not comply, a citation will be issued. Notification of those in violation will be sent to the telephone company to forestall its acceptance of future unlawful advertising from these individuals or firms.

Harris suggested that the Ethics Committee be responsible for checking the Yellow Pages. Janice Axon will contact Herb Weidoeft, Chair of the Ethics Committee, in this regard. **Moved Widom/Second Sklarek, the following:** that the Ethics Committee be asked to comment on cooperating and supporting the CBAE on this action. **Carried.**

Don Axon requested a report on this issue at the July Board Meeting.

Associates Report: McDonnell commented that the new membership orientation program is working well and has resulted in increased new member participation.

LA/AIA Energy Committee: Richard Schoen read the Policy Statement recommended by the Committee: 1. Energy and resource conservation remains . . . and must now increasingly become a normal concern of the practicing architect, taking its rightful place amongst the many issues that are dealt with in any design project.

2. Substantial design tools exist to facilitate #1, which need to be more effectively placed in the hands of both design student and active practitioner.

3. Significant examples of energy-conserving and alternative, renewable energy-using structures exist in almost all building types, many of them within the Chapter environs, which need to become more visible to both practitioners as well as their clients and the general public, in order that the lessons learned over the past decade and a half not be forgotten and therefore soon repeated.

Schoen then reported that the possibility of the Energy Committee publishing the proceedings of the Second Annual International Daylighting Conference is still being explored.

Moved Widom/Second Harris, the following: That the Board adopt the Committee's policy recommendation. **Carried.**

Schoen will report to the Board regarding the feasibility of publishing the Conference proceedings.

WAL Report: Absmeier discussed the Home Tour for 1986 and 1987 and reported that while they will not have a Home Tour in 1986, the WAL will have one in 1987.

Metrorail: Guest Marc Futterman appeared for William H. Fain, Chair, Urban Affairs Committee, to present recommendations of the Committee on the metrorail issue.

Futterman stated that the Committee recommendations are as follows: (A) the aerial alternative should be rejected; (B) the Vermont and Western alignments have poten-

tial benefits to the system and should be studied further; (C) the most advanced available technology should be used to minimize problems in the "potential risk area;" and, (D) new station designs should provide natural light and air to mezzanine and platform areas, a feature omitted in earlier station design.

Guest Gary Russell and Director Bob Reed both requested reconsideration of the aerial alternative, which they felt was viable.

The Board decided to vote on the four issues presented:

Issue A: Carried nine to one.

Issue B: Revised to read The Vermont and Western alignments have potential benefits to the system and should be studied further. The Wilshire line should extend as far west as possible. **Carried as revised.**

Issue C: The word "used" should be changed to "explored."

Carried seven to four, as revised.

Issue D: The words "whenever possible" to be added to the beginning of this statement, and this issue to be omitted from the Report at this time. **Carried six to two.**

Braude/Yaroslavsky Initiative:

Guest Marc Futterman appeared for William H. Fain, Chair, Urban Affairs Committee to present recommendations of the Committee.

The Committee recommended that the Board support the Initiative, although it had reservations on its effectiveness as an overall solution for the city.

Gary Russell, Chair, Codes and Planning Committee presented opposition to the Initiative as follows: The Initiative is not an intelligent

way to handle the problem. It is a stop-growth plan which is ineffective and does not address the specific issues. The building industry is opposed to the Initiative.

Don Axon requested comments from each member of the Board. Discussion followed.

Moved Widom/Second Appel, the following: to table the recommendation and return to Committee to put together a factual statement that will reflect logical arguments for both sides of the issue and publish a white paper for Board approval. **Carried six to five.**

Council of Chapters:

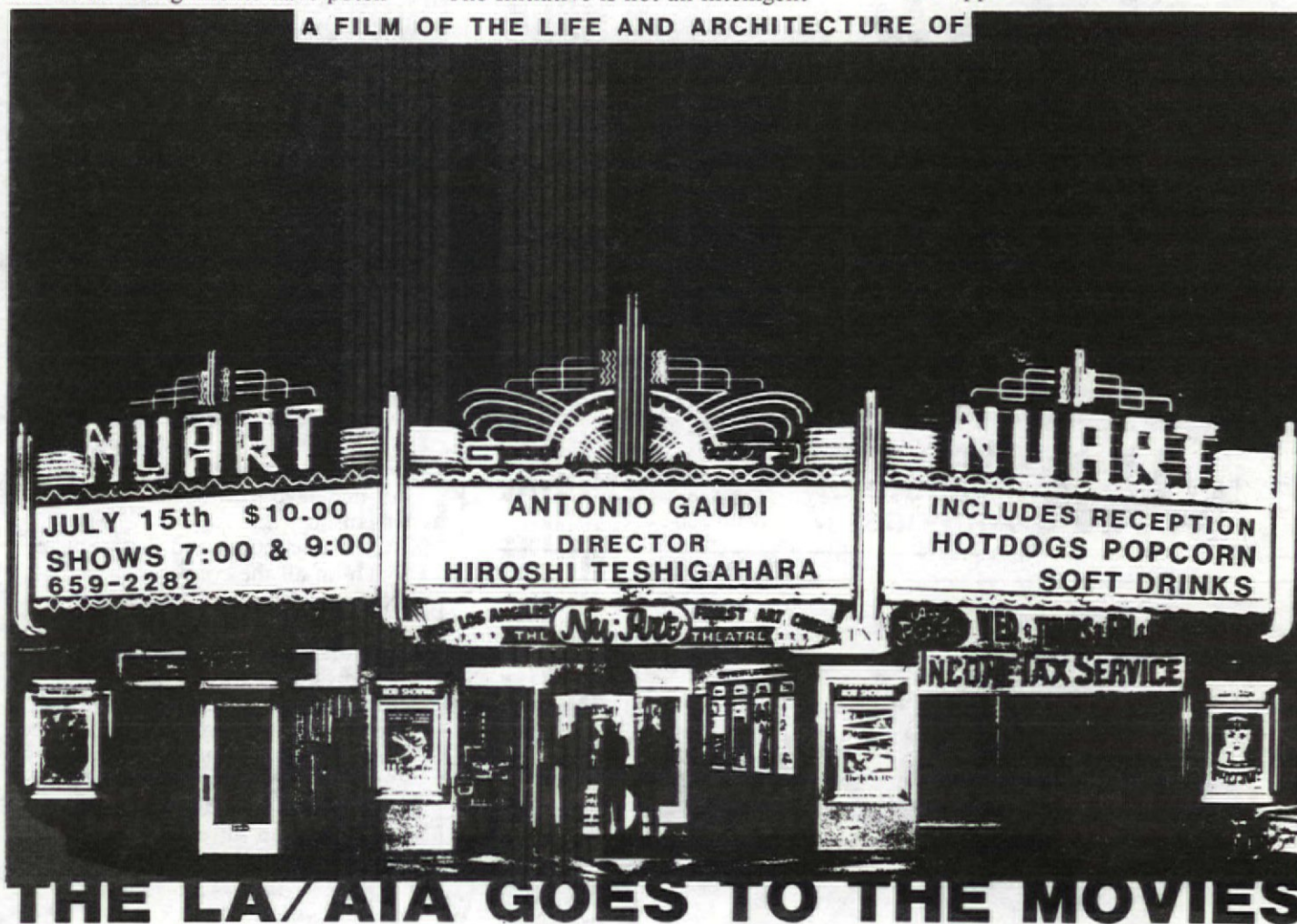
Fred Lyman presented a proposal to form a Los Angeles "Council of Chapters" to include the Pasadena/Foothill and Cabrillo (Long Beach) Chapters, with the "Council" offices to be located downtown in the City Hall area of Los Angeles. This would bring the

P/F and Cabrillo Chapters back under the aegis of the Los Angeles Chapter.

Don Axon reported that neither P/F nor Cabrillo were receptive to this idea, and requested that each member of the Board speak to the issue. Discussion followed, in which the Board rejected the "Council" concept.

Moved Widom/Second Harris, the following: that a task force be formed to study the feasibility of a series of sections within the structure of the Chapter organization. **Carried.**

Following the meeting, the Board viewed a presentation of "This is L.A." slide show sponsored by the Chapter and produced by Annette Del Zoppo.



THE LA/AIA GOES TO THE MOVIES

News and Notes

Members

AIA. David R. Van Wyk, *Walt Disney Engineering*; Douglas W. Burdge, *Munselle Brown Partnership*; David C. Towbin, *David C. Towbin & Associates, Inc.*; Eric Sao-you Hsu, *Charles Kober & Associates*; Mark D. Spigarelli, *Lomax/Rock Associates*; Brett J. D. Kratzer, *Jerde Partnership, Inc.*; Mark William Rios, *Rios Pearson, Inc.*; Scott Sterrett Beck, *Gin Wong Associates*; Robert Denzil Lee, *Design Group Associates*; Diran Depanian, *Pederson, Beckhart, Wesley, Stice*; Behzad Khavarani, *Kamran Khavarani & Associates, Inc.*; Arthur Mirsky, *Arthur Mirsky Architect*; Warren K. Robinson, *Pacific Inland Construction Corp.*; Mounir L. Boctor, *Chartered Construction Corp.*; Robert Joseph Bridges, *Robert Bridges Company*.

AIA Reinstate. Abraham I. Lashin, *Widom/Wein & Partners, Inc.*

Transfer: Yoshihiro Shimoda, *Y. Shimoda Architect, from Orange County*.

Associate. James LeRoy VanSchaack, Jr., *United Design Associates, Inc.*; Laura Ann Santucci, *Armet, Davis, Newlove & Associates AIA Architects*; Kenneth G. Adlam, *Glenwood L. Garvey & Associates, Architects*; Hans Krassnig, *T.N.P. Construction Company*; Gregory E. McMahan, *The Eagle Group, Inc.*

Professional Affiliate. Ronald Ray Anderson, *Moran Company*.

Student. Ronaldo S. Busante, *Cal Poly, Pomona*.

Members

AIA. Yasumasa Hirayama, *Albert C. Martin and Associates*; Catherine Cunningham, *California State Polytechnic University*; Norman Simon, *Corner Construction Co., Inc.*; Eric Christopher Lind, *Grand American Inc.*; Michael H. Morrison, *Michael H. Morrison Designs*; Sheldon Dale Liber, *Bolling Gill Allen McDonald Architects*; Claudia Carol, *John Carl Warnecke & Associates*; Alastair Walter Dallas, *Ashton-Tate*; David Shih Wen Wang, *Welton Becket Associates*; Vaughan Tramell, *John Lautner FAIA Architect*; Ramon Victor C. Singson, *Edward H. Fickett, FAIA*; Salvador Godoy, *Port of Los Angeles*; Christi Anne Van Cleve, *Kurt Meyer Partners*.

AIA Transfers. Steven Phillip Dahl, *Pearson and Wuesthoff AIA Architects and Planners, from Syracuse*; Frank P. Schneider, *Schneider Architects from Orange County*.

AIA Reinstates. William Block, *William Block, Architect*; David Noble, *Cannell & Chaffin*.

Associate. Ann Agnew, *Donald H. Boss, AIA & Associates*; Mahamed A. Alkhereiji, *Skidmore Owings & Merrill*; Arun Kumar Jain, *AKAR Architecture & Urban Design*.

Associate Transfer. James Akin, *from San Francisco*.

Professional Affiliate. Catherine Mauk Schoen, *CHA, Inc.*; Gavriel Lavi, *Lavi Industries*.

Did You Know

The Los Angeles City Department of Building and Safety may consider subcontracting some of its plan checking activities to outside architects and professional engineers during heavy and increased construction activity. Applicants will be required to enroll in plan check educational seminars and successfully complete an oral and written examination.

Architects interested in this plan check service should contact the Chapter Office in writing so that our Board of Directors can determine whether there is sufficient interest to pursue this concept with the Department of Building and Safety.

Chapter member Charles Luckman, FAIA, was awarded an Honorary Doctor of Fine Arts degree by Adelphi University, Long Island, N.Y., citing his achievements in architecture.

The Concrete Masonry Association of California and the California Council/AIA have announced the Concrete Masonry Design Awards Program. The first statewide program recognizing architectural projects that include concrete masonry in the design, the program is open only to CCAIA members and projects must be located in California. Closing date for receipt of entries is July 11. For further information, call CCAIA, (916) 448-9082.

William Shinderman, AIA Emeritus, received a prize from the Beverly Hills Art League for his painting entitled "Emerald Buddha, Bangkok." The award was presented at the recent "Affaire in the Garden" event in Beverly Hills. In alerting the Chapter of his award, Mr. Shinderman remarked that his fellow architects might be interested in learning that there's bigger money in painting watercolors!

Chapter Design Award winners are encouraged to submit their entries in the National AIA Honor Awards Program. Entry fee is \$100. per project; deadline for receipt of forms: Sept. 30, 1986. Entry requirements are specific and may be obtained by calling (202) 626-7390.

A revised edition of AIA Document A312, *Performance and Payment Bond*, is now available at the Chapter Office. The Chapter carries a large inventory of AIA documents and handbooks of professional practice. A price list will be forwarded on request. Members are afforded a 25% discount on all items.

We receive many calls regarding the use of the AIA Emblem and/or the AIA title and initials. The following is in clarification:

Use of the AIA Emblem

The emblem may be used by individual members if each person in the firm's name is a current or deceased AIA member.

The emblem may *not* be used by a firm if a firm name includes the terms "Incorporated," "PA," "Company," "and Associates" or a similar term, or if the firm name is a trade name, such as "ABCD Architects" in which personal names are not used.

The official oval seal of the AIA is reserved exclusively for official Institute use.

Reproducible emblems are available upon request through the office of Institute Affairs in Washington, D.C.

Janice Axon
Executive Director

Use of AIA Title and Initials

The following guidelines must be exercised by individuals and firms when using the Institute's title or initials.

Individuals

Persons falling within the categories listed below may print or otherwise use the title or initials as stated in the Bylaws and Model Bylaws as noted. No other forms or abbreviations are permitted.

Members

Member of the American Institute of Architects
Member of the Los Angeles Chapter, American Institute of Architects
AIA

Associate Members

Associate Member of The American Institute of Architects

Fellows

Fellow, The American Institute of Architects

FAIA

Professional Affiliates

Are not permitted in any way to use the title or initials of any chapter or of the Institute

Student Affiliates

Student Affiliates of the Los Angeles Chapter, The American Institute of Architects.

Firms

"AIA" may be used in an individual member's firm name, for example, "John Jones, AIA, Architect," or associate members may use the phrase "Associate Member of The American Institute of Architects."

"AIA" may not be used following a firm name that includes terms such as "Company," "Incorporated," "and Associates," "PA" or similar

designations, or if it is a trade name such as "ABCD Architects" where individual names are not used.

"Members of The American Institute of Architects" may be included as a subhead of a firm listing when majority financial ownership is held by registered architects and when all registered architect principals are members in good standing.

Minutes

The following is a summary of the May, 1986 Board of Directors meeting minutes. Full minutes are available from the Chapter office.

President's Report—Citywide Signing Ordinance CPC 86-324: Don Axon distributed a letter he sent to City Council Members supporting the proposed ordinance in its current form and suggested that all members of the Board do the same.

CRA Director Search: A management executive search firm has contacted the Chapter for suggestions on director for the CRA. Axon requested that names be given to him after the meeting.

New Head of Department of Architecture at Santa Monica College: Axon reported that he had been asked by LA/AIA member Richard Creadick to suggest persons interested in the position as new head of the Department of Architecture at Santa Monica College.

Joint Meeting with the ASLA: The ASLA has suggested a joint meeting in June, July or August to discuss how the two organizations could work together.

Widom suggested the formation of a liaison committee to arrange a meeting with all allied professions, such as engineers, etc., not just landscape architects.

Axon called for a motion for the formation of a Liaison Committee and requested volunteers to serve on the Committee.

No action taken on this issue.

Use of Term "Architect" in Job Description: Axon asked whether the State has a policy that if a job description is titled "architect" it must be filled by an architect. For example: Campus Architect or Assistant Architect at UCLA.

Janice Axon pointed out that the term "architect" could not be used in any form except by a person licensed to practice architecture in this State. Further, this subject will be on the Agenda for the next CBAE Enforcement Committee meeting.

Axon asked if the Board had any objection to initiating correspondence with UCLA in this regard.

Widom will discuss this issue with Jane Madamba, CCAIA Gov't. Relations Director, and report back.

Report on Meeting with Congressman Roybal: Juarez reported that he and

Is This Operation Necessary?

A highway approximately one and one half miles west of the Harbor Freeway is proposed by architect Albert C. Martin and endorsed in concept by the Central City Association, representing downtown businesses, and the Governmental Operations Committee of the Los Angeles County Grand Jury. In statements published in the *Downtown News* and elsewhere, Mr. Martin describes the advantages which accrue from this project as going beyond the alleviation of traffic to include the benefits of urban renewal. On paper, the relief of traffic congestion and the renewal of neighborhoods is sure to attract a positive reaction. In reality, the entire proposal is misguided.

Beyond the concerns of traffic manipulation or hoped-for urban renewal is the reality of this highway's 200 to 400 foot right-of-way and the destruction it would necessitate. While a final route has not been selected by the sponsors, enough information has been published about it in the *Los Angeles Times* and the *Downtown News* to give a broad hint of the areas which would be affected.

Driving a line parallel to Alvarado Street, the expressway would first cut through a neighborhood which lies on the border of Echo Park and Silver Lake. This neighborhood has already successfully fought off one attempt to build the Route 2 Freeway; and Caltrans has recently been selling the right-of-way acquired for this doomed highway. Coronado Street is suggested as one possible route of the bypass. Currently, this ethnically mixed neighborhood is undergoing a revival. The highway would either pass right next to or on top of the local Mayberry Street School.

As one moves south towards Wilshire Boulevard, the housing density increases dramatically. While some of the housing is unkempt, visible improvement efforts are apparent. As the bypass crosses Beverly Boulevard it would, ironically, pass directly next to or displace the Sierra Club headquarters.

Continuing south, the route parallels Alvarado Street, adjacent to MacArthur Park. Here it would displace dozens of small businesses in a currently thriving if somewhat down-at-the-heels Hispanic business district. This routing would detach "Center City West," a locus of future development, from the two parks. If the bypass instead continued down Coronado Street, it would bisect Lafayette and MacArthur Parks and pass directly next to or through Otis/Parsons Art Institute.

Just south of Wilshire, the bypass would cut a diagonal swath between Hoover and Vermont. Once again it would split an existing low-income Asian and Hispanic neighborhood. It would adversely effect the Hoover Street School and the Vermont Avenue School.

Mr. Martin makes much ado about the fact that the proposed route west of Vermont would miss the hallowed ground of the University of Southern California, sparing the trustees of this powerful institution from the painful idea of a freeway running through their parking lots and sports fields. The bypass would instead cut directly through and isolate from USC the adjacent neighborhoods, some of which are gradually undertaking the difficult task of restoring their historically significant housing stock. Additionally, the 37th Street Children's Center would be affected.

As the Alvarado Parkway slices diagonally southeast of the University towards its intersection with the Harbor Freeway at Slauson Avenue, it would move directly past Manual Arts High School and wipe out a lower-income Black neighborhood. All of this assumes that the bypass is a true bypass with no access along its route. The path of destruction would, of course, be greater if interchanges are desired.

Perhaps this litany of schools and appeal to the sanctity of family and neighborhoods appears sentimental. It is not. Mr. Martin has suggested that he has spent much time driving through these neighborhoods and feels that this highway is an opportunity to create urban villages in this sector of the city. If we choose to see and appreciate them we quickly realize that the urban villages already exist and, where necessary, can be reinforced for a fraction of the cost of a freeway. This highway's cost must be measured and evaluated in terms of existing human and social realities as well as dollars, cents, and sense.

Various figures have been put forward as to the ultimate cost of the freeway bypass. In published statements Mr. Martin has suggested that the road could be built for \$250,000,000 or approximately \$30,000,000 a mile. Other figures have ranged as high as \$100,000,000 per mile. No doubt the cost of land acquisition and construction through relatively dense areas would be extraordinary.

Although it is assumed that the bypass will relieve traffic, it would ultimately generate even more congestion. One is reminded of the life and career of New York's master builder Robert Moses, as laid out in Robert Caro's seminal work, *The Power Broker*. Each time Moses proposed a new highway he justified it by saying that this one would relieve the congestion created by the last one. Each time a new highway opened congestion was only temporarily stymied as ever-greater numbers of people switched from other means of transportation to automobiles. Like Moses, Martin promises the inducement of affordable housing and urban renewal. Unlike Moses, who was a genius at

exploiting formerly-generous federal urban renewal programs, Mr. Martin is vague at best about the financial means by which his urban renewal will be accomplished.

Why choose Alvarado Street at all for the site of a new freeway? Historically freeways in Los Angeles have been placed in a loosely gridded network four to five miles apart. This placement has been traditionally deemed optimal for a medium-density city such as Los Angeles. If another north-south freeway west of the Harbor were to be built this would suggest an optimal placement much further west than the proposed freeway bypass. When one considers the destructive desire to build through some of Los Angeles's densest areas with apparent disregard for the social costs, the logic of the bypass location becomes transparent. One can only assume that downtown real estate interests are the real beneficiaries of this bypass.

In truth, this is not a bypass at all but a feeder for an expanded downtown. More cars, hence more commuters, from the distant suburbs would be able to get there. A saturated office market could expand westward; and more commercial real estate could be justified in this portion of the central city. While increased density in downtown may be desirable, future expansion should be served by public transit.

Growth in the Lafayette/MacArthur Park vicinity will occur naturally if the metrorail project proceeds. Even if metrorail fails to be built, the development of a sophisticated bus system, coupled with incentives to encourage the use of public transportation and carpools, could assure continued growth downtown far into the future. Even coordinating the traffic lights could immediately improve the capacity of the street system. A regional approach to transportation utilizing buses and the existing street system is infinitely flexible. It addresses the commuting mobility of the entire region, not just the central city.

The freeway bypass proposal is at best a flawed and outdated attempt to address a regional transportation problem. At its worst, it is a calculated attempt to justify the wholesale destruction of an entire sector of the city for the benefit of very few. False rhetoric which promises new parks or affordable housing in exchange for highway construction can only be suspect; the marketplace rarely provides the former in exchange for the latter in dense American cities.

John Kaliski

Mr. Kaliski is a designer for the Los Angeles office of Skidmore, Owings and Merrill. He formerly taught the history of urban form as well as urban design studios at the University of Houston



SS FREEWAY

The Downtown Bypass:

Continued from front page

The Glendale Freeway which was once destined to turn west toward Beverly Hills, was "cut off at the pass." This freeway currently dumps into Glendale Boulevard creating havoc. It has contact with the Golden State, Ventura and Foothill freeways. An extension is already planned for the year 2000 to run south and join the Santa Monica Freeway. By extending this leg south another four miles and connecting it into the Harbor Freeway, the bypass is accomplished.

In considering the planning and development cost of an urban center, it is well to understand who pays. All costs of freeways, including mitigation of the displacements to the communities, are paid for by the motorist and other users. The burden does not fall on the general community taxpayer. The cost of redevelopment of urban areas falls on owners of building improvements through the "tax increment" process. It should be clear, therefore, that the redevelopment of obsolete and blighted areas as well as the traffic feeders necessary to serve the areas, is not a huge burden to the general community. With the adoption of the bypass route and the creation of an extended community redevelopment area to encompass the tributaries, great planning ideas can unfold.

Firstly, the masterplan of the central city must be updated and expanded to include the new area to the west and new conditions around the central business district. There must be new surface street alignments to serve the newly identified segments of the land plan, new patterns of open spaces, commercial centers and residential areas, and, particularly, the creation of new, humanly-scaled communities to replace those currently compressed between strip commercial uses. The skills of architects and planners can help to produce a planned urban environment second to none.

I submit, therefore, that we have an opportunity to replan this important area of the central city and create an outstanding urban environment with excellent traffic management. I submit further that the process of using a bypass will lead to important opportunities in the redevelopment of the land area to the west.

Albert C. Martin, FAIA

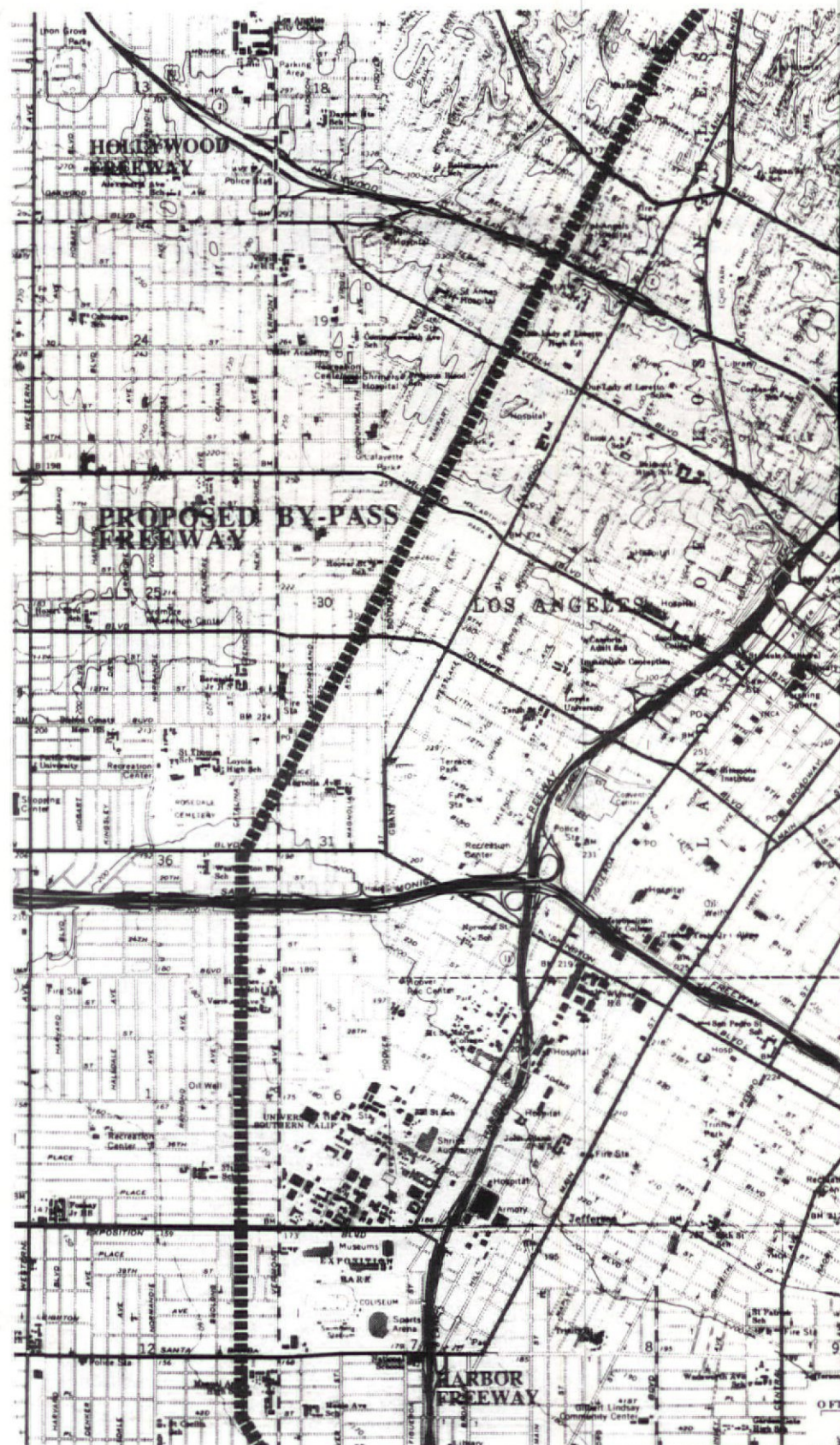
Mr. Martin is a Past President of the Southern California chapter of the AIA, Past Chairman of the Automobile Club of Southern California, Past President of the Los Angeles Chamber of Commerce, recipient of many honors for community service, and currently Chairman of Project Restore.

[The bypass could] be part of an overall plan for redeveloping the Alvarado/MacArthur Park area—where Martin would like to see new housing built, a genuine urban village, or collection of villages with distinct identities.

Downtown News, March 24, 1986

Martin estimated that the road would cost about \$250 million, a figure he described as "not that big a deal in terms of the cost of the congestion." However, a spokesman for Caltrans said each mile of such an urban freeway could cost as much as \$100 million, depending on the value of existing buildings in its path.

LA Times, May 22, 1986.



PROPOSED CENTRAL BUSINESS DISTRICT BY-PASS
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Honors Abound

Briefly Noted

The Los Angeles Conservancy presented six preservation awards and seven certificates of merit at its annual meeting on May 31. Awards recipients were selected for having demonstrated exceptional achievement in the preservation of historically significant buildings and sites, or for an innovative contribution to historic preservation. Among the awards were:

Coca Cola Bottling Company for preserving and selectively remodeling their flagship landmark building, designed as a steamship in 1936; Hollywood Roosevelt Hotel for the magnificent restoration and renovation of a Hollywood classic, a catalyst for the revitalization of Hollywood; Los Angeles Theater Center for creative adaptive reuse and for bringing an important cultural center to the Spring Street Historic District; Dolores Hayden for program development in historic preservation, *The Power of Place*, which expands the interpretation of the built environment to include social and economic history; Hoyt-Speer House, rescued from demolition, dismantled and reconstructed on a new site by the Speer family, the Victorian Hoyt House was designed by Joseph Cather Newsome; and Brenda Levin; the President's Award in recognition of significant accomplishment in an entire body of work in historic preservation, including the Oviatt Building, the Fine Arts Building, the Wilvern Theater, Grand Central Market, the Subway Terminal Building and the Downtown Women's Center.

Receiving certificates of merit were: Cineplex Odeon, for the beautiful and lively renovation and restoration of the former Gordon, now Showcase, Theater on La Brea; Mann Theaters, for saving the neon facade and restoring the historic Alex Theater in Glendale; Los Angeles Fire Department, for their heroic work and extraordinary valor in saving the Central Library; Alan and Betty Levenson for their magnificent restoration of their historic home and garden, designed by the notable architect Gilbert Stanley Underwood; Rev. Patrick J. McPolin for his dedicated leadership and initiative in restoring the Dominguez Ranch Adobe and developing a historical museum; Martin Eli Weil, retiring as President of the Los Angeles Conservancy; and Nancy and Kyle Smith for developing the "Six Innovators" house tour in Silverlake in April 1986.

Serving on the awards selection jury were: Scott Carde, AIA, Chairman; Edward Avila, Commissioner, Board of Public Works; Bruce Corwin, Metropolitan Theaters; Joyce MacRae, West Coast Editor, *House and Garden*; Ruthann Lehrner, Executive Director, Los Angeles Conservancy.

S. Charles Lee Chair

An endowed chair honoring pioneer architect, engineer and developer S. Charles Lee has been established at the UCLA Graduate School of Architecture and Urban Planning.

The S. Charles Lee Chair in Architecture and Urban Design is being funded through a \$500,000 pledge from the family foundation bearing his name, and its establishment has been approved by the Regents of the University of California.

Busy and Creative at 86, Lee has designed more than 400 theaters around the world, including such landmarks of the art deco era as the Tower, Fox Wilshire and Bruin movie palaces in Los Angeles. Other credits include the Max Factor building in Hollywood and the then-revolutionary concept of an underground garage for Pershing Square. In his various professional capacities, Lee has created over \$100 million worth in housing, commercial and industrial developments.

Previously, Lee has donated his design illustrations, drawings and personal papers to the school. They are housed in the Special Collections section of the UCLA Research Library.

The Lee Chair is the school's second one. The first honors the memory of Harvey S. Perloff, dean of the school from 1968 to 1983.

Emmet L. Wemple

The USC School of Architecture has announced the establishment of the Emmet L. Wemple Endowment for Landscape Architecture. The first endowed program fund at the School of Architecture, the Wemple Endowment will support the work of the students and faculty in the newly initiated graduate program in landscape architecture, providing funds for special projects, for research, for library acquisitions, and for publications and special exhibitions. The School will seek support to complete funding in the amount of \$250,000. Over one-third of the funds needed have already been committed.

The endowment honors excellence in teaching as exemplified by Wemple. A member of the USC architecture faculty since 1951, he has brought richness and breadth to the program and has been instrumental in the development of a landscape architecture program at USC. His record includes the USC Associates Award for excellence in teaching and he was recently honored for his professional accomplishments by being elevated to Fellow of the American Society of Landscape Architects.

As the need for more livable city environments becomes increasingly urgent, Emmet L. Wemple is at the forefront of the USC School of Architecture's efforts to create new programs which will help professionals solve the problems posed by rapidly developing and changing urban places.

SCI-ARC Honors Dworsky

Award winning architect, Daniel L. Dworsky, FAIA, principal of Dworsky Associates, Architects and Planners, was honored by the Southern California Institute of Architecture at their sixth annual scholarship dinner dance on May 21. The Dworsky firm has received over 40 national, regional and community awards for design excellence as well as the 1985 Firm of the Year, awarded by the California Council of the American Institute of Architects.

Architecture in Schools

The Museum of Contemporary Art, the Los Angeles Junior League and the Los Angeles Unified School District will initiate a curriculum of contemporary arts study this fall in ten district schools. Among the nine areas of study will be urban landscape and urban architecture. Kim Kanatani, the educator in charge of the program, is seeking old street furniture catalogues for the students to cut and paste. If you are able to donate some Sweet's or other catalogues, please call Kanatani at 621-2766, ext. 433. Volunteers who are interested in making a brief classroom presentation on architecture are also being sought, and should call her at the museum, located in California Plaza.

The Junior League is underwriting the program, as well as providing classroom assistants and museum educators. Three trips to the new museum will be provided. On site, the students will examine the adjacent Bunker Hill buildings, as well as Arata Isozaki's MOCA building.

The Junior League is considering publishing a children's guide to downtown architecture. The possibility that the local chapter could get involved has been suggested by Diane Kanner, who is co-chairing the Junior League Contemporary Art Start group. For further information (213) 666-8939.

Inter American Forum

The New Orleans Chapter of the American Institute of Architects and the School of Architecture at Tulane University are sponsoring the second annual Inter-American Forum for Architecture from September 11-14 in New Orleans, Louisiana.

The Forum will assemble significant Latin American and European architects and planners to present their works on this year's theme: "Housing and the City."

The forum is an opportunity for the interchange of ideas on an international scale and for focusing on current issues in architecture.

Further information: (504) 525-8320.

Space Station

The Institute for Future Studies at the Southern California Institute of Architecture is involved in continuing funded research on the interior architecture of the crew living quarters for the NASA-directed international spacestation project due for assembly in orbit in 1993.

The living accommodation to be provided on-board the space station for a male/female crew of eight astronauts will include a large wardroom for meetings and teleconferences, a galley for making meals, a gymnasium for regular exercise, and individual crewmember sleeping compartments.

After six months of schematic design research in 1985, the Institute for Future Studies has recently completed construction of a full-size mock-up of a space station module to test out several design ideas in full-size form.

Solar Lab

UCLA has established a solar laboratory, sited on the flat roof of the Graduate School of Architecture and Urban Planning. Centerpiece of the new lab is a raised platform, measuring 30-foot square, with cables running underneath. In an adjoining room, within the architecture building proper, are housed interfacing computers and data systems. The lab fulfills a long-standing ambition of Professor Baruch Givoni of the architecture school to give his students a chance to build and test their structural models under realistic outdoor conditions.

Turbocharging Your AT

Computers

Would you be interested in turbocharging your IBM AT or compatible computer if it cost \$250? How about for \$100? Would you believe less than \$50?

In my last article I discussed how microcomputers are rapidly approaching the same level of operation as their minicomputer "big brothers." The reason lies in large part with the main processor chip—the "brain" where all the computations take place. But that's only part of the story.

One might think that with a speed of about five times as fast as a PC or XT, the AT would be fast enough. But we mustn't forget Vitt's law "No matter how fast your computer is, it's not fast enough." Fact is the standard IBM AT runs a lot slower than its capacity. The processing speed of the machine is governed by its clock crystal. The crystal that comes from the factory runs at a conservative 6 megahertz (mHz). For about \$50 more, Adam-Orian Industries (18045 Cocklebur Place, Rowland Heights, CA 91748) will send you crystals that vary in speed from seven mHz up to 10 mHz.

IBM has warned users that replacing the crystal with one from a

speedup kit could void the AT's warranty. But according to Paul Bonner writing for *PC Week* magazine, crystal kit manufacturers simply suggest owners hold on to the original crystal and replace it if their machines require service. Replacing the crystal is not exactly a major undertaking, but you do need to remove the machine's cover and, if you have big hands, temporarily pull the disk controller card to make room to work. The crystal is a silver box, about $\frac{3}{4}$ " x $\frac{1}{2}$ " x $\frac{1}{4}$ ". It's plugged into the mother board and is replaced by pulling it up and out and pushing the new crystal down into the existing contacts.

If you're in the market for an IBM AT, you now have a choice between two different models. The new AT's have been released. They have an upgraded keyboard and an 8 mHz crystal already installed. The older AT's are still around and have been lowered in price. The people I've talked to are about split on their preference between the old and new models. While the older machines require a special kind of RAM chip, the new one's use standard 256K chips and are more inexpensively replaceable. Some people don't like

the new keyboard, though, so whether to buy a new or old AT is a matter of individual choice. My contacts tell me IBM's newest ploy has involved *cutting* the prices on the AT base units and *raising* the prices of the peripherals.

Looking for an IBM compatible laptop? IBM itself has finally announced its new PC Convertible. It's a laptop that comes with 256K, 2–3.5 inch drives (720 kB capacity each), a liquid crystal screen, AC adaptor, battery pack and diagnostics. Retail price is \$1975.00. For another \$20 they throw in extra software. Also available as options are a 9" monochrome display, serial/parallel adapters, color display, auto power adaptor, an internal 1200 baud modem and a 40 cps near letter quality printer.

Report from the National Computer Graphics Association Exposition: You've heard of pen plotters? Now you can get Printer Plotters that double as near letter quality (NLQ) dot matrix printers. I was especially impressed with the JDL-750e. This device looks like a printer but has a resolution of 180x180 dots per inch and allows you to select from 14 colors. It accepts up to C size and prints on either standard paper or velum. It's compatible with AutoCAD and emulates the Diablo 630 and IBM 5182 color printers. At a price of \$1,895, it's competitive with pen plotters and gives you an NLQ printer to boot. If you'd like them to send you an AutoCAD plot sample, call JDL at (619) 291-8330.

While I'm on the subject, there's a nifty new device for getting a "hard copy" from your display monitor. It's put out by Newton Plastics. Called the Screen Shooter,

it's a hooded camera adapter with diopter for a 35mm camera. For \$195, they include a Poloroid Sun 600 instant camera. Another \$99 buys their Auto Processor kit to do your own 35mm developing.

There's a new CAD kid on the block and some of the big guys are being pushed around. The AIA has endorsed Microstructure's *DataCAD* 2D-3D drafting/design program. According to the CAD Shootout in the January-February issue of *Architectural Technology* "... the logic and simplicity of the program simply blew us away." and "DataCAD ... combined the best features of all other CAD programs and tailored them specifically for architecture. Unlike most available CAD software, DataCAD was written by architects for architects—and it shows." For a limited time, the AIA has a special price on the 2-D version of this program. AIA members can purchase DataCAD2 for \$1,595—a 36% savings. Aside from MegaCADD's *Design Board 3D Professional*, DataCAD is the only well-known CAD product I've seen that creates truly 3D images. I'm unimpressed by the manual and there's no tutorial to give you examples to follow, but Jeff Hotchkiss at Microstructure says a new manual will be coming out soon.

Beginning next month, I'd like to address some of your questions about CAD in architecture. You can contact me by writing or calling: Gregory E. Menken, Ph.D., 606 N. Larchmont Blvd., Los Angeles, CA 90004 (213) 466-9969.

Gregory E. Menken, PhD
Dr. Menken is president of Soph-Systems, a Los Angeles based microcomputer systems integration and consulting firm.

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JULY SEMINAR SCHEDULE

THURSDAY, JULY 24, 1986

9:00 AM - 12:00 PM (WITH BREAKFAST)

1:00 PM - 4:00 PM (WITH LUNCH)

The Seminar cost is \$125 for the 1st person from each firm.
Each additional person is \$25.00

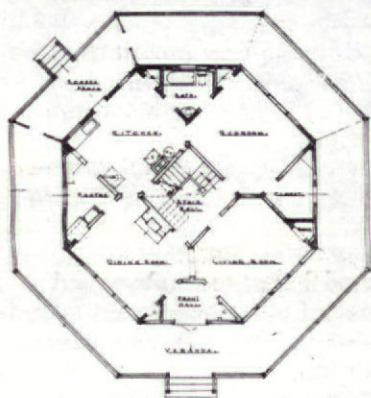
Double the price of the Seminar will be deducted from the purchase price of a system.



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Octagon House

Preservation



The Longfellow octagon house, built in the 1890s, will be moved to Heritage Square.

Heritage Square, the historical park just off the Pasadena Freeway, is about to have a new addition, an octagon house built in 1893. The house, now located at 85 South Allen in Pasadena, is Southern California's only remaining historical example of a remarkable architectural and social movement. When Orson Fowler published "The Octagon House: A Home for All," in 1853, he proposed an alternative to the "fashionable gimcrackery" of Greek revival architecture. The eight-sided home offered more floor space for each foot of exterior wall, with a floor plan that minimized wasted hall space. The plan offered light and air to every room, a "bonus space" for closets, and, a revolutionary idea in 1853, an indoor water closet. A central cupola brought additional light and air to the interior core of the house.

Pasadena's octagon house was built in the 1890's on then-rural San Pasqual Avenue as a farmhouse for the Gilbert Longfellow family. It was moved to its present site in 1917. With its eight-sided veranda, four rooms upstairs and four rooms downstairs, central stairway and cupola, Gilbert Longfellow's home follows the plan that Fowler liked best, retaining "all the peculiarities and advantages of our octagon style, and 'more sunshine in every room.'" The house, with its high ratio of floor space to exterior surface, and the vent provided by the core stair and cupola, is ecologically sound: it requires little heat in the winter, and stays cool in the summer.

The Octagon House is an outstanding example of Fowler's idea.

There were once hundreds of these houses across the United States. The Pasadena house is the only documented nineteenth century octagon structure remaining in Southern California. The only other historical octagon house extant in California is in San Francisco, where it has been preserved (in a somewhat altered state) by the National Society of Colonial Dames.

The Octagon House has been donated to Heritage Square by the current resident, Walter K. Hastings, the grandson of the builders. Mr. Hastings has directed that preservation of the house be consistent with the family history: "My family were agricultural, farming people, living simply. The house is to be furnished without frill." When finished, the Octagon House will be a museum quality example of turn-of-the-century rural Southern California life. The marvelous architecture of the home will once again speak for itself, its value as an educational resource increasing with each passing year and each generation.

The Cultural Heritage Foundation of Southern California, Inc., the non-profit organization responsible for Heritage Square, has committed to raising the estimated \$250,000 needed to move and restore the Octagon House. The move to Heritage Square should take place sometime this summer. The Square is open for visitors every Sunday from 12:00 to 5:00 p.m.

For information about this project you should call Barry Herlihy, Executive Vice President of the Foundation, at (818) 796-2898.



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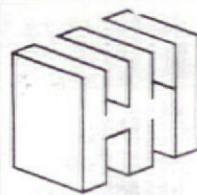
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Preservation and The Critic

The Listener

Preservation has come of age: national Preservation Week has just been observed complete with an official poster of "a child stepping through the doorway of an elegant restored mansion in Mt. Vernon, Va.," a new Los Angeles conglomerate specializes in the marketing of "preservation real estate," its head man seductively stresses that "old houses are usually bigger," an educational program includes distributing full-color paper cutouts of Victorian houses to school children; preservation organizations are proliferating; and any reader who still thinks the Heritage Square collection of displaced homes is unique is definitely not *au courant*. They abound.

The public relations profession has clearly identified for "development" groups of decent people who have joined together in a search for their "roots," wherever they may be found in old local buildings or in buildings which may perhaps look like what grandpa and great grandpa cherished. Furthermore, these roots-searchers seem hardly to have yet had a chance to sort themselves out—to distinguish those who value age alone from those who possess or pretend to possess esthetic judgment. As a result, the bad is saved along with the good. Indeed, the bad is all too often judged good if it is old enough.

Similarly, little thought seems given to context: for example the shabby little yellow clapboard which housed the beloved village doctor no longer fronts on a dirt street bordered by bean fields. Instead it is in line for demolition in the path of an "assembly" of properties for a shopping center. Descendents of the old-timers "brought into the world" by that doctor are understandably blind to the futility of preserving its broader contextual significance which it will indeed lose when they move it into "Old-Timers Square" to join a disparate collection of other dispossessed waifs. Of course, for these few activist descendents, the building's significance will remain undiminished even there because their memories of family tales and

scrapbooks fleshes out the picture. But for strangers visiting Old-Timers Square it is nothing but an ugly yellow house. The opportunity, as almost always, was lost decades ago, to set aside the four blocks surrounding the doctor's office as a village historical park. In this context it could have been meaningful to strangers who far outnumber the descendents. Sadly, the byword today is all too often "if you can't save it, move it."

In such cases, distasteful as it might seem, perhaps the wrecking ball need only pause long enough for an architectural student to make measured drawings toward the day when a public benefactor will reproduce it in a Los Angeles version of Williamsburg (out of Disney,) in full context, ladies in crinolines and all. This would at least be good for the grade school ages where education in roots belongs anyway.

As for the handful of really finely designed buildings they should be saved by lying down in the path of bulldozers if need be—very likely necessary since so many fundraising campaigns die aborning. And why? Partly because undercurrents of elitism make it more difficult to raise money for esthetic values than for sentimental and nostalgic ones but perhaps more importantly because today's controversial critical climate makes agreement on "fine design" increasingly difficult. Today's situation is exacerbated but several powerful factors have always colored critical judgement:

1. The building's age and period, of course, unfortunately. The Wiltern Theatre, out of art-deco (moderne to some,) was a shoo-in compared to what it would take to wrap a protective arm around Neutra's Hall of Records—a fair comparison considering that neither is vintage material.

2. The designer's pedigree is variously used—Gill, Greene, et al have properly stood high, but who was that, now, who designed the Wiltern? At the opposite pole the Nesbitt house in spite of the illustrious cachet of a Neutra is year

by year being degraded by badly conceived modifications and could easily disappear overnight if some Texan took a fancy to the neighborhood and bought it for a "tear-down." Neutra—wrong period. Especially lamentable considering that this house is thought to be not only one of Neutra's finest works but also absolutely unique for him. Context in time is the villain in this case—a few years earlier or a few later, in a period when modern is fashionable, would make all the difference. Pedigree at the mercy of fashion.

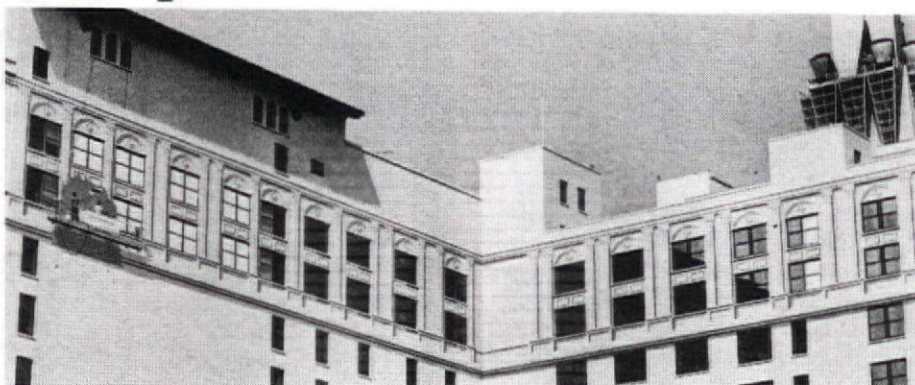
3. Especially difficult for the critics is an evaluation of the success or failure of the work in relation to the intentions of its designer. This requires of the critics unstinted scholarly research, certainly, but also something oh-so-much rarer: God-like objectivity!

4. The last and most meaningful factor the critics must wrestle with is a reasoned moral judgment of the implications of the building's theme. Given the moment in history, a program of great moral integrity, state of the art technology and a myriad of other opportunities and constraints, did the designer's conception produce a building of great positive benefit to society—a Parthenon, a Chartre, perhaps a Ronchamp? Something that struck deep into the feelings from the very onset—something that will prompt the thoughtful visitor for generations to come to stand aside in the shadows and count those who turn briefly to a wall to surreptitiously wipe tears away before stepping back out into the sunshine?

Fortunately the critics need never make judgements of masterworks *a priori*. Rather, they are handed the judgements by society and need only put them into words. But it is the less-than-masterworks that tax the critics' talents and with these they should be encouraged to do their best, honing their scholarship, cherishing their objectivity and writing like angels of clarity!

Paul Sterling Hoag, FAIA

Trompe L'oeil



On-Site, the nation's only mural artist agency, recently completed its trompe l'oeil facade of the historic

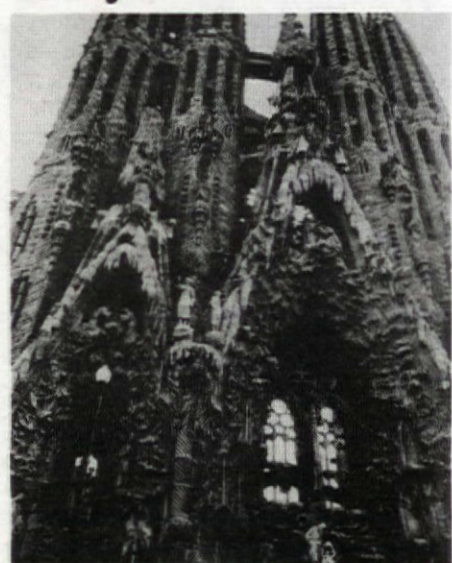
Subway Terminal building on 4th and Hill. In lieu of costly architectural masonry work, the muralists

created an ornamental illusion of columns, arches, and sixty-two windows with glare-resistant solar film along the top of the building, appearing to wrap around and mimic the real ones on the Olive Street side. And appearing to paint the finishing touches of these architectural details are two painted painters, mounted firmly on a scaffolding stage, held up clearly by suspension ropes.

Completed in 1926 as the terminal for Red Car Trolleys, the Subway Terminal Building is one of Los Angeles' oldest. Declared an historical monument in 1977, it represents the last remains of the area-wide rail transportation of the 20's, 30's, and 40's.

L.A. ARCHITECT

Gaudi Film July 15



Antonio Gaudi, Church of the Sagrada Familia.

"Antonio Gaudi," a Japanese/Spanish documentary film directed by Hiroshi Teshigahara, will be screened twice specially for LA Chapter members and their guests on Tuesday, July 15 at the Nu-Art Theater in West Los Angeles. The Chapter's "night at the movies" will include screenings at 7 and 9 p.m. with a reception in between the shows at 8:30. The cost, which includes hot dogs, popcorn and soft drinks, is \$10 per person. Call the Chapter office for reservations.

Gaudi (1852-1926) was the Catalan architect who was part of the late 19th century revival of Catalan culture from the Middle Ages. He left behind churches, houses, institutional buildings, gardens and furniture—all characterized by undulating, organic and sometimes erotic forms.

Teshigahara, the director of the highly-acclaimed "Woman of the Dunes," begins the 1985 Gaudi film with a brief outline of other Catalan artists, such as Picasso, Antoni Tàpies and Joan Miró. He traces Catalan art from the Romanesque period of 1000 to 1300 A.D. and shows how Gaudi draws on this ancient and pious tradition.

The director details the moulding of shapes and the eruption of mosaic-like surfaces in Gaudi's work, revealing their curvaceous forms through the simplicity of the camera. He does not attempt to compete with Gaudi's sometime erratic imagination and includes environmental shots of the activity in the streets surrounding the buildings, in particular the Sunday morning dance of the Sardana on the main square of Barcelona.

The Nu-Art Theater is located on Santa Monica Blvd. and Sawtelle Ave., just west of the San Diego Freeway. Only street parking is available.

Design Awards Program

The Los Angeles Chapter announces the requirements and schedule for its 1986 Design Awards Program, culminating in a presentation of the entries and announcement of the winners at a reception in September and an Awards Banquet in October.

Eligibility. Any contracted work designed by an AIA architect meeting the following requirements is eligible: work designed by LA/AIA architects, constructed anywhere; work designed by architects from another Chapter, constructed within the boundaries of the Los Angeles Chapter. All constructed entries must have been completed since January 1, 1981, and cannot have previously received an LA/AIA award.

Entry Categories. Submitted entries must be built work including buildings, additions, remodels/renovations, historic preservation, interiors or urban design projects. The entries will be organized by the committee and exhibited in the following categories: residential, educational, cultural, health, re-

ligious, governmental and public, commercial, transportation, industrial, recreation and entertainment facilities. The jury will consider the categories individually but will be under no obligation to give an award in each category.

Submission Requirements. For submittals of constructed work, the entrants shall provide one slide sheet of no more than 15 slides sufficient to illustrate the work. Minimum requirements are: slide of site plan, slide of floor plan or plans, slide of at least one section, slides of each exposed side of the building or improvements, slide showing the immediate environs of the building or improvement, slide of the interior. For remodeling and restoration work involving exterior alterations, slide of the same side before the alteration (unless evidence is submitted as to its unavailability). There also must be at least two 8 x 10 black and white photographs for each project submitted. Five of the slides will be retained as a permanent part of the LA Chapter library. Each submittal should also include a brief project description on one double-spaced page. Include the major program elements and the issues and attitudes which shaped the design.

Closing Dates and Fees. A non-refundable registration fee of \$70 per entry must be paid at the time the entry forms are mailed. *The forms*

and fee must be mailed to the chapter office, postmarked no later than July 25. Checks or money orders should be made payable to LA/AIA. Submittal packages must be in the chapter office, 8687 Melrose Ave., Suite M-72, Los Angeles, CA 90069 no later than 2:00 p.m. on Friday, September 12.

The Chapter is also considering an exhibit of its 1986 Design Awards entries as part of its inaugural LA/AIA Annual Conference in September. Those entrants who wish to participate in this public exhibit are requested to submit a maximum of two flat, 20x20" foamcore boards illustrating the project. The title of the project may be displayed, but the architect's name must be covered until after the awards jury has met and made its decisions.

Participating in the exhibit is optional and does not constitute a requirement for entry in the Design Awards Program. A note indicating your intent to participate in the exhibit should be attached to your Entry Form and fee.

The committee is advising the jurors of the Chapter's intent to have a broadly-based Awards Program reflecting diversity and projects of a wide range in scale.

Louis Naidorf, FAIA
Chair, LA/AIA Design Awards

The Downtown Bypass: Is This Operation Necessary?

The Alvarado Parkway is a freeway proposed by Albert C. Martin, FAIA. Its route would bypass downtown Los Angeles and its purpose is to relieve the bottleneck on the Harbor Freeway between the Santa Monica and Hollywood interchanges. The bypass is an extension of the Glendale Freeway now on the masterplan of freeways for the year 2000. Current plans show its termination at the Santa Monica Freeway. Mr. Martin's proposal is to continue it to intercept the Harbor Freeway thus forming a bypass for through-traffic.

I would like to review certain well-accepted facts about Southern California, whose destiny is to become the principal urbanized area on the West Coast. One of the great trade and financial centers of the Pacific Rim, its population growth within the next 25 years will increase from 12 million to approximately 16 million. Much of this will take place in San Bernardino, Riverside and Ventura Counties.

The central business district, which houses government, finance, professional services and entertainment, will enlarge and remain the core of the region. It is in this context that I suggest further examination of some fundamental flaws in the existing configuration of the Harbor Freeway and the absolute necessity for future improvement in the circulation system surrounding the central business district.

Many cities are planned with a freeway ringing the urban complex and with penetrating feeders crisscrossing the urban core. Los Angeles has its ring on three sides: Santa Monica, Santa Ana (Pomona) and Hollywood. The Harbor Freeway handles "through traffic" as well as central city destined traffic.

The Harbor Freeway has a flaw in its design in that 90% of the load from the area to its west must go to Figueroa Street to enter it. Figueroa Street is therefore its principal collector and becomes a bottleneck.

The central city is an area bounded by the Civic Center on the

north, Little Tokyo and industrial services on the east, and the Santa Monica Freeway on the south. Its only logical direction for expansion is to the south and west. To expand west it must span the Harbor Freeway (which it is now doing). To the south, more housing, convention facilities and business-related development are rapidly occurring.

Since more than 50% of the Harbor Freeway is "through" traffic with destinations into the north and south regions, a bypass would unload the bottleneck and present an opportunity to replan the problems related to Figueroa as a collector street. In a more imaginative way, it would present the opportunity to span the Harbor Freeway with pedestrian bridges, minibus extensions and other urban innovations that would bring a humanized scale to the westerly expansion.

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