

Los Angeles Chapter, American Institute of Architects
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LA ARCHITECT

Special Issue:
Redesigning the Region

LA from Space. Region continued on
page 15 (photo courtesy of Spaceshots,
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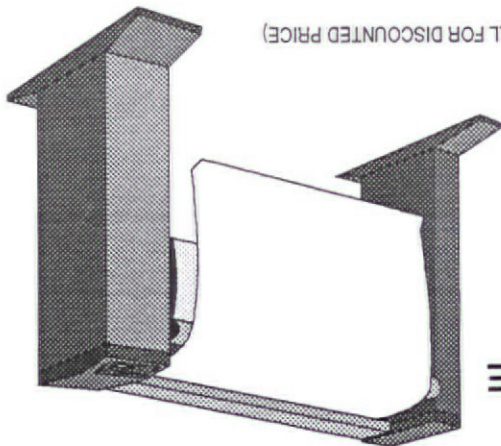
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Monday 1	Tuesday 2	Wednesday 3	Thursday 4	Friday 5	Weekend
Professional Affiliates Meeting 5 pm. Call (213) 380-4595. Charles and Elizabeth Lee Lecture at USC, Harris Hall 101, 6 pm. Call (213) 743-2723. Milan Como Exhibit Student exhibition continues through October 13 in Helen Lindhurst Architecture Gallery, Watt Hall, USC. Call (213) 743-2723.	Executive Committee Meeting Chapter office, 4 pm. Call (213) 380-4595. Board of Directors Meeting Chapter office conference room, 5:30 pm. Call (213) 380-4595.	Regional Urban Design Committee Meeting Continues through October 6. Call (213) 380-4595. Housing Committee Meeting 6 pm. Call (213) 380-4595. Stanley Saitowitz SCI-ARC lecture series, SCI-ARC Main Space, 8 pm. Call (213) 829-3482.	Architecture and the Burden of Linearity (Line and Wall) Catherine Ingraham, assistant professor at University of Illinois School of Architecture, lectures at UCLA, Perloff 1102, 8 pm. Call (213) 825-3791.		Saturday 6 Regional Urban Design Conference Roundtable Call (213) 380-4595. Little Tokyo LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Terra Cotta LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Broadway Theaters LA Conservancy walking tour, 10 am. Call (213) 623-CITY.
Monday 8	Tuesday 9	Wednesday 10	Thursday 11	Friday 12	Weekend
Columbus Day (Observed) Chapter office closed. Laurie Hawkinson Lecture at USC, Harris Hall 101, 6 pm. Call (213) 743-2723.	Associates Board Meeting 6:30 pm. Call (213) 380-4595. Women in Commercial Real Estate Meeting Featuring Homart Development, current and future development, 6 pm at the Regency Club, 10900 Wilshire Boulevard. Call (213) 286-9690.	Mega Projects Dinner Meeting Marina City Club, 5-9 pm. Call (213) 380-4595. Laurie Hawkinson SCI-ARC lecture series, SCI-ARC Main Space, 8 pm. Call (213) 829-3482.	Government Relations Meeting 5 pm. Call (213) 380-4595.	In Situ: The Dynamics of Public Art in Southern California Weekend symposium exploring broad issues and practical aspects of public art. Call (213) 434-8451. CCAIA Executive Committee Meeting Sacramento. Call (213) 380-4595.	Saturday 13 Art Deco LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Broadway Theaters LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Sunday 14 Bullocks Wilshire LA Conservancy tour, 2 pm and 3 pm. Call (213) 623-CITY.
Monday 15	Tuesday 16	Wednesday 17	Thursday 18	Friday 19	Weekend
Historic Preservation Meeting 6:30 pm. Call (213) 380-4595. CSI Seminar 7 pm. Call (213) 380-4595. Andrew MacLver (black and white photography) and Lory Johansson (furniture and interior design) Exhibit continues through October 20 in Helen Lindhurst Architecture Gallery, Watt Hall, USC. Call (213) 743-2723.	Executive Committee Meeting Chapter office, 4 pm. Call (213) 380-4595. Communications Committee Meeting 6:30 pm. Call (213) 380-4595.	LA Architect Editorial Board Meeting Chapter office conference room, 7:30 am. Call (213) 380-5177. Minority and Women's Resources Committee Meeting 6:00 pm. Call (213) 380-4595. Peter Waldman SCI-ARC lecture series, SCI-ARC Main Space, 8 pm. Call (213) 829-3482. Architects in Government LAUSD room 404, 5 pm. Call (213) 380-4595.	Design Machine Julie Eizenberg and Hank Koning lecture at UCLA, Perloff 1102, 8 pm. Call (213) 825-3791. Lighting World Conference Continues through October 20. Call (213) 380-4595. Health Committee Meeting 3:30 pm. Call (213) 380-4595. Finance Committee Meeting 4:30 pm. Call (213) 380-4595. Design Awards Reception Disney Studios. Call (213) 380-4595.	Water Forms: Bringing Water Back to Nature Two-day conference on the uses of waterforms in architecture and landscape architecture projects, Highland Hall School, Northridge. \$20. Call (818) 891-8331.	Saturday 20 Conference on Indoor Pollution In Santa Monica, sponsored by Safe Environments, San Leandro, CA. Call (415) 549-9693. Spring Street: Palaces of Finance LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Sunday 21 Architects for Shelter's Home Tour Benefit 11 am-5 pm. Call (213) 399-9232.
Monday 22	Tuesday 23	Wednesday 24	Thursday 25	Friday 26	Weekend
AIA ConDoc Seminar Call (213) 380-4595. CSI Seminar 7:00 pm. Call (213) 380-4595. Tito Patri Lecture at USC, Harris Hall 101, 6 pm. Call (213) 743-2723.	Top of the Town USC Architectural Guild tour of First Interstate World Center, 6:30-8:30 pm, featuring guests Robert Maguire and James Thomas, of Maguire Thomas, Harry Cobb of Pei Cobb Freed & Partners, Harold Fredenburgh of Harold Fredenburgh Architects, Robert Nasraway of Ellerbe Becket, and Lawrence Halprin. Donation is \$25 for Guild members and \$40 for non-members. Call (213) 743-4471.	Project Management Seminar Hyatt Wilshire hotel, 8:00 am-5:00 pm. Call (213) 380-4595.	Professional Practice Committee 5:15 pm. Call (213) 380-4595. Los Angeles Auto Cad User Group 260 N. Pass Avenue, Burbank. Call (818) 762-9966.		Saturday 27 Product/Facility Safety and Liability Prevention UCLA Extension symposium, 9 am-4 pm. \$325. Call (213) 206-1409. An Evening of Magic Workman & Temple Family Homestead Museum, featuring magicians from the Magic Castle. Call (818) 968-8492. Barton Phelps on UCLA's Clark Memorial Library AFLA lecture and tea, 3-5 pm. Call (213) 389-6490.
Monday 29	Tuesday 30	Wednesday 31	November 1	November 2	Weekend
AIA Marketing Seminar Call (213) 380-4595. CSI Seminar 7:00 pm. Call (213) 380-4595. Shayne O'Neil Lecture at USC, Harris Hall 101, 6 pm. Call (213) 743-2723. AIA Executive Committee Meeting Washington, DC. Call (213) 380-4595.	Interiors Committee Meeting 6:00 pm. Call (213) 380-4595.	Halloween Project Management Seminar Hyatt Wilshire Hotel, 8:00 am-5:00 pm. Call (213) 380-4595. CCAIA Delegates Caucus Call (213) 380-4595. Building/Performance & Regulations Committee Meeting 5 pm. Call (213) 380-4595.	Urban Design Committee Meeting Chapter office conference room, 6:00 pm. Call (213) 380-4595. The Socially Responsible Environment, USA/USSR, 1980-1990 ADPSR-sponsored exhibit opens at the Murray Feldman Gallery, Pacific Design Center. Call (213) 657-0800.		Saturday 3 Broadway Theaters LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Pershing Square LA Conservancy walking tour, 10 am. Call (213) 623-CITY. Sunday 4 National Contract Glazing Conference Continues through November 6 at the O'Hare Marriott Hotel in Chicago. Call (703) 442-4890.
November 5	November 6	November 7	November 8	November 9	
CSI Seminar 7:00 pm. Call (213) 380-4595.	Chapter Elections Executive Committee Meeting Chapter office, 4 pm. Call (213) 380-4595. Board of Directors Meeting Chapter office conference room, 5:30 pm. Call (213) 380-4595.	International Relations Reception and program at Pacific Design Center, 5:30 pm. Call (213) 380-4595. Housing Committee 6 pm. Call (213) 380-4595. Playa Vista Architects Andres Duany, Douglas Gardner, Ricardo Legorreta, Laurie Olin, Stefanos Polyzoides, and Buzz Yudell speak at UCLA, Fowler Auditorium, A103B, 8 pm. Call (213) 825-3791.	Government Relations Committee 5 pm. Call (213) 380-4595. Asian American Architects 13th Annual Awards Banquet Empress Pavilion Restaurant, Chinatown. Call (213) 550-8497.		

For more information on AIA/LA committee activities, contact:
Architecture for Education, Norberto R. Martinez, AIA (213) 306-4708; **Architecture for Health**, Joel Jaffe, AIA (213) 879-1474; **Awards Program**, Michael Franklin Ross, AIA (213) 826-2500; **LA Prize**, Barton Myers, AIA (213) 466-4051; **Computer Applications**, Anthony Ngai, AIA (818) 246-6050; **Historic Preservation**, Timothy John Brandt (818) 769-1486; **IDP**, Randall A. Swanson (818) 799-2070; **Interior Architecture**, Margaret Hueftle Cagle, AIA (818) 340-2887; **Large Practice**, Marvin Taff, AIA (213) 277-7405; **Liability**, William Krisel, AIA-E (213) 824-0441; **Professional Practice**, Hugh Rowland, AIA (213) 277-7405; **Programs/Professional Development**, Robert J. Anderson, AIA (213) 463-4404; **Small Projects (Practice)**, Donald C. Axon, AIA (213) 476-4593; **Architects in Education**, Lionel March (213) 661-7907;

Architects in Government, Maria Campeanu, AIA (213) 620-4517; **Architecture for Housing**, Manuel Gonzalez, AIA (213) 394-0273; **Building/Performance & Regulations**, John Petro, AIA (213) 207-8400; **Communications/Public Relations**, Michael J. Kent, AIA (213) 826-2500; **Westweek**, Frank Fitzgibbons, AIA (213) 624-8383; **LA Architect**, Arthur Golding, AIA, (213) 622-5955; **Government Relations**, Victor J. Nahmias, AIA (818) 405-6715; **International Relations/Hospitality**, Raymond Kappe, FAIA (213) 453-2643; **Licensing Task Force**, William Krisel, AIA-E (213) 824-0441; **Urban Design**, Marc Futterman; **Associates**, Robert Leach (818) 763-8676; **Real Problems Design Competition**, Steven D. Geoffrion (213) 278-1915; **Sandcastle Competition**, Andrew E. Althaus (805) 496-1101; **Student Visions for Architecture**, Jeffrey T. Sessions (213) 933-8341; **Student Visions Architects Exchange**, Mark S.

Gribbons (818) 799-2070; **Districting**, Gregory Villanueva, AIA (213) 727-6086; **Ethics**, Herbert Wiedoeft, AIA (213) 413-3131; **Fellowship Nominations**, Norma M. Sklarek, FAIA (213) 454-7473; **Library**, James R. Combs, AIA (213) 388-1361; **Long Range Planning**, Rex Lotery, FAIA (213) 208-8200; **Membership**, Robert H. Uyeda, AIA (213) 250-7440; **Membership Directory**, Janice J. Axon, HAIA/LA (213) 476-4593; **Mentor's Hotline**, Morris Verger, FAIA-E (213) 824-2671; **Minority & Women's Resources**, Michaela Pride-Wells, AIA (213) 399-1715; **Office Operations & Management**, Joseph M. Madda, AIA (213) 394-7888; **Past Presidents Council**, Donald C. Axon, AIA (213) 476-4593; **Professional Affiliates**, Joanna Craig (714) 960-6801; **Students Affairs**, Michael Hricak (213) 823-4220, 829-2074; **Women's Architectural League**, Maureen Vidler March (213) 661-7907.

Continued from I
and focus on common problems, issues and solutions; a tools and techniques track that will demonstrate a range of visualization methods and hands-on involvement in their use and application, including computer aided design systems, video, perspective sketches, graphic diagrams and models; and a local forum track that will utilize case studies and provide the focus for problem solving and consultation. The results of each regional workshop will be recorded and produced for inclusion in a national resource notebook.

Workshop sites will be chosen to provide access to a diversity of local growth and development issues at locations across the country. The Los Angeles meeting of the national Regional and Urban Design Committee will provide an opportunity to test the process and content of a typical conference in an abbreviated form. Anyone involved in the process of planning and determining the future of the environment in this country will benefit from the program and is invited to participate. Contact Christopher R. Clark, AIA, at the AIA in Washington, DC for more information (202) 626-7537.

Jerry Ernst
AIA Regional Urban Design Committee

Continued from I
LA's Board of Directors to review and develop positions on urban design, planning, and legislative proposals for regional and local issues. Because problems of city-building rarely have clients, the committee serves as a forum for its diverse membership to discuss current events as well as long-term considerations. The committee encourages open participation by interested professionals, both AIA members and non-members. Committee meetings include debates which result in a consensus for action, and the presentation to the chapter's Board of Directors of proposed resolutions.

One of the most important opportunities to effect change has been the major replanning effort now underway in the City of Los Angeles.

In the face of regional growth pressures, the city is redrafting its statutory general plan elements, including the 35 community plans which govern land use, and is developing several new regulatory mechanisms to manage current development practices.

The Urban Design Committee is actively participating on the City Planning Commission's Ad Hoc Committee to develop guidelines for proposed design review boards. As part of this effort, the committee is also developing guidelines for preparation of urban design elements which would be included in city specific plans. In addition, we are working with the Commission on a number of issues related to hillside development, including refining the proposed Hollywoodland Specific Plan and the proposed city-wide Hillside Ordinance. We have also just begun work with the Planning Department on drafting a proposed city-wide landscape ordinance, and refining the proposed mixed-use ordinance, in conjunction with the Office of the Mayor.

In addition, the committee has been actively involved with in the development of the Los Angeles/Design Action Planning Team program (LA/DAPT), a variation of the AIA R/UDAT process. Five successful case study LA/DAPTs have been held in the city over the past two years and have included chapter member participation on all of the teams. AIA/LA is now working with the City Planning Department to develop a city-wide steering committee to guide LA/DAPT and institutionalize it in the city's planning process.

The committee has also developed chapter positions on proposed ordinances related to the urban environment, including the city's parking ordinance, site plan review ordinance, and sewer allocation ordinance. We have advocated for preservation of the historic May Company building in the Miracle Mile section of Los Angeles, and opposed the Department of Water and Power's proposal to cover open air reservoirs. At the suggestion of the Urban Design Committee, the chapter has gone on record recommending that an open public

forum of development issues for the Ambassador Hotel site in the mid-Wilshire area be held, and has recommended that the LA County Transportation Committee purchase abandoned Southern Pacific and Santa Fe railway company rights-of-way for public use such as for rapid transit corridors or open space.

Recently, the committee co-sponsored an urban design workshop for the Beverly-Fairfax/Miracle Mile area, at the request of the Office of the Mayor. A multi-disciplinary team of experts was assembled to review development issues and recommend to city decision makers actions to realize the area's potential. The workshop report is now being used by city representatives as a standard for the area.

In December 1988 and January 1989, at the recommendation of the Urban Design Committee, the AIA/LA Board of Directors supported the adoption of three key regional plans: the South Coast Air Quality Management District's Air Quality Management Plan and the Southern California Association of Governments' Growth Management and Regional Mobility plans. The chapter recommended that these plans include the goals and objectives of LA 2000--A City for the Future (a recently published plan prepared by a Mayoral committee over a three-year period); clarification of the relationships between land use and transportation plans, and their impacts on urban form; an urban design element to visualize the effects of policy on city form and to establish new controls to reform or replace outdated zoning codes; and further study of the impacts of proposed stationary source and mobility regulations upon the building industry.

The Los Angeles region is in the midst of great social, economic and political change. Newly emerging conditions, including growth, changing ethnicities, and the establishment of new planning policies demand the creation of an urban design agenda to guide development toward a quality public realm. To this end, the AIA/LA Urban Design Committee encourages

dialogue within the design professions and between urban design constituency groups, with clients, and with out political and governmental representatives.

Marc Futterman
Chair, Urban Design Committee

Continued from 4
become increasingly apparent on the boulevard, the tendency to withdraw into privatized space is accelerated.

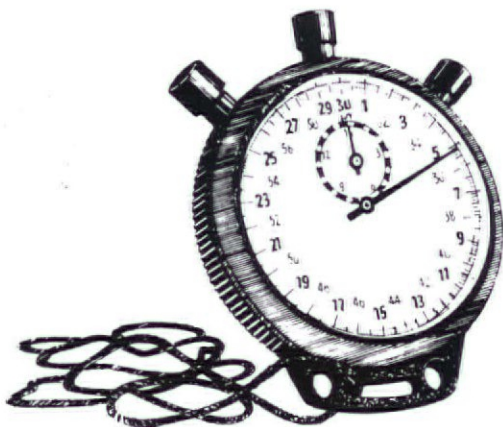
A third issue is uniformity. The proliferation of neighborhood control groups, and their increasing resort to strict design guidelines, suggests a public perception that the suppression of difference will bring the urban environment under control. The vitality of boulevards comes precisely from their variety, the differences between them, between different segments on the same boulevard, and different buildings on a single stretch. The Los Angeles boulevard is not, cannot, and should not aspire to the stately, monochromatic, and regulated axes of imperial Paris. This is not to say that the LA boulevard lacks order; rather that, in the words of Henry Miller, "Confusion is a word we have invented for an order which is not understood." We must look harder to understand the complex order of the boulevard and to reinforce it. The mounting pressures to curb automobile pollution and energy consumption will undoubtedly provoke changes in our habits of urban travel, but the structure of the boulevards will remain. With public resources increasingly strained, exceptional design ingenuity will be required if the Los Angeles boulevard of the next century is to become a paragon, rather than a pathology, of American urbanism.

Douglas R. Suisman
Mr. Suisman is a visiting associate professor of architecture at U.C. Berkeley, the founder of Public Works, Inc., a public-interest urban design group, and the author of the pamphlet, "Los Angeles Boulevard."

How most insurance programs measure claims processing time

JUNE	JULY	AUGUST
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3 4 5 6 7 8 9	8 9 10 11 12 13 14	5 6 7 8 9 10 11
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17 18 19 20 21 22 23	22 23 24 25 26 27 28	19 20 21 22 23 24 25
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Professional Liability Protection
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LIABILITY AND THE DESIGN PROFESSIONAL

The good news is that design failures are rare, but the bad news is that architects are being included in a growing number of disputes. The majority of the dollars spent by design professionals and their insurance carriers is directed towards dispute resolution rather than curing problems. It is difficult to fathom that literally hundreds of millions of dollars are spent annually to convince interested parties that the architect had little or no culpability for a particular defect or deficiency. In addition, the nonproductive time and lost energy of the architect adds greatly to the burden of doing business in our current environment.

Given this sorry reality, the architect must take steps which will minimize his/her involvement in disputes. It is clear that the root of many negligence claims is communications failure. Many architects have and continue to avoid litigation through careful execution of a loss prevention program. Some of the key ingredients of such a program are proactive steps to assure that all of their communication are effective.

Communications failure can begin at the earliest stage in a project where during the initial meetings it is often clear that the client has unrealistic and unreasonable expectations of the architect. This is the time to help the client understand the complexities of designing and constructing a project. Another important step is to screen the client and their contractor and review their past experience, financial capabilities, and in particular their propen-

sity to litigate disputes.

The next critical stage is the negotiation of contracts for hire. The thoughtful architect understands that his/her responsibility is to exercise ordinary, reasonable technical skill, knowledge and care that would be expected of a qualified professional in a similar situation. A breach of that basic legal standard results in liability for damages. Any expansion of this standard through a service contract should be examined carefully and executed with the understanding that you will likely be held accountable for any damages which result from a failure to perform. Frequently, a poorly executed contract is the foundation on which claims are built.

"The majority of the dollars spent by design professionals and their insurance carriers is directed towards dispute resolution rather than curing problems."

In many cases, a standard AIA contract agreement is appropriate, but for more complex projects the contract must be tailored. Too often contracts provided by clients include terms, conditions and provisions that are unrealistic and cannot be reasonably executed by the architect. The architect must negotiate to develop a contract that provides a good description of the responsibilities of the parties and appropriate protection for breach of their duties.

During the construction phase there is often a failure to recognize limitations of participants in the construction process and adjust the communications to avoid misunderstandings and problems. All through the design process the architect should be keeping good records and documenting communications with all parties to the project. In a situation where it is apparent

that you are working on a problem, project efforts must be enhanced. Often good documentation can lead the party claiming damages to direct a claim to the appropriate party, and the architect avoids becoming embroiled further in our inefficient legal system. A key ingredient of a successful loss prevention program is the understanding that it is frequently wiser to accept thinner profit margins and overcompensate for shortcomings than to ignore the situation and accept that problems are inevitable.

Finally, it is extremely important not to ignore problems during design and construction. It is more likely that problems will grow and compound than evaporate. Disputes and controversies should be examined and evaluated as they occur. The architect should seek counsel from others in the firm as well as outside advisors about ways to resolve the difficulty.

These are the basic communication issues which should be part of the loss prevention system of every firm. To the lay person, the design process is fundamentally esoteric. Effective communication at every stage will result in better understanding of the complexity and limitations of the process by all involved.

Kenneth J. Wittman

Mr. Wittman is president of the Crowell Insurance Agency.

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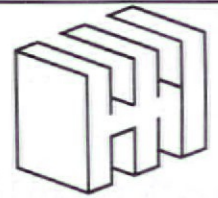
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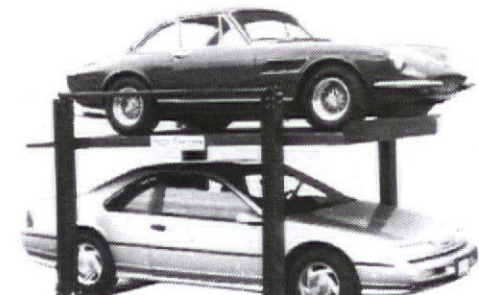
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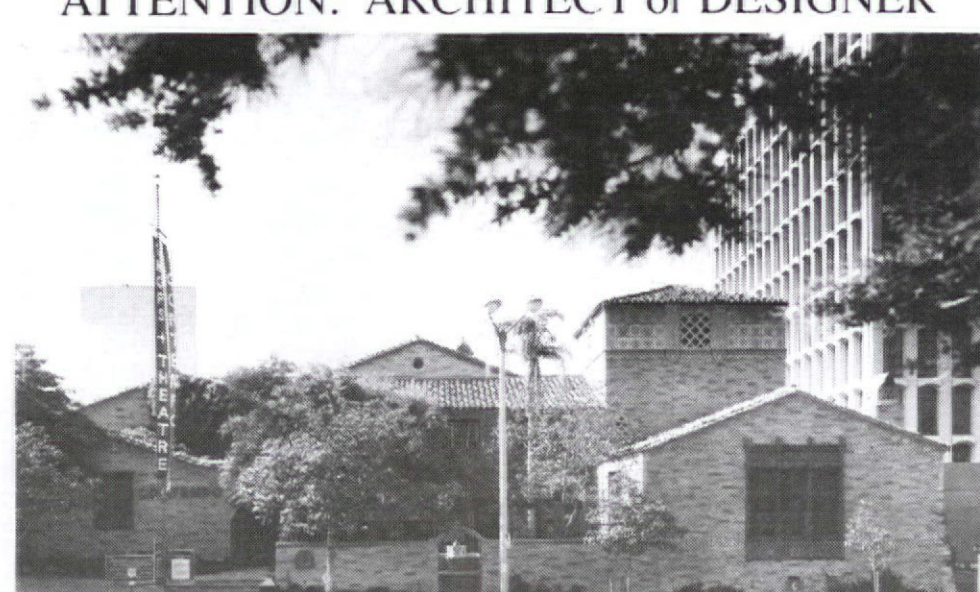
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THE PERSISTENT DREAM

"Dull, inert cities do contain the seeds of their own destruction and little else; but lively, diverse, intense cities contain the seeds of their own timeless regeneration."
--Jane Jacobs, 1961

A powerful emotional mind-set of a whole people has, from time to time, retarded or accelerated major changes in human affairs. One of these, notably powerful and persistent in our times, is the Dream of the American Home.

The Dream always had a hermetic quality; one's own plot of land and on it a single family house sheltered from the world in an enfolding garden--a little castle, ubiquitous yet unique to the New World since its discovery. Its self-focused quality might have blighted the growth of that early novelty, the democratic community, except for the necessity to face common dangers together. Fortunately, communities were small, citizen debated frequently in the streets and carried their conclusions to Town Hall.

Today, pedestrian encounters are rare in our vast, hermetically zoned, single family neighborhoods; instead neighbors roam the streets in hermetic cocoons then meet in surprise at the voting booth (infrequently). Unfortunately, hermeticism is the equivalent of isolation. Isolation breeds boredom, boredom breeds alienation and alienation has crippled our democracy. This is the source of our common frustrations with critical social problems. Choked freeways mirror these frustrations: people struggling through giant sprawl to increasingly distant destinations.

Spasmodic efforts to control growth have actually addressed mutually cancelling proposals: blocking the sprawl of single family developments while simultaneously blocking the intrusion of new apartment buildings into

old single family zoned neighborhoods. Density: evil incarnate! Block or divert it!

The new communities: In spite of the preoccupation and confusion about goals and methods there are now some clear indications of physical forms being envisioned to not just house growth but, infinitely more importantly, to create patterns of buildings and communities that will not only permit but will nurture democratic interaction between individuals.

These communities will be pedestrian size to ensure frequent personal encounters so lacking in our auto environment. Already a Virginia mixed-use, pedestrian community will occupy only 76.5 acres.

Each community will be only one of a large number clustered around a single high-rise central business district but separated from it and each from the other by greenery. Each will be a single nerve cell, self-sufficient except for the connection by nerve fibers, the mass transit lines, to each other and the financial-legal-management ganglion, the CBD.

Each will be a diverse, nearly self-sufficient organism (residences, services, restaurants, bars, churches, parks, theaters, offices, libraries, schools and non-polluting industry) patterned by a new breed of "zoning" laws that prevents hermetic groupings.

Stores and other public places, especially those open at night, will be sprinkled along the sidewalks among the apartments to maximize pedestrian traffic and its corollary, minimization of street crime.

Transition: The much feared transition of the Dream from single to multi-family buildings will be eased as the delights of this new kind of town life become apparent. Of course, the private garden surround rarely guaranteed freedom from intrusion, even by neighbors, especially when neighbors' windows inevitably faced each other across narrow side yards. Yesterday's private gardens will be embodied in community greenbelts where children walk to playgrounds and schools. And the boring Exercycle in the old bathroom will be replaced by walking easily to work or market

or library or the day-care center. And the family car will mostly stay in the garage except for the Sunday drive, a vacation trip, severe weather or family emergency. Most will live and work in the same village.

Implementation: We cannot delegate the implementation of these changes to our Planning Directors even though they may be certifiable geniuses; instead it will require an array of grassroots initiatives.

First, the media must commit themselves to thorough publicizing of the issues and explanations of the goals and steps needed to achieve them.

Powerful opposition by "realists" will warn about losses of tax base and the impossibility of financing "such schemes" but since they sit alongside us in freeway paralysis and equally fear mugging in the streets, well conceived proposals from communities in distress will bring them into consensus.

Immense energy investments by public spirited citizens in every neighborhood will be critical as will volunteer professional help from such as AIA's R/UDAT to design community plans and create renderings and models to enable laymen to visualize goals.

Grassroots pressure on city and county governments either in their chambers or by initiative at the polls will convert neighborhood activist groups into local Planning Commissions with mandated findings.

Lacking expertise, these bodies will be empowered, like a grand jury, to call upon society's top professional advisors, governmental and private, for full-range interdisciplinary symposiums to clarify goals and means of implementation.

Public will: A century ago we modern hermits renounced our cities for the single family suburbs. But we have the power if we have the will to fashion our cities into places of civility and delight. The Dream of the American Home must and will persist but it will be transformed in such a fashion as to once again gift us with the satisfaction it did in the past and its persistence will be the dynamo of change.

Paul Sterling Hoag, FAIA

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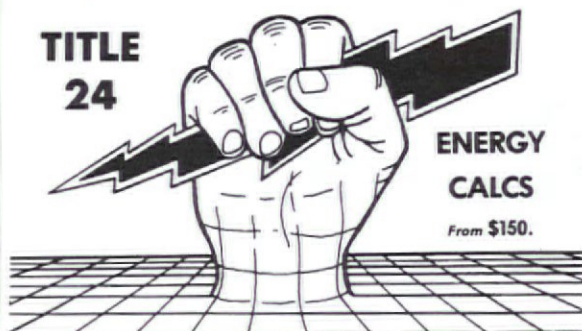
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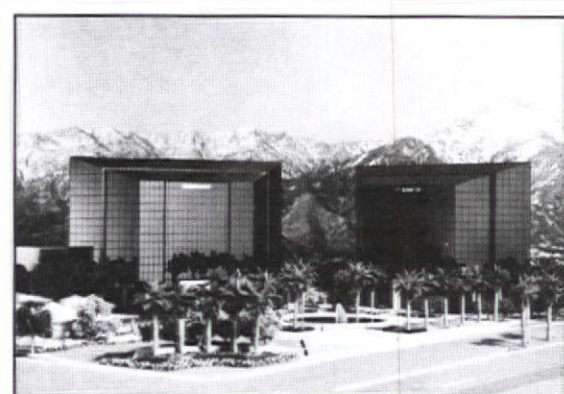
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DIONE NEUTRA 1901-1990

On Saturday, September 1, Mrs. Dione Neutra died at the age of 89. Surrounded by her family in the home she loved more than any other worldly possession, her death was typical of her life, peaceful.

Mrs. Neutra was an exceptional human being. She was a talented concert cellist and singer, secretary and aide to her husband Richard Neutra, and a champion of more than 100 charities. Dione remained fervent in her belief that a new order of architecture, inspired by biorealism, is the inevitable conclusion of reasoned thought. Because of her generosity and beliefs, the Neutra family home, designed by Richard and Dion Neutra, was donated to the College of Environmental Design at California State Polytechnic University, Pomona. The desire of the College is to bring the life and spirit of Mrs. Neutra to the home by housing an advanced studio for urban research, acting as a residence for a distinguished faculty member, hosting visitors, and eventually housing Mrs. Neutra's personal papers.

She had hundreds of friends all around the world with whom she regularly corresponded. Throughout an active life of travel she met and promised new friends that she would keep them informed of her life through her yearly letter. Among her last trips abroad was a peace mission to the Soviet Union. Her considerable energies over the last several years were dedicated to the publication of *Richard Neutra: Promise and Fulfillment* and *Nature Near*, demon-

strating her overwhelming dedication to Richard Neutra. She completed the goals she set for herself.

Dione Neutra was born in Munich, Germany in 1901 and joined her husband Richard in Los Angeles in 1924. She is survived by her sons Frank, Dion and Raymond as well as her sisters Regula Fybel and Verene Bezencon, four grandchildren and seven great-grandchildren. A memorial service has been planned for Sunday, October 28 from 2-4 pm at the Neutra-designed chapel adjacent to the Crystal Cathedral in Garden Grove.

Richard Neutra wrote that it was his intention to design finer beliefs for people, not just buildings. Dione Neutra, through her own life, was a beacon guiding us all toward finer beliefs.

Marvin J. Malecha, AIA

Mr. Malecha is Dean of the College of Environmental Design, Cal Poly Pomona.

Licensing Bill Defeated

The CCAIA has succeeded in defeating interior designers' legislative campaign to gain state licensure. Instead, compromise legislation was passed, providing for statutory reference to "certified interior designers." SB 153 (Craven), effective January 1, 1991, provides a statutory reference to private, self-certification of interior designers through trade associations such as the American Society of Interior Designers.

SB 153 provides no state regulation or certification of interior designers, and does not constitute a practice or title act of any kind. SB 153 clearly states local building officials' continued authority and responsibility to exercise discretion in determining to what extent they will accept plans from "certified interior designers," as with any other unlicensed person. Architects, engineers and any other persons, licensed or unlicensed, remain free to use the title "certified interior designer." To further clarify the distinction between "certified interior designers" and licensed design professionals, SB 153 requires interior designers'

plans to state that they are not architectural or engineering documents.

To the Editor

I was not going to write this letter but after reading Ray Kappe's comments in "Recent Student Work and Comments from SCI-ARC" (*LA Architect* July 1990), I felt like I had to.

In 1972 I had time to get involved in social and political concerns, I testified on behalf of Ray Kappe's defense against the administration at Cal Poly Pomona. I was not only defending Kappe but also all the faculty members who were supporting Ray. At the time I believed it was the right thing to do.

Back in the late 60s and early 70s the faculty and the students at Pomona and later at SCI-ARC shared a "simple" and "common sense" approach towards the design process. Only simple facts, simply stated was our motto. Not everyone agreed with Glen Small or Tom Mayne or even Mike Rotondi but that was fine and acceptable to everyone. This definitely was not grounds for termination.

I was sorry to read that many of my old friends and associates had been diminished by the new administration. I was also sorry to hear that things are changing and that the administration feels obligated to support this agenda, this is not the right thing to do.

Also, I was sorry to read some of the esoteric statements made by professionals like Kurt Meyer related to describing SCI-ARC in the 90s. These statements do not reflect its early beginning. I have many fond memories of SCI-ARC. I met my wife there and recently my children visited the school for the first time.

I wish SCI-ARC and all the expert professionals, who I have minimal respect for, all the good luck and good fortune for continuing success and progress.

David J. Mesa, AIA

Undergraduate and graduate student at Cal Poly Pomona, graduate student at SCI-ARC

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CONNECTIVITY

The sprawling urban form of Los Angeles has been generated by four successive transportation layers. Intercontinental railroads transformed the city from a small, relatively isolated agricultural town into an urban center radiating rail lines throughout the Southern California region.

Trolley lines installed in the early 1900s made undeveloped land accessible and led to the creation of dispersed residential communities. Construction of major highways continued the region's decentralized growth by overriding linear development patterns which the street-car lines had imposed.

Finally, freeways were built during the 1950s and '60s to solve problems of congestion on the city's streets and highways. Their construction completed the framework for decentralized development. The sprawl was cast in concrete.

Now the freeways approach gridlock and the continuing economic and environmental health of the Southern California region requires some major improvements in infrastructure and changes in commuting habits. Two new regional transportation layers are being implemented in response. The first involves reintroduction of high-speed, high-tech rail transit, while the second redefines the term "regional" with new Pacific Rim sea/air connections from the Port of Los Angeles and the Los Angeles International Airport.

The tour of regional connections will address the following key areas in detail. The aesthetics of movement, first seen as most participants arrive by air, reveals the dispersion of neighborhoods, districts and urban centers, woven together by an assortment of transportation corridors. Movement along these regional pathways reveals images of Los Angeles in cinematic and episodic fashion—over and under bridges, through tunnels, along harbor edges.

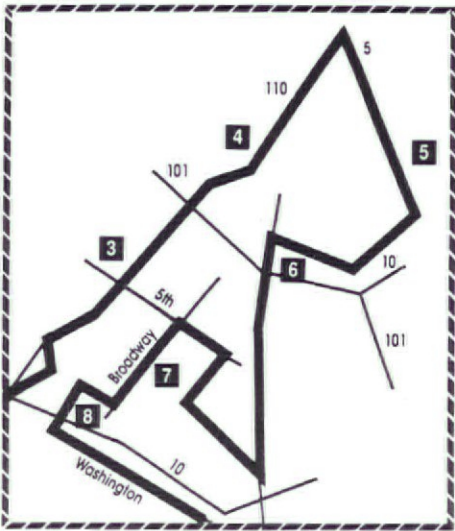
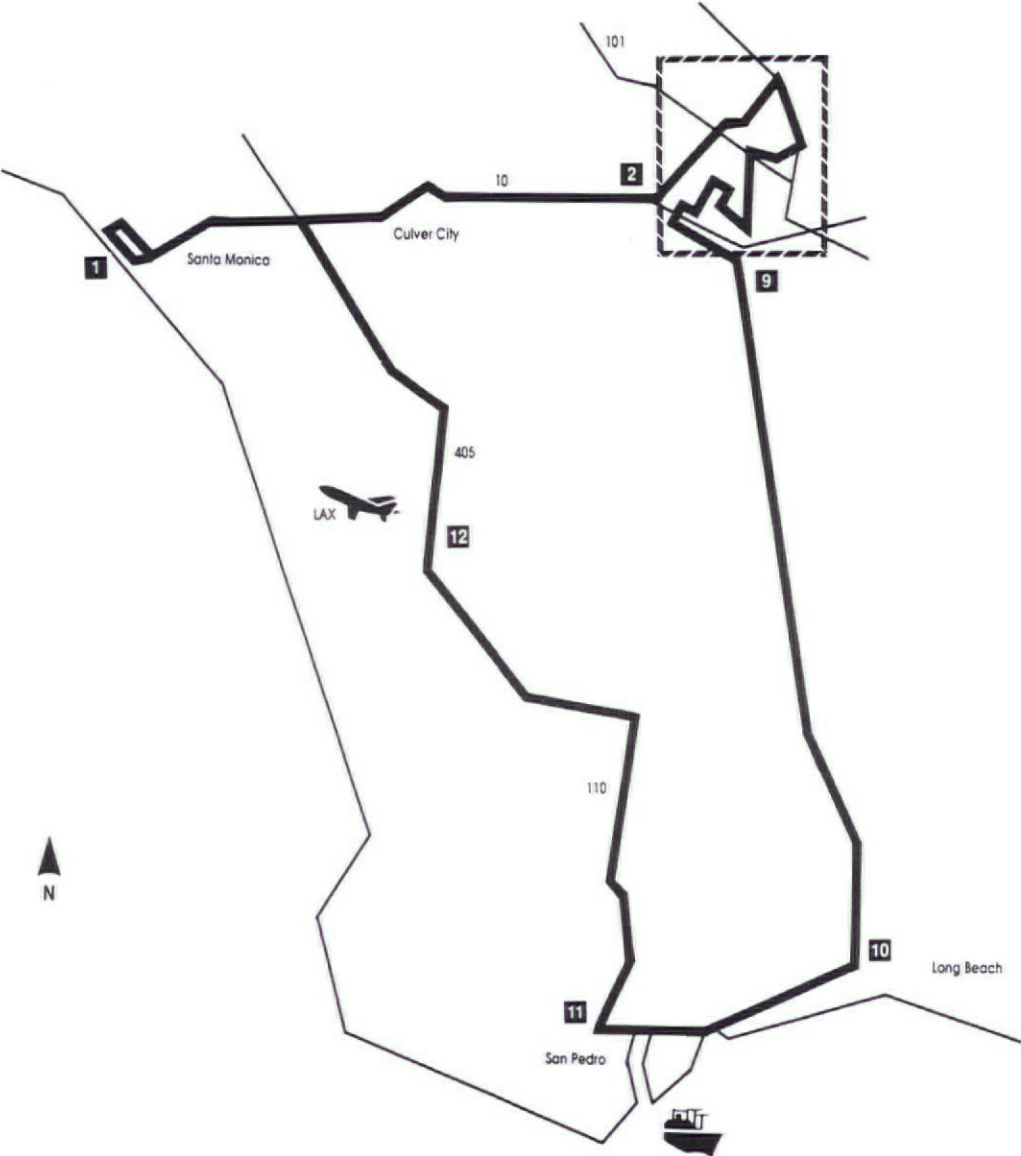
Land use patterns determined by commerce, industry, housing, utilities, civic and open space will be read against the city's transportation layers and their ability to generate new urban form in the face of existing density and congestion.

Rail transit, reintroduced this year after having been systematically dismantled in the early 1960s, will be examined for its possible impact on the region's revitalization. The tour will ride from downtown Los Angeles

through Watts to downtown Long Beach, the first 22-mile light rail component of a future 150-mile rail system.

Finally, the Pacific Rim connection will be strengthened by a long term planning effort currently underway to create the world's largest integrated marine-rail-highway transportation hub in Los Angeles. The tour will include a visit to the Port of Los Angeles, guided by a representative of Worldport LA, returning to Santa Monica past LA International Airport, the other key component in making Los Angeles the sea/air shipping capital of the West.

Michael Schneider
Nancy Michali



- | | |
|---|--|
| 1 Pacific Coast Hwy. | 7 Broadway Street: Visions ▲ |
| 2 Santa Monica Fwy. | 8 Pico Station: The Blue Line ●▲ |
| 3 Harbor Freeway:
Connector or Bisector ▲ | 9 Watts Station: Changing Demographics ● |
| 4 Pasadena Fwy.: The First Fwy. | 10 Long Beach Station: Revitalization ●▲ |
| 5 Golden State Fwy. | 11 San Pedro Harbor: International Port ▲ |
| 6 Union Station: Future Transportation Hub
Future Transportation Hub ●▲ | 12 San Pedro to Santa Monica ▲ |
- STOP ▲ STOP W/ SPEAKER



HABITAT

Neighborhoods, Typologies, and the Crisis in Affordability

With the exception of the Native American Gabrielinos, Los Angeles' demographic history has been a continuous stream of immigrants—both international and domestic. The largest influxes occurred during the Depression, World War II, and just afterward, when Los Angeles was a center for military design, manufacturing and bases. We came here because of the mild weather, strong economy and, ultimately, the hope of fulfilling the American Dream, not the least part of which was the idea of the single family home with its private yard or garden.

Los Angeles grew up as the ultimate subdivision of single family homes. Developers helped build the Pacific Electric Car lines so that their houses or lots would sell. Extravagant junkets were offered so that people would visit out-of-the-way developments and be swept away by their splendor.

The image of the home in Los Angeles mirrors that in most of the United States; there are Victorians, Craftsman and Bungalow styles, Richardsonian Romanesque, Spanish and Mission styles (more common to California), and everything in between. Adaptations to the climate and the willingness to incorporate fantasies have led to eccentric permutations not common elsewhere. Modern residential architecture had some of its earliest and best examples in Los Angeles.

With the 1980s and '90s, the city has come of age as a trade, economic and art center. However, it has serious modern day problems. With its disparate distribution of wealth and its servant class of recent immigrants from Central America and Asia, Los Angeles is becoming a Third World city. Our transportation system is failing, and we are all suffocating in smog. The development of an influential, grassroots position on how our city grows and matures has only just begun. We have always had a weak collective memory, which is perhaps typically American and especially Angelino. With such a diverse population it has been difficult to organize and effect change in the community, instead of leaving the city's fate solely to profiteering.

Until the 1960s, Los Angeles had been a city of predominantly single family homes in neighborhoods created by subdivisions and adjacent strip boulevards providing commercial services. There has always been a downtown, with a density of glorious multi-story masonry and terra cotta structures, but it wasn't until dingbats replaced

single family homes or filled in gaps in the urban fabric that higher density living became common in Los Angeles.

Currently the city is undergoing an intense level of densification. An updated version of the dingbat, generated by zoning and building codes, called "4 over 2" for the four residential levels over two levels of semi-subterranean parking, is leading the intensification of urban living in much of Los Angeles. At the same time the endless sprawl continues, regardless of the lack of resources such as native water. Beyond the reaches of Los Angeles proper, way past the San Fernando and San Gabriel Valleys, the continuous blur of subdivisions reaches into the desert at Palmdale, Santa Clarita...

Habitat will look at some of our neighborhoods and the historical and contemporary prototypes of housing in Los Angeles—some successful and some not so successful. We will focus on two issues: the crisis of affordable housing in a city where most professionals, let alone anyone else, can barely afford to buy a home and the homelessness that surrounds us in a quantity that is incomprehensible in one of America's wealthiest cities. In a discussion involving experts on housing issues and those who work with the homeless we will broaden our understanding of the problems and potential solutions.

Anne Zimmerman, AIA

"Less than a mile from the heart of one of the world's most affluent cities, undocumented immigrants spend their days in conditions that rival the poorest of those in the Third World nations they left behind. On a river bank often heaped with junk and garbage, an estimated 150 day laborers bathe, cook, camp, wash clothes and defecate in treated waste water occasionally polluted with chemicals illegally dumped in storm drains and gutters that empty into the channel."

—Louis Sahagun, quoted from article in the Los Angeles Times (August 13, 1990)

"The dream house replaced the ideal city as the spatial representation of American hopes for the good life. It not only triumphed over the model town, the dream house also prevailed over two other models of housing, one based on an ideal of efficient collective consumption of scarce resources, the other based on an ideal of the

model neighborhood. Yet the dream house had its critics, and by the late 1970s their accounting of its environmental, social, and economic costs could not be ignored."

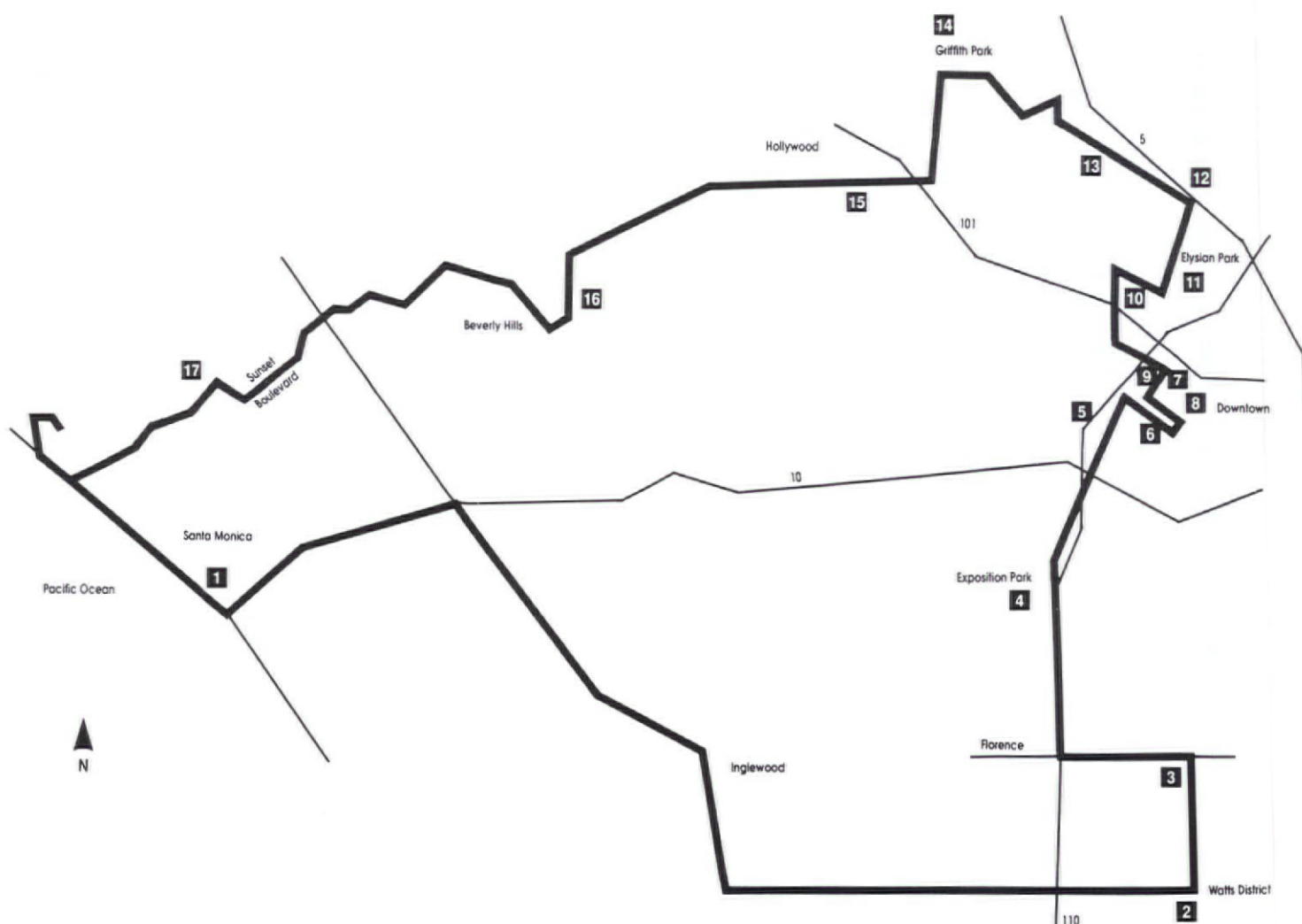
—Dolores Hayden, from *Redesigning the American Dream*

"As an adult with my own family I've set up tiny households in mundanely representative communities: 1) Silver Lake—a guest house in an older, hilly, romantic, close-in enclave of LAs good life (drinks on the deck, amid eucalyptus leaves and a view of the reservoir); 2) Culver City—a classically dull stucco quadruplex on a wide street rife with kids, supermarkets, squealing street-modifieds, and that strange, depressing mist which floats inland on winter afternoons; 3) Long Beach—gray, quiet, not-quite-there, on the fringes of the beach set (Belmont Shores, Naples) and seediness (downtown, the arcades and whorehouses) where Ross MacDonald's private dick, Archer, paid his dues; and the worst, 4) Pacoima—a jungle of campers, beer-bellies, asphalt, smog, crackerbox tract houses, littered shopping centers, pig women in platinum bouffants, and the overriding stench of hopelessness (a six-year-old kid walking to school through a freeway underpass with 12 lanes of obese traffic crashing by, and a visibility of a block and a half). Now that I'm hiding in the hills I wouldn't live anywhere other than LA except as a Modern Master retired to the Spanish coast or Cornwall, but I remember the Pit well and my emotions regarding Baghdad-by-the-Sea are ambivalent; to reverse the old song line: 'But when I love you, it's cause I hate you.'"

—Peter Plagens, quoted from "Los Angeles: The Ecology of Evil" in *Artforum* (July 1971).

"The vast spaces and the crushing vacuum of the West demanded ingenious architectural solutions whose civilizing influences were immediate and whose effect on the city was visible. The single-family house, as it floated in a continuous flat or undulating landscape between the mountains and the ocean, seemed incapable of defining community in form. In the urban areas where courts constituted a dominant and visible component of urban structure, the city incorporated an orderly hierarchy of public space."

—Stefanos Polyzoides, Roger Sherwood, James Tice, Julius Shulman, *Courtyard Housing in Los Angeles*



- | | | |
|--------------------------------------|--|---|
| 1 Loew's Hotel | 7 Broadway & 5th | 13 Silverlake Reservoir |
| 2 Watts Towers | 8 Biddle Mason Park | 14 Griffith Observatory |
| 3 Roosevelt Park | 9 Civic Center Mall | 15 Hollywood (Geary) Library |
| 4 USC / Exhibition Park | 10 Echo Park | 16 Beverly Hills Civic Center |
| 5 New CBD Development | 11 Dodger Stadium Parking Lot | 17 Drive along Sunset to the Ocean |
| 6 Pershing Square / SRO Parks | 12 Elysian Park / L.A. River Overlook | 18 Return to Hotel |

THE PUBLIC REALM

Streets are for People Too

Contrary to the prevailing image, some areas of Los Angeles do provide a lively pedestrian experience. Although small compared to the region as a whole, they are important models for addressing increased density and congestion.

Traditionally, the Hispanic Broadway shopping district in downtown Los Angeles, collegiate Westwood Village, the boardwalks of several beach cities, and Hollywood Boulevard have provided amenities adequate to produce critical mass. Recently, Community Redevelopment Agency-subsidized development in Little Tokyo, and market-driven areas such as Koreatown and Melrose Boulevard have also become active pedestrian areas.

Current plans for West Hollywood, Westwood Village, CRA's work in Hollywood and South Park, and the Beverly Fairfax-Miracle Mile urban design workshop, coordinated by the AIA, all work to reinforce existing assets. The new mass transit stations, and the City Planning Department's revision of the community plans and implementation of urban design guidelines provide opportunities to further enhance pedestrian Los Angeles.

Turf Wars

In a multi-ethnic democracy for whom do we design our public spaces? The rich can afford to avoid the public realm, and the middle class hurry uncomfortably past the homeless. Privatized-public plazas and malls use guards to discourage "undesirables." Park benches are designed with multiple armrests to prevent their use for sleeping, and public toilets have been eliminated because of potential abuse. Gangs battle over turf, and innocents die in the crossfire. Public parks are no longer viewed by the community as positive—they are seen as sources of danger. Los Angeles is a highly visible example of these national concerns.

Civic Formalism = Dead Spaces

Los Angeles has a historic paucity of exciting formal/architectonic urban spaces. The Los Angeles Civic Mall, the Music Center, and the Los Angeles County Museum of Art are all examples of civic formalism with no real, vibrant use. Perhaps the new confidence in Los Angeles as the capital of the Pacific Rim will create a renaissance in civic projects. The Disney Concert Hall, Beverly Hills Civic Cen-

ter, the redevelopment of South Park and the Spanish Steps justify a certain level of optimism. The challenge is to ensure that the urban context of Los Angeles' future civic spaces be placed above individual designers' stylistic fireworks.

Greening the River

Originally a "beautiful limpid little stream with willows," the Los Angeles River is currently stark and inaccessible. Channelization commenced in 1938 as a result of disastrous flooding. The Army Corps of Engineers is again planning to upgrade its capacity to accommodate the 40% increase in runoff caused by continuing development in the watershed.

While a proposal exists to convert the river into a freeway, increased environmental awareness has created a constituency dedicated to developing the area for recreational uses. Although the Mayor supports this move to green the river, funding has not been identified. The recent LA/DAPT workshop for Center City North proposed focusing a new residential community on a revitalized river park in what is currently an under-used industrial area. These new visions show the river as a civic asset linking disparate portions of the city.

Air/Water/Waste Management

The Southern California climate has attracted immigrants and been a primary driver of regional growth since the turn of the century. Simultaneous despoilment of the environment, a by-product of growth that included intense suburbanization, resulting traffic congestion, and multiple pollution of groundwater, beaches, canyons, and the air, may have been the earliest and most acute in the nation.

Now, however, the region can boast some of the country's most original and demanding anti-pollution regulations. These regulations are about to be intensified and extended into every area of the economy by the South Coast Air Quality Management Control District, and are perhaps the region's most far-reaching move yet to redress the balance between economic and physical growth, environment, and the quality of life.

David Decker, AIA
Katherine Diamond, AIA
Richard Schoen, FAIA
Katherine Spitz, AIA

"Los Angeles threatens the intellectual repose and professional livelihood of many architects, artists, planners, and environmentalists because it breaks the rules of urban design that they promulgate in works and writings and teach to their students. In so far as Los Angeles performs the functions of a great city, in terms of size, cosmopolitan style, creative energy, international influence, distinctive way of life and corporate personality...to the extent that Los Angeles has these qualities, then to that same extent all the most admired theorists of the present century, from the Futurists and Le Corbusier to Jane Jacobs to Sibyl Moholy-Nagy, have been wrong."

—Reyner Banham, Los Angeles: The Architecture of Four Ecologies

THE ECONOMIC ENGINE

"For nearly 150 years, Los Angeles...has been viewed less as a place where people live or as a beautiful place than as a place to be mined, to strike it rich."

—Robert Towne, author of screenplay for "Chinatown" and "The Two Jakes" quoted in the New York Times (August 5, 1990)

Dreams and Disappointment

The distance between the image of Los Angeles and the reality is enormous. We imagine Disneyland, movies, beaches, mountains, beautiful and tan bodies. It's all here, but somehow it's not as we pictured it. The smog, traffic and suburban sprawl blur the view. The urban form of the city is unrecognizable—it doesn't fit into familiar patterns.

In spite of its image as a new territory, Los Angeles was founded over 200 years ago. It is a huge and rapidly growing region with a population of over 3.4 million in the city, 8.5 million in the county, and 13.5 million in its vast metropolitan area. The tension between a dense, emerging city and the continuing search for suburban serenity is creating the form of the city that we see today.

Destroying the Myth: The City at Work

The greater Los Angeles region contains only five percent of the State of California, but nearly half of its population and economy. The region produces over \$240 billion worth of goods and services annually, making its gross product rank 11th in the world, above such countries as Australia and Spain.

The industrial base in Los Angeles is extremely diverse, with over 60 industries producing a substantial percentage of the nation's output. The movie industry, international trade, government and the military, agriculture, oil, tourism, education, and electronics all contribute to the region's economic strength. Manufacturers directly employ more than 20% of the workers in the region. The ports of Long Beach and Los Angeles are the fastest growing major cargo centers in the nation. The airport is the nation's third largest.

Nothing is as Constant as Change

The city was founded in 1780 and for most of its first 100 years centered around the Plaza area (now El Pueblo Historic Park). The settlement was designed in accordance with the Spanish "Law of the Indies" that dictated a plaza design parti giving order and hierarchy to colonial settlements.

With the American conquest came a new device for structuring the growth of the city. The survey laid out by Lt. E.O.C. Ord in 1849 set a rigid grid system of large blocks outside the original settlement. Development quickly moved out of the Pueblo south and west in what has been a continuing, centrifugal motion. Movement and fragmentation were further accelerated by transportation systems—first the railroads, then the Pacific Electric streetcars, and finally the freeway system.

A New City

In many ways, Los Angeles was conceived as much by what it did not want to be as by an image of what it desired. People moving to Los Angeles were fleeing the dirt, crowds, and prying eyes of eastern and midwestern cities. This city would be different!

An example of one of the most dramatic differences is that for over 50 years, the notion of symbolizing wealth with towers was subjugated to the ideal of the City Beautiful. In the first move (of what would be a continuing theme) to prevent the "Manhattanization" of Los Angeles, the people of the city voted in 1904 for a building height limit of 130 feet, which was expanded to 150 feet in 1909. A vote of the people in 1926 allowed City Hall to rise twice as high as any other building in the city, its clear physical and symbolic center. In 1956, the height limit was rescinded, again by popular vote. Today in downtown Los Angeles, Century City, Westwood, and all over the region, tall buildings appear, creating a dramatic skyline, but little related to the uniqueness of the region.

Difficult Juxtapositions

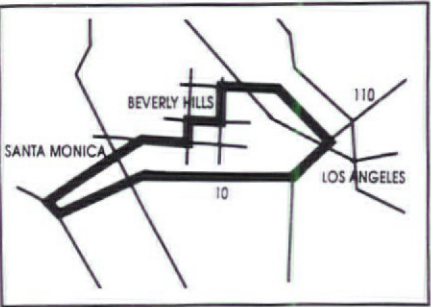
Although the Los Angeles region is conceived of as a series of centers, it is a linear city in many respects. Great boulevards such as Wilshire and Sunset stretch across its

length and carry most of the city's commercial development. The result is a dramatic drop in density from the commercial strip to adjacent residential neighborhoods. This phenomenon, coupled with frustrations about traffic, noise and accelerated growth patterns, has recently led to a voter initiative which down-zoned many properties in the city from 3:1 FAR to 1.5 to 1. Growth management will be the dominant theme for planning and urban design in Los Angeles during the nineties.

Economic Engines

The challenge for the future is to understand how Los Angeles' economic strength and diversity manifests itself in physical form. Will the future see the city further fragment and expand as development rushes to the place of least constraint? Will Los Angeles' future image be closer to the remembrance of its sunshine-filled past and movieland mythology? Will the offices, factories, studios, warehouses, schools, streets, and residences reveal an urbanism of opportunity and hope?

John Kaliski, AIA
Allyne Winderman, AIA



- 1 Santa Monica & Harbor Fwys. to Downtown
 - 2 Downtown (See Map on Left)
 - 3 Sunset to Hollywood Blvd.
 - 4 Hollywood Blvd. to La Brea
 - 5 La Brea to Melrose
 - 6 Melrose to La Cienega
 - 7 La Cienega to Wilshire
 - 8 Wilshire to Hotel
-
- 1 Flower Market ●▲
 - 2 Produce District ●
 - 3 Garment District
 - 4 Toy District
 - 5 Little Tokyo Historic District
 - 6 City Hall ●▲
 - 7 Spring Street/ Broadway- Grand Central, Market, and Bradbury Bldg. ●▲
 - 8 Bunker Hill ●▲
 - 9 City North ●▲
- STOP ▲ STOP W/ SPEAKER

The Middle Ground

The dispersed settlement patterns of Los Angeles result from the inclination of a growing middle class to avoid the dense, problematic urban centers of the East, and to embrace a lifestyle in which the family is more continuously integrated with natural circumstance and open space. At the same time, social preferences have operated to partition space according to wealth and ethnicity. In low density environments, this was accomplished by single use zoning and the horizontal displacement of ethnic neighborhoods.

Since the turn of the last century, the appeal of climate and lifestyle have increasingly promoted development and finally used up the orange groves, producing a medium diversity extended tissue of residential development, periodically interrupted by small commercial cores and connected by commercial strips and boulevards.

The attraction of this American alternative to the failed Eastern approximations of the European city is still powerfully strong. The consequent exploitation of the market has resulted in an urban structure almost shamefully adjusted to the values of an explosive middle class and its emerging informal, hedonistic, and egalitarian culture.

A repetitive continuous fabric is serviced by freeways, and velocity, distance, and a disorienting repetition of pattern diminishes a calibrated sense of space and boundary. Its shifting centers of energy are too complex to be mastered—one can only command the territory of personal ownership, the yard, the pool, the house itself. There is no public realm because experience is either too diffuse or too privatized, except on the beach or in the theme parks which have been manufactured to satisfy the market for public realm.

The pace at which Los Angeles was developed, the resulting slap dash construction of

much of its interstitial tissue, reflects the energy of opportunity generated by the development market. The helter skelter rush to rent or sell, and the accompanying flicker and pulse of real estate opportunity which plays over this commercial landscape, accounts for the changing success, failure, and dereliction of property. A kind of commercial mulch of decaying and continuously renovated buildings results which promotes the economic and industrial strength of the region's economy where 75% of the business units employ less than ten workers. This same condition may cushion the in-migration of the Hispanics and Asians by providing relatively inexpensive and even clandestine ways to set up business. The multiplicity of small economic

units serviced by cheap labor engenders the sub-contracting economic culture of Southern California and makes it the seventh most powerful economy in the world. This economic strength may be seen as depending on the structure and condition of the built environment.

The overriding urban design issue in Los Angeles is the understanding of this haphazard connective tissue of intermediate density which constitutes the matrix of the city and prefigures the prevailing urban growth patterns of the next century. By its dimension and character, its natural circumstances, how it is serviced and reached by those who live and work in it, by the rules of its perception and organization, by its

relation to environmental constraints, by its linkages to wealth and poverty, its connection to dreams, fears and fantasies, by the interaction of its physical reality (which is wholly independent of current theory in city building) with the emerging culture of images and information it embodies, Los Angeles presents the deepest contemporary challenge to city building.

Richard Weinstein

Mr. Weinstein is Dean of UCLA's Graduate School of Architecture and Urban Planning.

From the Top: 20/20 Vision



The downtown skyline from Pershing Square (photo by Silja Tiller).

The City of Los Angeles is in need of a new vision for how it should develop into the 21st century. In defining the vision, it is also essential to set in motion the means to achieve it, for without effective action, the most inspiring vision cannot be realized.

Los Angeles has benefitted from the combined visions and actions of past dreamers and doers. But it is now a maturing city, with many problems to be solved as new opportunities are pursued. To address both problems and opportunities effectively, earlier visions and plans must be re-examined and replaced with a more contemporary understanding of what the future can be.

With the completion of AB 283 zoning consistency program, a crucial element of this implementation system is being put in place. However, the prime component of our vision, the centers concept, is in need of refinement and renewal. Adopted in 1974 by the Mayor and City Council, the centers concept envisioned, by the year 2020, the development of several dozen high intensity, multi-use urban centers connected by an extensive rail rapid transit system. The centers would provide appropriate locations for new high intensity development to be concentrated away from single family neighborhoods which would be protected.

During the early 1980s, additional studies were done on centers concept implementation leading to adoption of an ordinance in 1986 establishing boundaries for certain centers, as well as creating step-back requirements for highrise buildings being constructed in these centers where such buildings adjoined residential neighborhoods.

A special citizens advisory committee on the future of the centers concept and citizen participation was appointed by the City Planning Commission in 1986 and presented its report to the Commission in late 1987. Their report included a series of recommendations for centers' size, massing, and locations, along with the basic recommendation that the city form community planning advisory committees in all community plan areas. These committees are now being formed as the Community Plan Revision Program progresses.

Meanwhile, work is progressing toward redefinition of the centers concept within the Balanced Growth Element of the General Plan. Consultant contracts will soon be let for work that will look at the critical factors such as transportation, economics and land assembly that have helped form centers such as downtown Los Angeles, Century City, and Warner Center. The review will also examine the relationship of centers to corridor developments such as Wilshire and Ventura and smaller specialized centers.

A charrette will be held to obtain the most up-to-date thinking of design professionals, community advocates and business leaders regarding the future overall form of the city. Most important will be an identification of critical infrastructure needs reflected in the preferred urban form which emerges. Together, these considerations will form the foundation for the Balanced Growth Element and the new vision for the city.

Kenneth C. Topping

Mr. Topping is Director of Planning for the City of Los Angeles.

Why Los Angeles?

Los Angeles/Southern California is a special laboratory. We confront many of the same issues addressed by urban regions throughout the nation and industrialized world, but in most cases the dimensions and the numbers are magnified, the changes more rapid, and the responses more urgent. Whether for better or for worse, the region has more growth than anywhere in the industrialized world, the most foreign immigration, the largest US manufacturing and high-tech center. It is a hot bed for new businesses and enterprise, young, decentralized, poly-nucleated, unparalleled diversity of climates and geography and natural ecologies, a center for global trade, and the meeting place of post-industrial society and the developing world. It also has homelessness, poverty, crime, air pollution, congestion, fiscal shortfalls, savings & loan frauds, education/health/welfare/justice systems in crisis, and landscape and resource degradation.

Successful evolution here will provide a model for adaptation elsewhere, but most importantly can reaffirm our human capability to discover, create, and reveal new possibilities.

Our urban form is an expanding galaxy of clustered constellations of villages and towns and cities. The constellations form overlapping metropolises so that there is a multi-metropolis region.

There are at least three critical scales for urban design. At the scale of the village, town or city, there is a major challenge to overlay a new cycle of more intense and closely-woven

mixed use over older existing development and an opportunity in the outlying "new town" developments to move directly to start this more urban form with the initial development cycle.

Another, less-explored challenge is at the new macro-scale of the galaxy: the links and relationships with emerging constellations several hundred miles away in the San Joaquin Valley, in the Sierra, in Nevada, Arizona, and Baja California. This touches on questions of state and national conservation and urban development policy, is closely linked to technological advances in telecommunication and high-speed rail, and addresses, again, broad regional possibilities examined by Geddes, Mumford and others in the 1920s and 1930s.

Perhaps the most enticing challenge, and one also not well explored, is the middle scale: the constellations or clusters of towns/cities forming the semi-distinct adjoining metropolises within the region. It is at this scale—the scale of a valley or section of coastal plain or desert, of a half-dozen to 20 jurisdictions—that we have the best chance to innovate with governmental arrangements, sharing of costs and revenues, and more sensitive interaction with natural

systems. Kevin Lynch commented in 1956 that he could read the macro scale of Southern California and he could find fine examples of micro scale urban design, but was struck with the vacuum of legibility—of design—at the scales in between.

Of course, the scales do not operate separately. The central challenge is to discover and expand upon the underlying dreams which have impelled growth in the past, which are alive in people's hearts and minds today and which will motivate millions of future citizens. At whatever scale and with whatever emphasis (connectivity, habitat, economic engine, or public realm) in Los Angeles, contributions are needed and welcome.

Frank E. Hotchkiss, AIA, AICP

Mr. Hotchkiss, a senior consultant with the Planning Center in Newport Beach, was formerly Director of Regional Strategic Planning with the Southern California Association of Governments, and has taught at USC, SCI-ARC and UC Irvine.

The New Majority

At a recent Pacific Design Center panel on "Design and Cultural Identity," a visiting German scholar rhapsodized about riding the bus in Los Angeles. He described being surrounded by commuters of all imaginable nationalities, conversing in an array of languages as, "concrete Utopia." California as an earthly paradise is an ancient idea, but with the new majority it assumes added meaning. There is the excitement of unparalleled cultural diversity, the promise of the syntheses to come, the possibility of a new premise for urban American life.

Los Angeles is the undisputed laboratory for the experiment in urban co-existence we call the new majority. Demography makes this so: more than 50% of LA residents are people of color. Los Angeles has always been a multiracial city, Angelenos a changing blend of Asians, whites, Latinos, and blacks. That mixture has been enhanced by the newly-arrived from around the globe—Asia, Africa, Latin America, the Middle East. Rather than recite the figures on immigration, birth rates, and ethnic diversity, it might better serve to put Los Angeles in a world context. As Polish author and world traveller, Ryszard Kapuscinski said on a recent stay here, "At the beginning of the 21st century, 90% of the world's population will be dark-skinned, the white race will be no more than 11% of the all human beings living on the planet." In this way, Kapuscinski asserts, the new majority of Los Angeles is a "premonition" of the new world civilization, a peek at the international future for all Americans.

It isn't just demography that makes this so, however. There is history, too. And it is the past, held up like a mirror, which reveals most graphically the problems of the new majority. Los Angeles is chronically associated with racial conflict; the occasion of its first appearance in national headlines was the 19th century massacre of immigrant Chinese workers in a downtown area known as *Calle de los Negros* (or in the more common, English parlance, Nigger Alley). The massacre occurred near what is now City Hall. It became the prelude for the "Japs Must Go" slogans of the exclusion movement, the Zoot Suit murder case, and the Watts riots. Today, too, members of the new majority are more familiar with poverty, segregation, bad schools, and inadequate services than others. And the County Commission on Human Relations documents an annual rise in religious and racially-motivated hate crimes.

Someone once said that design is anything that doesn't happen by accident. In this truism lies a clue for the future of Los Angeles, and, perhaps, the nation. It is not inevitable that LA travel the path dictated by its worst experiences and passions. Los Angeles is still a new city; it has juvenescence. It has, as Hollywood agents say, "potential." The promise—and the problematic—of the new majority offers an unprecedented opportunity to participate in a city in the making, one in which it is still possible to accommodate the yearning for Utopia, even a multicultural one.

Susan Anderson

Ms. Anderson is a writer and media consultant for Local Initiatives Support Corporation.

"The world is white no longer and will never be white again."

--James Baldwin

cultural endowments, these borders can become the harsh edges of ethnic conflict or the high-voltage generators of cultural exchange. If LA's street cultures are allowed to rub together in the right way, via the construction of shared public space, they may emit light of unusual warmth and clarity.

Mike Davis

Mr. Davis teaches urban theory at SCI-ARC and the California Institute of the Arts, and is currently finishing a book on the history of Los Angeles' labor movement.

Social justice demands a massive recycling of hardscape into greenbelt. Having been raped by freeway construction and landuse dumping, South Central and East Los Angeles now face acute shortages of recreational space. The single most important reparation would be implementation of the proposed Los Angeles River greenbelt.

Los Angeles requires unprecedented public spaces to synthesize its polycultural energies. The Vermont corridor where Koreatown meets Little Central America (Pico-Union) is a good example of how LA rearranges world geography. Depending partially on their architectural and



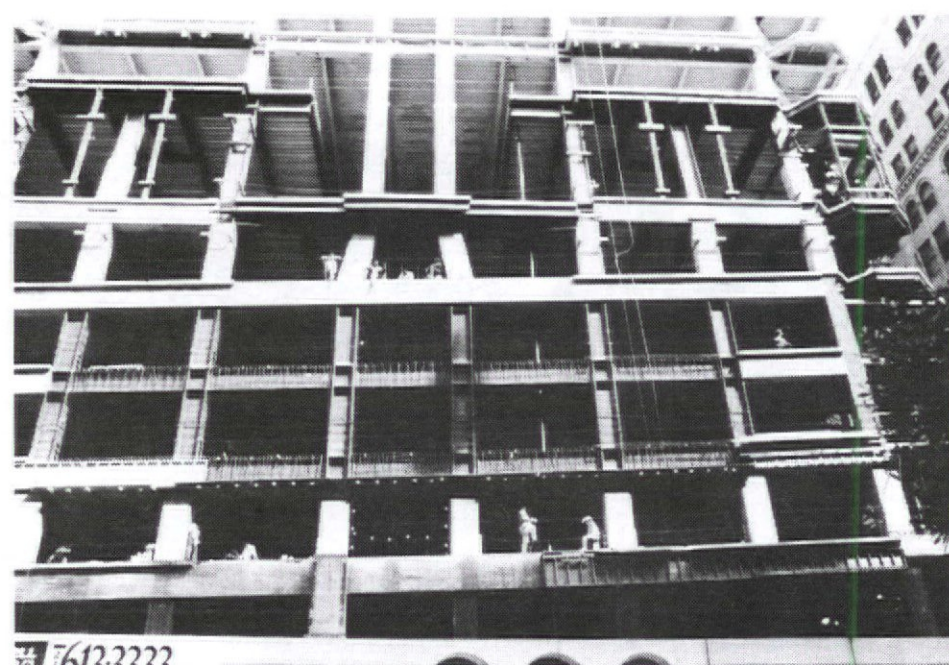
Building Politics: The Role of the Architect/Urban Designer

When the adjacent words were written just weeks before the outbreak of World War I and two years before a bullet blew his brain apart—a victim of machine forces extolled—the great urban visionary Sant'Elia was not thinking of Los Angeles. Indeed, though he celebrated a spirit of modernity which continues to create this city, he probably could not imagine a place where each generation of architects, over a period of 100 years, would build their edifices only to watch them disintegrate before their eyes as their successors stomped them to dust or worse, just plain ignored them.

Los Angeles is not a better place because it is a physical manifestation of the muse of early 20th century modernism. Our inability to plant street trees that cool us from the desert sun, design sidewalks that invite walking, integrate the craft of building with this genuinely benign climate, or design dignified and affordable housing do not speak well of the architecture profession's role in the design/planning of the city. The fragmentation, disorder, continued destruction and needless waste of air, land, water, and life; the amnesia exhibited every time a significant structure is destroyed; the mindless commutes; the overlooking of blighted neighborhoods even as billions are spent to subsidize the development of the peripheral city; the rigorous segregation of classes, races, young from old; the reduction of public life to a 19 inch screen—one cannot help but question this Los Angeles order and its built ecology even as one celebrates the vitality of its chaos.

Do architects and urban designers effectively question the rules of this city building game? Does the "profession," behind a cloak of professional neutrality, have a role to play? Are the cities that we create a manifestation of our highest ideals or simply a reflection of what Manfredo Tafuri defined as useless—"purely architectural alternatives?"

Architects are tremendous resources of knowledge about the built environment, and do have ready solutions, but are constantly stymied by their inability to advocate ideas at the right



time to the right people. Architects do have a role in shaping the city, but only if they add to the role of "building maker" the direct participation in city making or urban design. In short, the profession of architecture has to come to grips with the fact that piece by piece, structure by structure, cities are built politics. Cities are never neutral but a physical manifestation, both in failure and success, of the values we hold.

Architects alone can't change the world—neither can anyone or any other profession—but they can choose to participate in it. They can better learn to quantify and communicate their knowledge about light, movement, and relationship of form, dwelling and congestion to economic vitality. They can learn to participate effectively in the give and take of democratic debate. They can visualize codes and zoning and policies, and in so doing influence as a profession the most fundamental shaping of place. They can become powerful proponents of an environmentally sound built environment.

They can insist that urban design become a mandatory component as opposed to an optional track within our architecture schools.

Urban design allows architects to shed the numbing aesthetic elitism of the past 15 years and participate in the great debates which shape not only the form of Los Angeles and cities everywhere, but the patterns and ways of each person's life regardless of background, race or class. Without these skills the houses of today's Los Angeles will indeed "last less than we shall." In the absence of urban design, we too will "build our own city"—and watch it disappear.

John Kaliski, AIA

Mr. Kaliski is the Principal Architect for the Community Redevelopment Agency of the City of Los Angeles, and teaches urban theory at the Southern California Institute of Architecture.

"The houses will last less than we shall. Every generation will have to build its own city."

--Antonio Sant'Elia, *Manifesto of Futurist Architecture*, 1914

The Death of Public Space?



Genuine public space is being steadily asphyxiated in Los Angeles. The Land of Sunshine bristles with signs warning of "armed response" and "no trespass." Downtown redevelopment demolishes much of the streetscape with monolithic walls and concrete battlements. Public monies subsidize malls and concourses that screen entry according to appearance. Inner-city parks, meanwhile, are derelict or neglected, while beach access is restricted by parking fees and the lack of public transit. Street-corner society without distinction is stigmatized as lawless and the LAPD literally "hammers" away at non-white teenagers, street vendors and the homeless. In a city that is not made any safer by the rampant militarization of space, the middle class retreats into its walled and privately-policed thickets of luxury, while the poor are quarantined into barricaded "narcotic enforcement zones."

In essence, of course, this crisis of public space is about disfranchisement and inequality of citizenship, not design. But architects, even if bit players, have been eager accomplices in the assassination of the public sphere. Their dilemma is becoming stark: whether to continue as obedient soldiers of the Reich—that is to say, of the violent social polarization that divides Southern California—or become partisans for social justice and spatial democ-

racy. This resistance has no liberated territory yet, just a utopian program. Here are a few key planks:

It is paramount to *decriminalize and humanize the streetscape* for use by the groups that need it the most. The present repressive priorities must be inverted to make places for neighborhood youth to hang out, for street vendors to sell their wares, for the homeless to rest...even for madmen to rant.

Urban design must acknowledge the new majority of non-Anglo ethnicities. In particular, architects as well as politicians must register the fact that Downtown doesn't simply belong to white-collar commuters and international capital. The historic core along Broadway and Spring streets, quite as much as Olvera Street, is an indispensable civic space for Spanish-speaking Los Angeles. Instead of tax-subsidized gentrification and demolition, the Broadway corridor requires municipal ownership and preservation of theaters and historic buildings, as well as low-income housing.

Los Angeles needs the return of cheap thrills and free public amusements. Recreational apartheid and the cultural hollowing-out of the inner-city have gone hand in hand with the hegemony of \$7 per head museums and \$75 per family theme parks. We need fewer prisons and more postmodern Coney Islands and Pacific Ocean Parks.

On the Boulevard

by Douglas Suisman

In Los Angeles, looking at the street does not mean looking at the famous freeways, on one hand, nor at private pedestrian malls on the other, although these two arterial structures serve as convenient brackets for observation. Between them, we discover a fairly broad range of truly public street types, from the high-speed traffic-engineered roadway called Avenue of the Stars in Century City to the tranquil alleys of Old Pasadena. Right in the middle of the spectrum is a species that Los Angeles has developed and proliferated for over one hundred years: the long-distance, intra-urban automobile boulevard.

It's important to make a distinction between the Los Angeles boulevard and the highway commercial strip. Such strips either have no residential neighborhoods behind them, in which case they cannot really be considered basic building blocks of urban pattern; or adjoining neighborhoods are effectively cut off from the strip by walls, cul-de-sacs, and a paucity of connecting side streets. The Los Angeles boulevard, by contrast, is at once a thoroughfare along its length and a gateway along its flanks; a fairly dense and continuous street grid makes nearly every intersection simultaneously an integer of cross-town traffic and a locus of commercial convenience for the houses behind. From this description it should be clear that virtually all American cities have their Los Angeles boulevards—major traffic arterials which must double as some kind of Main Street for adjacent neighborhoods. The difference is that Los Angeles was the first American city to elevate the boulevard to a general organizing principle.

This may be one of the reasons that Los Angeles has a reputation for man-made ugliness, despite the drama of its natural setting. The ubiquity of the city's boulevards is a constant reminder to American visitors of a few streets which, in their own cities, are considered offensive but necessary concessions to traffic and commerce. Beneath the Los Angeles boulevard's volatile surface, however, beneath the riot of utility and traffic control equipment, the aggressive signage, the disorienting parking lots and the jarring distortions of architectural expression are all kinds of rich indications of a metropolis in a state of tumultuous, if adolescent, growth. The kinds of shops and services offered, for example, go well beyond the typical national franchises (although these can be found as well). They include the singular, experimental, and specialized kinds of commerce which only a metropolis can support. In its range of foreign languages and alphabets, the boulevard signage is in itself an extraordinary document of social change and variety. And fragments of either high architectural quality or amusing originality continue to appear and nestle between the more frequent moments of



Above, street scene in downtown shopping district (photo by Silja Fillner); upper left, street scene on Venice Boardwalk, circa 1920s (photo by Kurt Simon); upper right, public transportation in Southern California; lower right, downtown highrise under construction.

utter design banality.

Whether we like it or not, this is the urban public realm we have to work with in Los Angeles. There are, to be sure, urban nodes which take on the character of traditional downtowns, for example in Santa Monica, Westwood, Hollywood, Pasadena, or downtown Los Angeles. But these are not downtowns in the old hierarchical sense. They are instead focal points in a vast urban network. Morphologically it may be helpful to think of the boulevards as having two forms: strands and nets. The strands stretch across considerable distances, sometimes miles, but are only a block or two wide, and are bordered by residential neighborhoods. Wilshire Boulevard's Miracle Mile is a classic example. But when Wilshire runs into a dense commercial grid, as in downtown Beverly Hills, it becomes part of a net. The point is that this public realm is experienced as a continuum, and should be treated that way when we think of urban design.

What role is there for urban design in such a setting, and what are some key issues which have to be addressed? Perhaps foremost is the question of scale. Streets have always derived from human scale; the boulevards derive from both human and automobile scale. The interlocking requirements of automobile visibility and access with pedestrian convenience and amenity create a complex and subtle design problem for which Los Angeles architects have developed some ingenious solutions. The nagging question is whether, avoiding the extremes of either pedestrian mail or freeway, it is possible to create a kind of boulevard which is a satisfactory compromise of the competing interests of drivers and pedestrians; whether such a street could offer an example of a new kind of urbanity, or whether it is doomed to satisfy neither the demands of traffic nor the desire for a truly civic setting.

A troubling tendency in this compromise raises a second issue: privatization. Parking

and related commercial or institutional activity has become internalized on private property, with a resulting depletion of pedestrian activity on the public sidewalks. Such a retreat from the public street has historic precedents. The original *passages* or arcades in Paris were privately owned commercial streets which offered pedestrians an attractive retreat from the mud and crime of the public, pre-Haussmann boulevard. When public streets are seen as hostile, private alternatives proliferate, often in a configuration that is perpendicular to the street system. Los Angeles has countless examples of such perpendicular structures (for example, Crossroads of the World on Sunset Boulevard). These private architectural streets can contribute vitality to the public realm of the boulevards, but in many cases they drain it of energy. As social problems—intolerable traffic speeds and noise, homelessness, drug addiction, crime—

Continued on 14

Los Angeles office to a shared facility with the Office of the State Architect and the State Fire Marshal. The Department is looking to enlarge its capacity for reviews in the field, and is currently discussing with the hospital councils the possibility of producing a manual for field reviews. Another plan is to reduce the differences between the architects and the field inspectors by contracting private architects to serve as inspectors. The Office is also planning to prioritize and clarify projects into three levels, allowing the staff to expedite the review process.

Neal Hardman commented on issues now being discussed with the Building Safety Board and on the latest pieces of legislation now on the table. SB 2323 (Senator Moddy) restricts the State Fire Marshal's ability to adopt more restrictive standards for non-hospital outpatient clinics. The bill also sets a deadline for expediting site reviews, and will give local government jurisdiction for the review of off-campus outpatient clinics. AB 2347 (Kelley), effective January 1, 1991, will amend Sections 15071 and 15026 and add Section 15026.1 to the Health and Safety Code. AB 2566 (Eastin) is intended to streamline state plan review procedures and provide for increased staffing in the Southern California offices of State Fire Marshal, Office of Statewide Health Planning and Development and Office of the State Architect. The bill also requires that the above departments adopt procedures to expedite over the counter plan checks on less complex or less costly projects.

Gary Pettigrew concluded the meeting by stating that the department is concentrating on working more closely with the architectural community.

The next meeting will be held on October 17 at 5 pm, at Unified School District, Room 404. Guest speaker Robert Rinker, Principal Architect with County, will present the Los Angeles County Architecture and Construction Departments.

Maria Magdalena Campeanu, AIA
Chair, Architects in Government

CodeTalk

On May 29, 1990, the Los Angeles City Council adopted Ordinance No. 165951 amending Section 12.22, 12.24, and 19.01 of the Los Angeles Municipal Code, requiring after October 13, 1990 Planning Department Site Plan Review or Conditional Use Approval for certain development projects.

The ordinance establishes a two tier structure of discretionary review. Conditional Use Procedure (through the Planning Commission) is required for nonresidential projects and hotels which exceed 100,000 square feet of floor area, 250 rooms (hotel), and 250,000 square feet (warehouse only). Site Plan Review (staff review under authority of Planning Director) is required for individual permits and to the cumulative sum of related or successive permits which are part of a larger project and which meet the following thresholds: 1) residential projects, 35 units or larger; 2) nonresidential projects with total floor area between 40,000 and 100,000 square feet; 3) change of use resulting in 500 or more additional vehicle trips; 4) additions of 40,000 square feet or less to a nonresidential use if a building is expanded, if new signs are added, or if it doesn't conform to the transitional height ordinance. Parking must also be evaluated for adequacy.

Exemptions to Conditional Use include: projects below thresholds; single family homes; discretionary approvals not more than six years old from the date of the application for a building permit; CRA project with Council approved agreement; tentative tract maps not more than 10 years old from the date of the application for a building permit; vesting tentative maps not more than eight years old from the date of application for a building permit; projects within a specific plan area for which City Council has certified that had an EIR not more than six years old from the date of the application for a building permit; and projects within Enterprise Zones, regardless of size.

Exemptions to Site Plan Review include the first six exemptions listed above, and motion picture studios. Grandfather clause exemptions include: projects with plans

that were accepted by Building and Safety prior to the effective date of the ordinance; projects that were issued an environmental clearance by Building and Safety; projects with a completed EAF accepted by Building and Safety before the operative date of ordinance.

No Site Plan Review approval will be granted prior to a formal approval of a negative declaration or a certification of completion of a full environmental impact report. The Site Plan Review procedure will add additional filing fees and a minimum of 90 to 120 days to the permit approval procedure. If required, a full environmental impact report may delay a project one to two years.

It should be noted that this ordinance differs from the previous versions reviewed and approved by the Los Angeles City Planning Commission, Council's Planning & Land Use Management Committee (Plum), and the AIA/LA Building/Performance and Regulations Committee. City Council is pressuring the city's departments to commence this process as of the effective date of July 15, 1990.

Rudolph V. DeChellis, AIA
Co-Chair, Building/Performance & Regulations Committee

Civic Center Competition

The City of Rancho Mirage is sponsoring an open two stage competition to develop a master plan for the city's proposed \$20 million civic center. An integral part of an adjacent large commercial redevelopment project, the civic center will contain both governmental and cultural facilities. The architect selected will be awarded the opportunity to negotiate a contract to provide architectural services for the first element of the civic center, the estimated \$10-12 million city hall and its related parking functions, which are scheduled to begin construction in 1992.

Professional design jurors include: John Ruble, AIA; Paul Spreiregen, FAIA; Charles Davis, FAIA; and Emmet Wemple,

FASLA. The competition program is scheduled for distribution on November 1, 1990, and first stage submissions will be due on January 4, 1991. For information and registration forms, write to: William H. Liskamm, FAIA, Competition Advisor, Rancho Mirage Civic Center Design Competition, c/o Rancho Mirage City Hall, 69-825 Highway 111, Rancho Mirage, CA 92270, or call (619) 324-4511.

Short Course Repeated

Following last year's enthusiastic response, AIA/LA has again arranged with Hans W. Meier, AIA/FCSI, to present a ten-session short course on "Construction Contracts and Specifications." All sessions will be held at the AIA/LA chapter office, starting Monday, October 15 at 7 pm. The short courses cover construction contracts, specifications, and contract administration. A certificate of completion will be issued to each enrollee who attends eight of the ten sessions. Enrollment is limited to the first 25 paid applications received. Call (213) 380-4595.

Wish List

It's hard to believe a year has passed since AIA/LA moved into its new offices. The staff has settled in, but find they are still in need of a few items to make the work space more efficient. If your office is cleaning house, redecorating, refurbishing, moving, or you simply find you have equipment or furniture you no longer use, please keep AIA/LA in mind. The wish list includes: one white or off-white 4-5 drawer lateral file cabinet; one black two-drawer lateral file cabinet; refrigerator; two credenzas; sectional conference table and chairs; two small round conference tables and chairs (seats four); stacking or folding chairs; supply room shelves; Compaq DeskPro 386 computer and monitor.

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LOBBYING THE LOS ANGELES TIMES

In a recent meeting with *Los Angeles Times* Associate Editor Narda Zacchino, AIA/LA President Ray Gaio, German Sontag, First VP of ASID, and Dick Norfolk, President of the Pacific Design Center, expressed the need for regular, informative and comprehensive coverage of design and environmental issues in the *Times*. Gaio, Sontag and Norfolk stressed that the *Times* should cover architecture and urban design as a "staffed design beat," rather than relying on the work of freelance writers which lacks the continuity and influence of the work of staff writers. In return, they were assured that the *Times* wanted "to get this accomplished as quickly as possible, but without a shotgun approach." Additional meetings with the newspaper are planned to evaluate progress.

CCAIA Service Awards

1990 CCAIA Service Awards will be presented at the Board of Directors meeting in San Diego in November. Of the 11 awards, individuals and organizations based in Southern California received five. The Community Assistance Award was given to **Arnold Ross Stalk, AIA**, of the Los Angeles Family Housing Corporation, for his efforts to provide transitional and permanent low-cost housing. **Gregg Ander, AIA**, received the Corporate Architect Award, for his commitment in helping others to understand the architect's role through efforts such as authoring a "Daylighting Performance and Design Manual" for architects and ac-

tive membership in the California Energy Commission's Professional Advisory Group. The **AIA/LA Urban Design Committee** received the Distinguished Service Award for its role in shaping public policy in Los Angeles. The Excellence in Education Award went to **Osamu A. Wakita, Ph.D.**, for his achievements in architectural education. Finally, the **Los Angeles Conservancy** received the Historic Preservation Award (for an organization) for their leadership in increasing awareness of Los Angeles' architectural heritage.

Beyond the Pacific Rim

On November 7, the International Relations Committee will present a forum on job opportunities outside the continental United States. Ray Kappe, FAIA, chairman of the International Relations Committee, will moderate a panel including Scott Johnson, AIA, Johnson Fain & Pereira; Ki Su Park, FAIA, Gruen Associates; Michael Rotondi, AIA, Morphosis; Stan Smith, AIA, DMJM; Robert Tyler, FAIA, Ellerbe Becket; and Charlie Wing, AIA, Kaplan McLaughlin Diaz. A reception will be held at 5:30 pm at the Pacific Design Center Blue Conference Center, followed by the forum at 7 pm.

Several firms represented on the panel support one or more offices in foreign countries, while others work on an ad hoc basis. Although the work of many of the larger firms is well known, the panel will explore the possibilities for medium and small firms to approach this type of work. The panel will discuss marketing strategies, as well as their personal experiences with cultural differences in various parts of the world and how it affects their work and ultimately the design. Other issues addressed will include government agencies and their impact on the work, fee structure, foreign negotiations, being paid in other than hard currency, and the ever present problem of professional liability.

Jan Muntz

Vice-Chair, International Relations

Associates Update

All AIA/LA Associates are invited to attend an informative open house November 13, at 6:30 pm at the chapter office. Current members and all those interested in Associate membership are encouraged to participate in this roundtable discussion session of Associate benefits, committee activities, and taking the exam. The Associate Board of Directors and committee chairs will be on hand to present year end reports.

At the last monthly business meeting, the Associates had the opportunity to view a group of films by Charles and Ray Eames at the Eames House in Pacific Palisades. The films were shown in the meadow at the front of the house, under the stars, and wine and hors d'oeuvres were served.

Host for the screening was filmmaker Eames Demetrios, grandson of the Eameses, who also showed his film *901: After 45 Years of Working*, a record of the Eames design studio at 901 W. Washington Boulevard in Venice as it was being dismantled after Ray's death in 1988. Eames aficionados will be excited to learn that the first two volumes of *The Films of Charles and Ray Eames* are now available on videotape; the series will eventually include all of their films.

Architects in Government

In July, a joint meeting with the Government Relations and Health committees featured two guest speakers, Gary Pettigrew, Deputy Director, and Neal Hardman, Section Chief, with the Office of Statewide Health Planning and Development. Tony Acosta, the new Branch Chief for Construction and Program Design Support of the same department was also present.

Gary Pettigrew opened his presentation with a brief run-down on the latest business of the Office of Statewide Health Planning and Development and an overview of plans for the near future.

Briefly stated, the Office of Statewide Health Planning and Development is considering opening new offices in Orange County or San Diego, and relocating the

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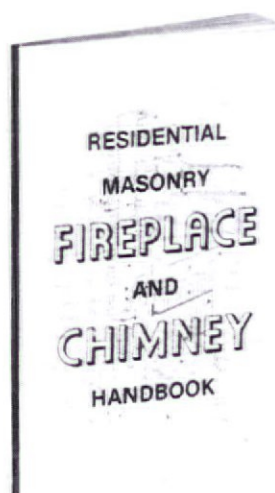
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L.A. ARCHITECT



Los Angeles from Space—a region too large to fit in its entirety on LA Architect's cover. For an enlarged version of the piece missing from the cover, see page 15 (photo reproduced courtesy of Spaceshots Inc.).

Conference Tests New 20/20 Program

As the communities across America change, there is an increasing public concern over the effects of these changes on quality of life. The public has a desire to understand the implications of growth and change, and many people want to participate in the process and influence decisions about the environment.

Architects, along with other environmental design professionals, possess a unique ability to synthesize and create visual images from abstract concepts. Too often in the past, these skills have not been effectively utilized in making decisions about the future of cities and communities in this country. Through the 20/20 Vision for America program, the AIA is committed to bringing the tools and techniques of visualization back into the planning and decision-making process, and to equipping and encouraging its members to get involved. One of the program's principal goals is to increase public awareness about the importance of the physical environment to the quality of life and to develop a better understanding of the role of visual illustration and urban design in community planning. To be effective in this regard, architects need to be encouraged to refine their skills and offer them as a public service; 20/20 Vision for America seeks to provide a means by which this can be accomplished.

A series of regional workshops will form the heart of the program. Each workshop will bring together national and local experts to learn about visualization tools and techniques, observe experts illustrate the application of visualization methods, consider case study examples, and collaborate in problem solving workshops. The workshops will be organized on three tracks: a national issues track that will include presentations by national experts

Continued on 14

In this issue, *LA Architect* looks at the issues addressed by the Regional Urban Design Conference, scheduled for October 4-6 in Santa Monica. The conference will focus on four aspects of the region's physical environment as a case study in regional urban design, and the architect's role in creating a more humane and workable environment. Local urban designers will share what they know about the major elements of urban form with conference participants through regional tours and a roundtable discussion.

The four-page center spread—generously designed by David Takeuchi in Gensler & Associates' graphics department—serves as a pull-out guide to the four conference tours: Connectivity, the Public Realm, the Economic Engine, and Habitat. Seven other essays by noted design professionals present divergent viewpoints on regional urban design in Southern California.

Most conference events will be held at the Loews Hotel in Santa Monica. Registration for the full conference is \$180. Admission to the Thursday luncheon with Dan Garcia, the Thursday evening reception, and the Saturday roundtable can be purchased separately from the AIA/LA. For more information, call (213) 380-4595.

Committee Shapes Public Policy

As the Los Angeles region faces critical challenges of growth, urban design provides an important vehicle for envisioning quality of life, managing change, and resolving problems. The AIA/LA Urban Design Committee is taking an active role in shaping policies which affect the design of the public realm. Representing over 2000 architects in the greater Los Angeles area, the AIA/LA is committed to working toward a quality natural and built environment, and is determined to continue in a leadership role as designers and caretakers of this environment.

The committee works closely with AIA/

Continued on 14

The AIA/LA Urban Design Committee wishes to thank the following sponsors for making the Regional Urban Design Conference a reality:

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Looking Ahead...

The 1990 AIA/LA Design Awards reception will be hosted by Walt Disney Imagineering in Burbank. Prior to the awards announcement, Disney has agreed to allow guests to tour the new headquarters designed by Michael Graves. For more information, and to RSVP, call (213) 380-4595.

The Socially Responsible Environment, USA/USSR: 1980-1990, the first exhibit comparing Soviet and American architectural approaches to the design of housing, workplaces and public spaces will be open to the public at the Murray Feldman Gallery, November 1-December 8, 1990. The cooperative exhibition is sponsored by the USSR Union of Architects (the Russian equivalent of the AIA) and Architects Designers Planners for Social Responsibility (ADPSR). For information on the November 1 opening reception, co-sponsored by AIA/LA, call (213) 380-4595.

From October 12-15, the University Art Museum, California State University, Long Beach, will present **In Situ: The Dynamics of Public Art in Southern California**, a weekend symposium exploring broad issues and practical aspects of public art. Call (213) 434-8451.

An all-day conference on **Synagogue Art and Architecture** will be held on November 12, 10 am-4 pm, at University synagogue in West Los Angeles. The conference will feature workshops and discussions with artists and architects on all facets of synagogue design, in addition to displays of their work. Registration is \$20, and includes a kosher dairy luncheon. Call (213) 653-9962.

Productive A/E Project Management—Through Teamwork, a two-part workshop, will be held October 24 and 31, from 8:00 am-5:00 pm at the Hyatt Wilshire, 3515 Wilshire Boulevard. Sponsored by AIA/LA and the Louis L. Marines Consulting Group, the workshop combines new findings on how to build effective project teams. Admission is \$100/members and \$150/non-members. Call (213) 380-4595.

Lighting World Los Angeles will be held October 18-20 at the Los Angeles Convention Center. Three days of in-depth seminars, workshops and panels are planned, as well as extensive floor exhibits. For more information, call (213) 380-4595.

On October 10 at 5 pm, the AIA/LA Professional Affiliates will sponsor a panel discussion and dinner at the Marina City Club, on **Mega Projects: Insights to the Pre-development Process**. The moderator will be Richard Keating, FAIA, and panelists include Douglas Gardner, Maguire Thomas Partners, David Grannis, Associate Manager, Center City West Associates, Milton Swimmer, J.H. Snyder Company. Call (213) 380-4595.

Architects for Shelter's second annual Home Tour Benefit will be held on Sunday, October 21, from 11:00 am-5:00 pm, to raise funds for the Ocean Park Community Center, the leading provider of shelter services on the westside. Tickets cost \$100. For information, call (213) 399-9232.