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Repro-Graphics
Architect's Calendar

July 1986

TUESDAY 1
LA/IAIA Board Meeting
Chapter Board Room, 4 p.m.
First Tuesday
Open showroom at Design Center of LA, 433 S. Spring St., 9 a.m.-8 p.m.

WEDNESDAY 2
Architecture Foundation of L.A.
Chapter Board Room, 2:30 p.m.

THURSDAY 3
Public Relations Committee
Chapter Board Room, 5 p.m.
UCLA Summer Classes
"Apartment and Condominium Design and Development," and
"La as an Urban Place.
Details: (213) 825-9061.

FRIDAY 4
WEEKEND

MONDAY 7
TUESDAY 8
WEDNESDAY 9
THURSDAY 10
FRIDAY 11
WEEKEND

WEEKEND

TUESDAY 15
LA/IAIA Night at the Movies
Film on Antoni Gaudi. Nu-An Theatre. See page 1 for details.

THURSDAY 17
FRIDAY 18
WEEKEND

WEEKEND

THURSDAY 24
FRIDAY 25
WEEKEND

WEEKEND

TUESDAY 30
FRIDAY 31
WEEKEND

FUTURE EVENTS

September 11-14:
Neutra Remembered

La Architect
July 1986

Richard Neutra: Promise and fulfillment, 1919-1932
Compiled and translated by Dione Neutra. Southern Illinois University Press.

I have always found architects’ wives to be special; attracted as they are to the idealism of young architects. Even so, every architect should be issued a Dione Neutra for a bride. In this collection of early letters we see her first as an ingénue in love with love, and later the ingenious personality she is today, in love with life. In this book, she has created a dramatic work of art complete with conflict and resolution. Those of us in the audience will experience it from different angles, depending on where we sit, and will identify with different scenes. The illustrations alone, of travel sketches by Richard Neutra and snapshots, are worth the price of admission. To admit a possible bias, I must reveal that I have known most of the actors herein and worked on a daily basis with the Neutras. I have heard and read many stories about him that sounded fully out of character. Many of them obviously happened, but the complete background and gestalt is often omitted. Yet, upon knowing Mrs. Neutra, everyone invariably increased their liking of Mr. Neutra; he often used her as a buffer to the world. She has the open, giving nature of an artist and skirted no possible embarrassment to either of them in her book. She even includes letters concerning her parents mild anti-Semitism when her marriage with Richard Neutra was discussed.

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

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

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

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

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

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

John Blanton AIA

Dione Neutra, Mrs. Richard Neutra, Richard Neutra, Mrs. John Blanton, Los Angeles, CA 90057
Don Axon had met with Congress­man Roybal's Chief Deputy and discussed the possibility of having a meeting with minority architects in his district. He wanted to go ahead and have such a meeting.

Later, a second meeting was requested by the Board to implement the meeting with minority architects.

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

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

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

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

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

Harris suggested that the Ethics Committee be responsible for checking the Yellow Pages. Janice Axon will contact Herb Weidoeft, Chair of the Ethics Committee, in this regard.

Moved Widom/Second Sklarek, the following: that the Ethics Committee recommend that the Board support the Ethics Committee's policy recommendation. Carried.

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

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

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

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

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

Futterman stated that the Committee recommendations are as follows: (A) the aerial alternative should be rejected; (B) the Vermont and Western alignments have potential benefits to the system and should be studied further; (C) the most advanced available technology should be used to minimize problems in the "potential risk area;" and, (D) new station designs should provide natural light and air to mezzanine and platform areas, a feature omitted in earlier station design.

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

The Board decided to vote on the four issues presented:

Issue A: Carried nine to one.

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

Carried as revised.

Issue C: The word "used" should be changed to "explored." Carried seven to four, as revised.

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

Barry Varoladakis, LA chief: Guest Marc Futterman appeared for William H. Fain, Chair, Urban Affairs Committee to present recommenda­tions of the Committee. The Committee recom­mended that the Board support the Initiative, although it had reser­vations on its effectiveness as an overall solution for the city.

Gary Russell, Chair, Codes and Planning Committee presented op­position to the Initiative as follows: The Initiative is not an intelligent way to handle the problem. It is a stop-growth plan which is ineffective and does not address the specific issues. The building industry is opposed to the Initiative.

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

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

Six to five.

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

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

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

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

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

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

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

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

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

Chapter Design Award winners are encouraged to submit their entries in the National AIA Honor Awards Program. Entry fee is $100. Entries must include five specific and may be obtained by calling (213) 626-7390.

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

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

Use of the AIA Emblem

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

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

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

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

Janice Axon
Executive Director

Use of AIA Title and Initials

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

Individuals

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

Member

Member of the Los Angeles Chapter, American Institute of Architects

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

Associate Member

Associate Member of the American Institute of Architects

Associate Member of the American Institute of Architects Fellow

Fellow, The American Institute of Architects

Firm

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

"AIA" may not be used following a firm name that includes terms such as "Company," "Incorporated," "and Associates," "PA" or similar
designations, or if it is a trade name such as "ABCD Architects" where individual names are not used.

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

Minutes

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

President's Report—Citywide Signing Ordinance CPC 88-324: Don Axon distributed a letter he sent to City Council Members supporting the proposed ordinance in its current form and suggested that all members of the Board do the same.

CRA Director Search: A management executive search firm has contacted the Chapter for suggestions on director for the CRA.

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

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

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

No action taken on this issue.

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

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

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

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

Report on Meeting with Congressman Rohrab; Juarez reported that he and

LA ARCHITECT

JULY 1986

PAGE 8
Is This Operation Necessary?

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

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

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

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

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

John Kaliski

Mr. Kaliski is a designer for the Los Angeles office of Skidmore, Owings and Merrill. Mr. Kaliski taught the history of urban form as well as urban design studies at the University of Houston.
The Downtown Bypass:

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

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

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

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

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

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

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

S. Charles Lee Chair
An endowed chair honoring pioneer architect, engineer and developer S. Charles Lee has been established at the UCLA Graduate School of Architecture and Urban Planning. The S. Charles Lee Chair in Architecture and Urban Design is being funded through a $500,000 pledge from the late foundation bearing his name, and its establishment has been approved by the Regents of the University of California.

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

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

The Chair is the school’s second endowed chair. The first honors the memory of Harvey S. Perloff, dean of the school from 1968 to 1983.

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

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

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

SCI-ARC Honors Dworsky
Award winning architect, Daniel L. Dworsky, FAIA, principal of Dworsky Associates, Architects and Planners, was honored by the Southern California Institute of Architecture at their sixth annual scholarship dinner dance on May 21.

The Dworsky firm has received over 40 national, regional and community awards for design excellence as well as the 1985 Firm of the Year, awarded by the California Council of the American Institute of Architects.

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

The Forum will assemble significant Latin American and European architects and planners to present their works on this year’s theme: “Housing and the City.” The forum is an opportunity for the interchange of ideas on an international scale and for focusing on current issues in architecture.

Further information: (504) 525-8320.

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

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

After six months of schematic design research in 1985, the Institute for Future Studies has recently completed construction of a full-size mock-up of a space station module to test out several design ideas in full-size form.
Would you be interested in turbocharging your IBM AT or compatible computer if it cost $250? How about for $100? Would you believe less than $50?

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

One might think that with a speed of about five times as fast as a computer can aid your practice from accounting and timekeeping, to facilities management and word processing. It's a laptop that comes with 256K, 2-3.5 inch drives (720 KB capacity each), a liquid crystal screen, AC adaptor, battery pack and diagnostics. Retail price is $1975.00. For another $20 they throw in extra software. Also available as options are a 9" monochrome display, serial/parallel adapters, color display, auto power adaptor, an internal 1200 baud modem and a 40 cps near letter quality printer.

"No matter how fast your computer runs, if it has a "hard copy" from your display that's competitive with pen plotters or color printers. At a price of $1,895, it's a good deal for architects who have an upgraded keyboard and an 8 MHz crystal already installed. The new AT's have been released. They have an upgraded keyboard and an 8 MHz crystal already installed. The older AT's are still around and have been lowered in price. The people I've talked to are about split on their preference between the old and new models. While the older machines require a special kind of RAM chip, the new one's use standard 256K chips and are more inexpensively replaceable. Some people don't like the new keyboard, though, so whether to buy a new or old AT is a matter of individual choice. My contacts tell me IBM's newest ploy has involved cutting the prices on the AT base units and raising the prices of the peripherals.

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JULY 1986
The Octagon House was built in 1891. The octagon house, now located at 85 South Al- len in Pasadena, is Southern California's only remaining historical example of a remarkable architectural and social movement. When Orson Fowler published "The Octagon House: A Home for All," in 1853, he proposed an alternative to the "fashionable gimcrackery" of Greek revival architecture. The eight-sided home offered more floor space for each foot of exterior wall, with a floor plan that minimized wasted hall space. The plan offered light and air to every room, a "bonus space" for closets, and, a revolutionary idea in 1853, an indoor water closet. A central cupola, Gilbert Longfellow's home downstairs, central stairway and rooms upstairs and four rooms and cupola, is ecologically sound; it requires little heat in the winter, and stays cool in the summer.

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

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

The Listener

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

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

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

Fortunately the critics need never worry about running afoul of the restorationTERS' code of ethics which states that tax the critics' talents and with the critics is an evaluation of the success or failure of the work in relation to the intentions of its designer. This requires of the critics unstinted scholarly research, certainly, but also something oh-so-much rarer: Godlike objectivity.

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4. The last and most meaningful factor the critics must wrestle with is a response to the moral judgment of the implications of the building's theme. Given the moment in history, a program of great social integrity, state of the art technology and a myriad of other opportunities and constraints, did the designer's conception produce a building of great positive benefit to society—a Parthenon, a Charter, perhaps a Ronchamp? Something that struck deep into the feelings from the very onset—something that will prompt the thoughtful visitor for generations to come to stand aside in the shade and count those who turn briefly to a wall to surreptitiously wipe tears away before stepping back out into the sunshine?
Gaudi Film
July 15

Design Awards Program

The Los Angeles Chapter announces the requirements and schedule for its 1986 Design Awards Program, culminating in a presentation of the entries and announcement of the winners at a reception in September, and an Awards Banquet in October. Eligibility: Any contracted work designed by an AIA architect meeting the following requirements is eligible: work designed by LA/AIA architects, constructed anywhere; work designed by architects from another Chapter, constructed within the boundaries of the Los Angeles Chapter. All constructed entries must have been completed since January 1, 1981, and cannot have previously received an LA/AIA award.

Entry Categories. Submitted entries must be built work including buildings, additions, remodels/renovations, historic preservation, interiors or urban design projects. The entries will be organized by the committee and exhibited in the following categories: residential, educational, cultural, health, religious, governmental and public, commercial, transportation, industrial, recreation and entertainment facilities. The jury will consider the categories individually but will be under no obligation to give an award in each category.

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

Closing Dates and Fees. A non-refundable registration fee of $70 per entry must be paid at the time the entry forms are mailed. The forms and fee must be mailed to the chapter office, postmarked no later than July 25. Checks or money orders should be made payable to LA/AIA. Submittal packages must be in the chapter office, 6667 Melrose Ave., Suite M-72, Los Angeles, CA 90069 no later than 2:00 p.m. on Friday, September 12.

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

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

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

Louis Naidorf, FAIA
Chair, LA/AIA Design Awards

The Downtown Bypass: Is This Operation Necessary?

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

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

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

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

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

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

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

Continued on page six