## SEPTEMBER

### Monday 4
- **CAIA Chapter Officer closed.**

### Tuesday 5
- **AlA/AA Board of Directors Meeting**
  - 5-7 pm, Wiltern conference room.

### Wednesday 6
- **TRUSTEE Round Table Meeting**
  - 5:30-8:30 pm, Wiltern conference room.

### Monday 11
- **Focus on Los Angeles Architects**
  - Thom Mayne, Eric Owen Moss, AlA, Albert A. Dorman, FAIA, and Thomas R. Landau, AlA, Westwood Plaza Hotel, reception 7:30 pm, program 8:15 pm. RSVP (213) 825-4100.

### Tuesday 12
- **Urban Design Committee Meeting**
  - Wiltern, 6 pm. Call (213) 380-4995.

### Wednesday 13
- **Executive Committee Meeting**
  - Wiltern conference room, 1 pm. Call (213) 380-4995.

### Monday 18
- **Building a Better Bottom Line: Cost Estimating, Analysis and Control**
  - AIAs Professional Development Workshop through September 19, Minmar Sheralon Hotel, Santa Monica, (213) 857-6111. Call (213) 485-4474.

### Tuesday 19
- **Executive Committee Meeting**
  - Wiltern conference room, 1 pm. Call (213) 380-4995.

### Wednesday 20
- **Marc Angel**
  - SC:ARC lecture series, 8 pm, SC:ARC Main Space. Call (213) 829-3482.

### Monday 25
- **Interiors Committee**
  - Organizational meeting, Chapter Office, 5-9 pm. Call (213) 380-4995.

### Tuesday 26
- **Building/Performance and Regulations Committee Meeting**
  - Wiltern conference room, 5:30 pm. Call (213) 380-4995.

### Wednesday 27
- **Peter Welles**
  - SC:ARC lecture series, SC:ARC Main Space, 8 pm. Call (213) 829-3482.

### October 2
- **AlA/AA Board of Directors Meeting**
  - Wiltern, 5-7 pm. Call (213) 380-4995.

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### Thursday 7
- **Government Relations Committee Meeting**
  - Wiltern conference room, 8:30-11:30 am. Call (213) 380-4995.

### Friday 8
- **California Board of Directors Meeting, Los Angeles**
  - Call (213) 380-4995.

### Saturday 9
- **Design Awards Judging**
  - Children of the Night Fundraiser to benefit renovation of Children's Van Nuys Post Office as children's shelter, at Playhouse, 21-2 pm. Call (213) 906-5060.

### Sunday 10
- **Ballbaca Wildlife**
  - Los Angeles Conservancy, 2 pm and 3 pm. Call (213) 825-4277.

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### Monday 12
- **Urban Design Committee Meeting**
  - Wiltern, 6 pm. Call (213) 380-4995.

### Wednesday 13
- **Architects in Government**

### Thursday 14
- **Health Care Committee Meeting**
  - Wiltern conference room, 8:30-10:30 am. Call (213) 380-4995.

### Friday 15
- **Health Care Committee Meeting**
  - Wiltern conference room, 8:30-10:30 am. Call (213) 380-4995.

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### Saturday 16
- **Critical Symposium**
  - J. C. Spencer, 9:30-10:30 am. Call (213) 380-5177.

### Sunday 17
- **The Art of Filipino Dollo**
  - Junior Arts Center, Balboa Art Park, 2-4 pm. Call (213) 845-4474.
RE-EXAMINING WRIGHT


Romantza is a coffee table style book illustrated and written for the educated layman. It presents, in chronological order, virtually every project built by Frank Lloyd Wright in the state of California. The projects are well-documented with lush color photos of architectural details, facades, and interior spaces, as well as an occasional original rendering or drawing of a plan. The text, by architectural historian, David Gebhard, is intelligent though untechnical. The book reads more like an expanded catalog or guidebook than a meaningful discussion of regional architecture.

In his introduction, Gebhard provides the reader with a general discussion of Wright's California career, creating a backdrop for his architectural analysis of the individual buildings. While he raises a number of interesting ideas, he fails to examine them with any rigor or depth. He gives us only a cursory understanding of Wright's fascination with Los Angeles in the 1920s as a living example of his theoretical Broadacre City. He mentions Wright's conflicting interests in regionalism and universal architectural principles or themes, but fails to continue this potentially provocative discussion in his analysis of the individual works. Setting the projects into the broader outline of Wright's early career, Gebhard notes an evolution from Wright's early Prairie Style to his concrete block houses of the 1920s, Usonian houses of the 1930s and 40s, and finally his more playful, futuristic fantasies of the 1950s. Many books, including MIT Press' definitive catalog of Wright's work entitled The Architecture of Frank Lloyd Wright: A Complete Catalog, edited by William Allin Storrer, have already provided this type of cursory coverage.

With the most famous of his California houses, the concrete block houses of the 1920s, Wright referenced and transformed an ancient architectural tradition from Central America into a new vocabulary well-suited to Southern California's desert-like climate. This book could have been an opportunity for Gebhard to re-examine the question of regionalism in the wake of the unsuccessful Post Modern movement, to contrast Wright's worship of site and context with the careless borrowing and referencing of disparate styles, characteristics of Post Modernism. Yet Gebhard draws no conclusions in his text, and relates Wright's West Coast work to nothing but the general chronology of his long career. Perhaps he and his editors at Chronicle Books have forgotten that the knowledge of the layman can be elevated rather than appealed, and even a coffee table catalog can strive to be more than simply informative.

Robin Kremen
Miss. Kremen, a recent graduate of SCI-ARC, works for Argus Stainless Architects.
the closest they ever came to a written agreement. They worked together to the day Joe Eichler died in 1974.

Do you know where the atrium idea came from?

I don’t know if Quincy knew about it from anybody before the early Greeks. In the Eichler houses, I was told by somebody how Mr. Eichler got interested. Quincy did a wonderful atrium when he designed the Sidney Brody house. The Brody’s hosted a reception for Adlai Stevenson for one of the campaigns against Eisenhower, and Quincy asked Joe to come down as his guest. Quincy had suggested the atrium to Eichler several times. After Mr. Eichler went to the Brody House, he said, “Well, I don’t understand it, Quincy. If the Brodys have this wonderful atrium here, why don’t you do something like that for our tract houses?” Once he saw it and felt it, he knew what it could be. One of the reasons that Quincy liked to do custom houses was a response to the fact that the architect knew what it could be. One of the reasons was the importance of not compartmentalizing the work. The two persons who made drawings from this blockbuster had to know a lot about architecture, they had to know a lot about the things that were done in the office. Many times the greatest joy that I have in working on these archives is to find some of these sketch notes. It wasn’t just a one way communication, it went back and forth. I’ve found drawings that Kaz Nomura would leave on Quincy’s desk, saying something like, “How am I doing?” or “Is this what you have in mind?” But it wasn’t talking like you and I are doing. That would have killed them.

If I had no other reason to get these drawings into a repository, it would be for that one person, in the next hundred years, who would see the connection between the original trace drawings. Not that these are great art in themselves, but they are evidence of so much real, honest thinking. Different people do it in different ways. You have been working on these archives since the Process book came out in 1983. What has kept you going all these years?

It’s important for students and scholars to have access to this kind of material. As we respect the person who did the work, in this case the architect, I think we also have to feel it’s not too important that it was that particular person who did the work. It’s not important that Quincy’s firm did this work, or that Quincy and Fred as partners did the work. I don’t think that is the great tribute to Quincy. I think the great tribute to Quincy would be that this work exists and at some time it will be of importance to a student or scholar downstream.

Where are the archives going?

I’m really pleased to say that they are going to the Department of Special Collections at University Library at UCLA. The Department of Special Collections has a significant reputation in the United States for its dedication to scholarship. Quincy designed some churches. My favorite is St. Michael and All Angels in Studio City. Was he a religious man?

Quincy was a very religious individual in the same sense as somebody who loves and respects nature and people. I don’t know how Quincy came to some of his insights, but he always knew how to cut through the mush and the dogma. In a religious structure, the important thing for him was how the individual would feel in that space. Whatever building it was, whether it was a church or not, there was always an idea about it. The idea which usually ended up in the kind of structural system you would have to translate your idea, came from the plan and whatever else was outside as well as inside. In this case (St. Michael’s), the structure is very interesting because the roof structure is two separate structures. Only the ties between the two laminated beams tie those two structures together as one. The light comes down between because he wanted that light to come down between. And he wanted no columns inside the nave. To have the idea to do these two separate structures, each with its own integrity, and

Sketch, Herman Miller Facility, A. Quincy Jones, 1972.

Looking into steepie, St. Michael and all Angels, Studio City, (photo by Larry Frist).
Elaine Jones

A. Quincy Jones, FAIA, died ten years ago on August 3, 1979. Kenneth Caldwell talks with Quincy’s widow, Elaine Jones, about some of his inspirations, projects and ideas.

You have written about architecture and design...you had your own public relations firm. Did you have any idea when you moved to Los Angeles in 1948, or shortly after, that this was going to be a rich period in the history of modern architecture?

Well, I don’t think I did. I did take “Arts & Architecture” when I lived in Portland, Oregon. And it always seemed interesting to me later that I had three pre-Los Angeles files which turned out to be significant. I had a file on Charles Eames, I had a file on Alexander Girard, and I had a file on A. Quincy Jones. I can’t tell you why I had those files. But those were three of the men that I happened to work with later on.

How did you meet Quincy?

I met Quincy and his partner Fred Emmons at an AIA meeting in 1951, which I attended with one of my clients. I didn’t see him much in those early years, but we did call the firm often for photographs and information about building products in relation to architectural usage.

I was wondering about early influences on Quincy.

I have no idea what Quincy thought about in terms of influence. I do know that when Quincy was interviewed by Ian McCallum for the book Architecture USA, McCallum sent him a questionnaire. One of the questions was, “Who was the greatest influence in your life?” Shortly after that, Quincy was talking with Minoru Yamasaki at an AIA convention. Yamasaki was at the University of Washington in the class before Quincy, and he was also in McCallum’s book. Quincy said, “You know, Yami, it was strange but when I got this questionnaire from McCallum about who was the greatest influence on my life, I wrote down Spike Pries’ name, Lionel H. Pries, before I even realized it.” Yamasaki had done the same thing. I have to think that consciously, that mentor was a great influence on Quincy’s life and the way he thought about architecture.

One influence as he was growing up was a friendship with the two Japanese children his age who lived across the street. Their father had a wholesale nursery which raised plant materials. He learned to respect the plant materials themselves, but he also learned a lot about being a part of a Japanese family, as a friend of the two children. They were friends throughout Quincy’s life, Yoshio Kobata and Joseph Kobata.

Did Quincy ever discuss other architects who might have been influential?

He had tremendous admiration for as many architects as you’d ever want to name. He absolutely loved architecture and he loved architects. It was like a seven-day-a-week, 24 hour-a-day love affair with architecture that didn’t exclude anything else in his life. That was just the force that made the engine run.

I came to know about Quincy’s work through my own interest in Eichler homes. How did Quincy and Joseph Eichler meet?

Quincy’s Hivestendahl House was published in Architectural Forum (December 1950) as the “sub-division house” of the year in the same issue that one of Eichler’s community plans (designed by architects Anshen & Allen) was named “sub-division plan of the year.” Joe Eichler telephoned Quincy and said to the effect, “If I had the sub-division plan of the year and you had the sub-division house of the year, why don’t we get together?” So Quincy went up to Palo Alto, they met and they both said later that they shook hands that day and said they were going to work together. And that was

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L.L.A.ARCHITECT
The Final Analysis

Key elements of the LA 2000 plan dealing with architecture, urban design and planning are reviewed below. Toward the goal of developing a Chapter position, a summary of the key recommendations, a pro and a con argument for each, and a recommended position are presented.

Growth Management Agency

LA 2000 recommends the establishment of a Regional Growth Management Plan, administered by a Growth Management Agency, to effect a regional job/housing balance to which cities and counties would conform.

Pro: The regional nature of our problems demand regional solutions. The best way to achieve this is through a designated agency with power over land use decisions and transportation funding.

Con: The most effective solutions will be made by local jurisdictions in loose association. Adding another layer of government will only add further complications.

Recommended Chapter Position: The AIA/LA supports the concept of a regional planning authority that establishes equitable land use guidelines for local jurisdictions, including job/housing/transportation balance, and sewage. Incentive zoning and other methods to encourage creative and responsive design should be established.

The revised code should insulate the clear understanding of entitlements and a balance between intensity of use and capacity of infrastructure.

Housing

The LA 2000 report recommends that Los Angeles "Increase the production of new affordable and market rate housing by establishing an Affordable Housing Production Trust Fund. Estimated Cost: $200-$400 million annually to maintain the status quo, $4-$12 billion to overcome present housing shortage." The report proposes specific actions to correct existing problems and mechanisms for developing new housing.

Pro: LA 2000 provides a basis for a comprehensive City housing policy, including new public/private partnerships and coordination between City agencies which have responsibility for setting and implementing housing policy.

Con: The LA 2000 plan encourages increased density, further overloading the transportation system, and diminishing quality of neighborhoods and schools. Instead, Los Angeles should encourage growth in outlying areas. If significant housing is developed in Los Angeles, then rules protecting neighborhoods should be established.

Recommended Chapter Position: The AIA/LA supports the provision of affordable, market rate, and subsidized housing for all residents of the City. Establishing the housing trust fund described in the plan means that the City, private sector, and community organizations must take a united pro-active position. We support the City's efforts to develop legislative incentives and the political will toward this end. We also recommend that city officials meet with architects experienced in housing to reform the existing laws and develop new laws (without lowering health and safety standards) to increase housing production by the City to develop a sustainable model for the City. Similarly, design guidelines should be established and existing and mixed-use projects be developed.

Transportation

The LA 2000 plan recommends a seven point plan to reduce congestion: new facilities; job-housing balance as a planning guideline; management of employees' commutes; developing satellite telecommunication centers; improving existing transport systems; creating an innovative transportation technology program; and formalizing the links between transportation management and land use planning.

Pro: The problems are so acute that every possible improvement should be considered. The plan proposes realistic alternatives to be implemented by different public agencies and the private sector.

Con: While certain proposals may alleviate congestion, there should be no new freeways through existing residential communities and neighborhoods. Similarly, rail transit, which is antibacterial to the dispersed form of the region, should not be developed. Instead, buses should be subsidized and demand responsive transit such as the jitney bus created.

Recommended Chapter Position: Transportation is a two-fold problem: managing and expanding the existing system to limit increasing congestion, and envisioning the types of transportation systems appropriate to the future form of Southern California. The region's transport systems should be conceptually related to a vision of its economic development and lifestyle alternatives. The AIA/LA supports in principle a jobs/housing/transportation balance, the expansion of the freeway system and the development of an integrated rail network. However, we recognize that local diversity may sometimes challenge regional transportation planning.

Urban Design and Amenities Program

LA 2000 recommends that urban design become an integral part of community planning. It recommends establishing several specific programs developing urban gardens, parks, and plazas in high density areas, as well as using existing government lands for a system of "green belts" and "open space corridors" linking communities and neighborhoods.

Pro: The plan sets forth a number of positive recommendations for developing programs appropriate to individual communities, and should be undertaken to establish early accomplishments.

Con: The challenge is to develop an urban design appropriate to the physical pattern, climate, movement systems, and character of the region, not implement anachronistic "green belt" ideas.
The AIA/LA's LA 2000 roundtable was organized to inform the architecture, community and related professionals about the plan, and to develop ideas for formulating. The roundtable participants represent a range of professional roles and personal viewpoints. They included Julie Eizenberg, Koning Eizenberg Architects; Emily Gabel, Principal City Planner, City of Los Angeles Planning Department; Frank E. Hotchkiss, AIA, Director, Regional Strategic Planning, Southern California Association of Governments and member of the LA 2000 Committee on Livable Communities; Robert Kennard, FAIA, The Kennard Design Group; Barton Myers, AIA, Barton Myers Associates; Karin Pally, Editor of the LA Blue Ribbon Committee report on Affordable Housing; Jerry Trimble, President, USC Real Estate Development Corporation; and moderator Marc Futerman, Co-Chair, Urban Design Committee.

On the LA 2000 Report

Barton Myers: I think what was interesting about the LA 2000 plan was that it happened in an age when people are paranoid about planning and paranoid about the future of the city. Unfortunately, there's not an architectural drawing, a model or a diagram in the entire book.

Julie Eizenberg: It's a beautiful document. The thing that struck me most about it is that it's almost too pretty for the urgency of the problems that are described. I go along with Barton...! was worried about the need for visualization of built forms. I don't think communities really know what they're getting.

Frank Hotchkiss: I think that the report is a remarkable accomplishment, a huge lifting up to another plateau of understanding of the problems described. I go along with Barton...! was worried about the need for visualization of built forms. I don't think communities really know what they're getting.

Robert Kennard: Social development in this country has always been based on economics, from the end of slavery to the civil rights movement. I don't think (affordable housing) is an urban design problem, I think it's a socio-economic problem.

Karin Pally: We can't simultaneously have low density communities and increase the supply of affordable housing. These two goals are running smack into each other. One of the important things that the urban design community can do is to try to create images for people of how they could live together more densely. We can't just go on with endless single family neighborhoods that are farther and farther away.

On Housing and Community Development

Karin Pally: We have to ask ourselves where this financing is going to come from. It isn't something that can just be solved locally. It can't even be solved regionally. The whole question is not one of technical solutions, but popular will. Adjacent to downtown a new office building and huge parking lot have just gone up. If we can build a huge parking lot, we can build housing for people. But there has to be the popular will to move expenditures from one category to another. We're talking about rivers of cash here, hundreds of millions of dollars every year. This is the point at which I start to feel that these plans are nonsense, they're not linked to reality.

Karin Pally: We can't simultaneously have low density communities and increase the supply of affordable housing. These two goals are running smack into each other. One of the important things that the urban design community can do is to try to create images for people of how they could live together more densely. We can't just go on with endless single family neighborhoods that are farther and farther away.

Julie Eizenberg: What I liked about the 2000 report was that it talked about the idea of setting up communities. The trouble in LA is that communities have their own identities, and they're the rich communities and the poor communities. What's happening in the rich communities is separate from what's happening in the poor communities. It's important to integrate affordable housing in the more affluent communities.

Barton Myers: That's a social issue, not a physical issue.

Julie Eizenberg: Well, it's a social issue, but it has to have a physical process to happen. The community is so conservative and anti-change and anti-growth right now. They just don't want change, and it's emotional, and architects are seen as part of that change.

On Urban Design and Planning

Emily Gabel: I think zoning is urban design... zoning in its grossest form defines how our environment is inhabited. The reality for us right now is that the money's allocated to revise the zoning code. I'm concerned that regulations need to rationaly support the development of individual identity for communities and districts. Otherwise we end up with a tremendous entanglement of individual plans with ordinances and special design districts, and on a city-wide basis it becomes a morass of regulations.

Barton Myers: Urban design is underfunded and not very well understood in Los Angeles. You need to find more private sector involvement in planning. UCLA, USC and Cal Poly Pomona have a tremendous amount of resources to offer.

Emily Gabel: As a design and planning community, we need to eliminate the jargon in our own language. I think the report does a better job than most. It's fairly jargon-free.

On Regional Government

Jerry Trimble: This idea of regional government troubles me. They talk about a whole series of new regional bodies. As important as that is, I don't see how to maintain the mechanism of processing things through the city if we begin to change and go to a regional government. Does it add another layer, replace a layer? What's the transition going to be?

Frank Hotchkiss: The arrangement of regional governance is an absolutely critical issue. The idea of dealing with macro-scale design issues could live together more densely. We can't just go on with endless single family neighborhoods that are farther and farther away.

Julie Eizenberg: What I liked about the 2000 report was that it talked about the idea of setting up communities. The trouble in LA is that communities have their own identities, and they're the rich communities and the poor communities. What's happening in the rich communities is separate from what's happening in the poor communities. It's important to integrate affordable housing in the more affluent communities.

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As intense public debate focuses on the quality of life in Los Angeles, it is becoming clear that decisions about the quality of our built environment are generated by the formation of public policy. As design professionals, architects have a responsibility to participate in this decision-making process.

The AIA/Los Angeles Chapter, as the primary representative of the profession in the region, has an important role to play in this dialogue. The Board of Directors asked the Urban Design Committee to organize a roundtable discussion exploring the architectural and urban design issues involved in the LA 2000 report. In an effort to better represent the membership, the Board welcomes written comments on the following issues. Please respond before September 30 to the Urban Design Committee in care of the AIA/LA Chapter Office.

Critique LA 2000: A City for the Future

In December 1985, Mayor Bradley appointed a 150-member committee headed by Jane Pisano to develop a plan for Los Angeles in the year 2000. The Committee approached the problem by analyzing the city in a regional context which included Los Angeles, Orange, Ventura, San Bernardino and Riverside counties, a 34,000 square mile area with a population of 13.4 million, expected to grow to 18.1 million by 2010. This awareness of the regional context distinguishes the report and overshadows its specific recommendations.

Generally concise and well-written, the report is divided into six chapters, one for each of the five stated goals (Livable Communities, Environmental Quality, Individual Fulfillment, Enriching Diversity, and Crossroads City) and a final chapter dealing with administration, finances and implementation. Each chapter includes a problem statement, a goals definition, and a summary of key recommendations including cost impacts.

In general, the specific recommendations involving land use, transportation and human resources offer no new strategies, but rather confirm those established by existing agencies. As indicated in the Southern California Association of Governments' Growth Management Plan and Regional Mobility Plan, as well as the Air Quality Management Plan, LA 2000 identifies the imbalance of employment and housing as a major source of traffic congestion and unhealthful air quality. The report recommends preparation and adoption of a Regional Growth Management Plan, a new City of Los Angeles comprehensive General Plan, and Community and Neighborhood (District) Planning. Revision of the 35 Community Plans, as well as component parts of the city-wide plan, are now in progress.

The most fundamental recommendations are growth management, land, fire, air, environmental quality and plan implementation goals and policies. Regarding regional growth, the committee recommended that the area be enacted by federal, state, and local agencies to establish a Regional Management Agency responsible for developing and administering a Growth Management Plan with the authority to enforce policies and guidelines for development. Each area is treated, including land planning and location, and transportation infrastructure.

The committee also recommended new legislation to establish a Regional Environmental Quality Agency. The multi-disciplinary agency would combine the South Coast Air Quality Management District, the Southern California Hazardous Waste Authority, the Regional Water Resources Board and other singlepurpose agencies to coordinate regional environmental programs and limit the effects of pollution between air, ground and water.

The committee recommended stringent tax incentive changes including modifications to Proposition 13 to enhance the powers of local governments to raise revenues to fund infrastructure improvements and public services.

Generally speaking, urban design implications are indirectly addressed throughout the report, with only a limited discussion of specific applications. The section in Chapter 1, "Urban Design and Amenities Program," is limited to four small paragraphs focusing primarily on open space and parks. The committee recognizes the limited amount of park and open space in proportion to existing and projected population, and recommends specific actions including a "Streets for People" program to encourage pedestrian activity, Conservation or Heritage Districts, and an expanded urban forestry program.

The report recommends incorporating urban design into each community's planning process, citing the recently authorized urban design section in the Los Angeles City Planning Department as the implementation vehicle. It also advocates the use of existing surplus government land and transportation rights of way to create a system of "Green Belts" linking communities and neighborhoods.

Other subjects which relate to architecture and urban design include the supply of affordable housing, the development of transportation facilities, and the revision of the zoning code. Chapter 4, "Enriching Diversity," suggests both the community and city-wide urban design opportunities in festivals and fairs, and implies that renewed civic institutions focused around education might lead to new building types and urban arrangements. Chapter 5, "Crossroads City," implies metropolitan scale urban design issues in a discussion of siting a new regional airport, the expansion of the LA and Long Beach Harbors, and the "Mag-Lev," a high speed train.

The plan's goal of encouraging ethnic diversity by enhancing neighborhood identity and different lifestyles to create "A City of Livable Communities," implies that urban design and urban public design process could be developed for individual communities. This exercise might include the mapping of relevant transportation systems, open space, and architectural and urban design policies with the local government. While LA 2000 recognized the value of an architect and urban designer to the city's life and the built environment, its inherent decision making and implementation processes associated with other design professionals further complicate recommendations and implementation constraints (internal report).

The LA 2000 report concludes with a discussion about the 2000 Planning Act, a coalition of business and political leaders working to implement the plan. The effects of the recently adopted Air Quality Management Plan, Regional Growth Management Plan and Regional Water Resources Plan on the LA 2000 report and on the profession demands an important role in the development of an architectural and urban design agenda for the city and region.
Renzo Piano Building Workshop has been chosen as the architect for a new museum building for the Newport Harbor Art Museum. The 10-acre site, located at the corner of Pacific Coast Highway and MacArthur Boulevard in Newport Beach, was a gift from the Irvine Company, valued at $10,000,000.

Piano’s preliminary design sets the museum into the landscape. Visitors park on the roof and descend by escalator to the Museum’s main hall. An internal circulation “street” runs through the center of the building, connecting a series of indoor and outdoor spaces which house museum functions.

The Blurock Partnership, Newport Beach, will serve as Associate Architects, and Ove Arup & Partners, Los Angeles, will be Associate Building Engineers. Construction is planned to begin in late 1990, with a projected completion date in late 1992.

Playa Vista Planning Team

Developer Maguire Thomas Partners has assembled an interdisciplinary team to begin planning Playa Vista, the 887-acre property south of Marina del Rey. The group of consultants will be directed by the Miami-based masterplanning firm of Andres Duany and Elizabeth Plater-Zyberk and the Santa Monica-based firm of Moore, Ruble, Yudell. Team members include landscape architects Hanna/Olin, Philadelphia, Legerretta, Arquitectos, Mexico City; and Los Angeles-based architects de Bretteville and Polyconides.


Beautification Awards

The 20th Annual Urban Beautification Awards, sponsored by the Los Angeles Business Council, will honor new buildings completed between February 1989 and February 1990 and remodeled/restored buildings in the categories of commercial high rise, commercial mid rise, commercial low rise, institutional high rise, institutional mid rise, institutional low rise, residential single family, residential multi family, commercial landscaping, and residential landscaping. For the first year, there will also be an interiors award.

To qualify, projects must fall within the boundaries of Los Angeles County. Landscape entries must have been completed within the past two years. A minimum of five different color slides are required for each entry, and “before and after” slides must be included for any entry in the remodeled/restored categories. Entries must be submitted by November 3, 1989. Call (213) 475-4574.

Julius Shulman, Hon. AIA

Letter to the Editor

In reference to Ken Caldwell’s piece on Samitz’s Schindler opus (June 1989): (if I was angered by) the error or indifference, in stating that there were “few professional photographs” in the book. Why should he turn to page 224 which lists the great number of my “professional” photographs. And did not my revealing personal statement expressing my feelings about working with Schindler, page 39, spell out why Schindler was so tremendously successful with his hundreds of clients? The lack of “professional photographs” did not, as pronounced by Caldwell, indicate that Schindler’s buildings were frequently of inexpensive materials. Rather he performed for his clients, and sincerely desired to create living spaces at a time when dollars were rare.

If, as I observed among students in Vienna where I lectured, that Schindler offered infinitely more than so many current “experts,” why not in due respect to Schindler, try to extract some of his durable philosophy from Samitz’s effort?

Julius Shulman, Hon. AIA

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able mentions went to Behe-Browers Partnership, Solberg + Lowe, O'Leary Terasawa, Delon Hampton & Associates and RTKL Associates, Inc. Sponsored in part by USG Interiors, the competition raised over $4000 for the Associates.

William Z. Landworth Memorial Scholarship Fund.

Committee Chairs Sought
Two AIA/LA Committees, the Planning and Architecture Committee and the Urban Services Committee, are looking for new chairs for 1989-1990, effective immediately. The AIA/LA is responsible for the Steering Committee on Urban Services and the UBC regarding hazardous materials.

The 1988 UBC with modifications Committee is co-sponsoring the AIA/LA member involvement, and will assist in identifying AIA/LA candidate members and help to achieve their nominations and approval.

Code Talk

The first three divisions of the city code will be reorganized to conform to the first three chapters of the UBC. Structural inspection by the architect or engineer of record as required by Sec. 306 (f) has been adopted. Boiler room requirements in Division 62 have been repealed and the UBC requirements (Chapters 8 through 14) have been adopted. The modifications of Chapter 9 of the UBC regarding hazardous materials have been adopted with slight modifications. (The Fire Department is enforcing AB 3208 as of July 1, 1989.) The City's requirements for the construction of aircraft runways have been added to the Code. The new UBC Seismic provisions have been adopted with few changes. A new chapter titled "Additional Provisions For Specific Uses," lists requirements for food establishments, motion picture studios and gas stations. Within the next 60 days, the Building News will publish the "R" Book which will contain the latest Rules of General Applications (RGAs) and Memo of General Modifications (MGDs).

To assist members in keeping abreast of current ordinances, each month we will publish ordinances passed by City Council. Ordinances passed this month include: No. 164,381 (effective 1-31-89) provides conditional use approval of automobile and/or truck repair businesses including auto repair, painting, etc.; No. 164,394 (effective 2-3-89) amends the boundaries of the Central City Parking Exception District; No. 164,765 (effective 4-18-89) provides for the issuance of certain building permits in the Santa Monica Mountain Area; No. 164,563 (effective 5-6-89) requires landscaping in front yards of apartment projects as a condition of obtaining a building permit; No. 164,904 (effective 7-6-89) establishes a new RMP ("Residential Mobilehome Park") zone, specifically designed to accommodate mobilehome parks and single family dwellings of a minimum size of 20,000 square feet.

Rudolph V. DeChillo, AIA
Co-Chair, Building/Performance and Regulations Committee

Urban Design Committee
From June 9-12, 1989, a Los Angeles Design Action Planning Team (LA/DAPT) met to develop plans and visions for the community. The ten member team prepared an illustrated report entitled "Watts Next: The Challenge of Change," which was presented to the City's Planning Commission. LA/DAPT, a community design process based on the AIA's Regional Urban Design Assistance Teams (RUDAT), is co-sponsored by the Los Angeles City Planning Department and Urban Design Advisory Coalition, with technical assistance from National AIA. LA/DAPT teams are multi-disciplinary, comprised of volunteers, professionals. The intensive process creates awareness and focuses on a community's physical, economic, social and cultural needs. In Watts, the team reported that community development must be preceded by human development: education, job opportunities, arts programs, and participation in the governance process. Significantly, the Watts LA/DAPT team recommended that a participatory process be established for the upcoming community plan revision so the residents of the Watts LA/DAPT neighborhood can make LA/DAPT a formal tool of the community.

The City Planning Department intends to make LA/DAPT a formal tool of the Community Plan Revision process and has asked the AIA/LA and National AIA to be involved. Any AIA/LA members wishing to participate should contact the Urban Design Committee through the Chapter Office.

Marc Futterman
Mr. Futterman, Co-Chair of the Urban Design Committee, was co-chairman of the Watts LA/DAPT.

Architects in Government
At the June meeting, Carmelo A. Sabatello, AIA, architect with Port of Los Angeles Architectural Section, discussed the Agency's plans to build a 227,000 square foot office retail facility. The Agency hires architects and engineering firms licensed in the State of California, which have contact offices in the City. Contact Mr. Futterman, Co-Chair of the Urban Design Committee, for information.


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USA/USSR Exchange

On October 4, the AIA/LA Chapter and the Architects Designers Planners for Social Responsibility (ADPSR) will present a videotape and slide presentation of the first architecture student/faculty exchange between the United States and the Soviet Union, sponsored by ADPSR in 1988. The meeting will be held at the Pacific Design Center, 8687 Melrose Avenue, Blue Building, Room 250C, with a reception at 6:30 pm and the program at 7 pm.

The presentation by Raymond L. Kappe, FAIA and Shelly Kappe, Hon. AIA will cover the exchange program between students and faculty from SCI-ARC and the Moscow Institute of Architecture, the collaborative design projects which the students produced, and their experiences in the USSR. SCI-ARC student exchange participants will be present to recount their personal experiences.

To reserve seats for the meeting, contact the AIA/LA Chapter Office, 3780 Wilshire Boulevard, Suite 900, Los Angeles, CA 90010, (213) 380-4595, before September 29, 1989.

Board Nominations

The nominating committee of the Los Angeles Chapter, American Institute of Architects, in accordance with its bylaws, has compiled the nominations received during the third and fourth weeks of July. By publication of this article in the September LA Architect, the committee informs all members of the following: Vice President/President Elect: Ronald A. Allison, AIA, Marvin Taft, AIA. (The individual elected serves a two year term, ascending automatically to the office of President.) Secretary: Adrian O. Cohen, AIA, John Mutlow, AIA. (The individual elected serves a two year term.)

In accordance with Chapter bylaws, election to the offices of Vice President/President Elect and Secretary also constitutes election as a Director on the Chapter's Board of Directors; and as Chapter Delegate to the California Council/AIA for a two year term.

Directors: Katherine Diamond, AIA, Bobby Knox, AIA, Saraphina Lamb, AIA, Joseph M. Madda, AIA, Gregory Villanueva, AIA, Robert H. Uyeda, AIA. (The position of Director serves a two year term. There are four Director positions open.)

All Chapter members have three weeks after said date of mailing to nominate additional candidates. Member and the nomination must determine that nominee will serve if elected. Nominations must be received in the Chapter Office no later than September 21, 1989. Nominations will then be closed. Following accreditation by the Secretary, the Nominating Committee will prepare a ballot which will be mailed to all members. Following the election on November 7, 1989, ballots will be tabulated and results announced at the November Board Meeting.