

POTOMAC VALLEY ARCHITECT

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ACTION PLAN FOR DOWNTOWN

POTOMAC VALLEY CHAPTER OF MARYLAND

American Institute of Architects

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NEXT REGULAR MEETING

12 Noon, February 7

Brook Farm Restaurant

7101 Brookeville Rd., Chevy Chase, Md.

MARCH MEETING

March 7, 1962

ANYONE FOR TV?

The advertising firm of Batten, Barton, Durstine & Osborn, Inc., is looking for custom homes in the \$30,000-\$40,000 bracket, built within the last two years, and containing at least one room with an Armstrong ceiling.

These homes are to be used in taped TV commercials for Armstrong Circle Theatre broadcasts on the CBS network in 1962. They will also appear in architectural publications.

Appropriate credit will be given the architects.

Anyone interested may contact:

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AIA GOLD MEDAL FOR SAARINEN

Eero Saarinen, the Finnish-born American architect who died last September 1 at the age of 51, has been awarded posthumously the 1962 Gold Medal of the American Institute of Architects.

Other world-famous architects who received the coveted AIA Gold Medal include Eero's father, Eliel Saarinen, who won it in 1947, Frank Lloyd Wright (1949), Clarence S. Stein (1956), Walter Gropius (1959), Mies van der Rohe (1960), and Le Corbusier (1961).

Eero Saarinen came to this country with his family in 1923 when he was thirteen years old. The family soon settled in Bloomfield Hills, Michigan, where the elder Saarinen designed the buildings for the Cranbrook Academy of Art.

After graduation from high school, Eero Saarinen studied sculpture at the Academie de la Grande Chaumiere in Paris during 1929 to 1930. He entered the School of Architecture at Yale University in 1931, graduating with high honors three years later. The next two years were spent traveling in Europe on the Charles O. Matcham Fellowship.

From 1937 until the death of the elder Saarinen in 1950, father and son worked in close association. Thereafter Eero Saarinen launched his own firm which was just in the process of moving from Bloomfield Hills to Hamden, Connecticut, when he succumbed to a malignant brain tumor.

Father and son Saarinen both submitted separate entries for the competition for the Jefferson National Expansion Memorial for St. Louis, Missouri, in 1948. The younger man won and the memo-

rial, a soaring stainless steel arch, is now under construction.

Among Eero Saarinen's other still to be completed buildings are the Dulles International Airport in Washington, D. C., the Lincoln Center for the Performing Arts in New York City, and the Trans World Airlines' terminal building at Idlewild International Airport, New York.

Among Eero Saarinen's best known completed buildings are: the Stephens College Chapel, Columbia, Mo. (1954); the General Motors Technical Center, Warren, Michigan (1954); the auditorium and chapel for the Massachusetts Institute of Technology (1955); the campus for Concordia Senior College, Fort Wayne, Indiana (1958); the David S. Ingalls Skating Rink, Yale University (1958); and the U.S. Embassies in Oslo and London (1960).

Eero Saarinen strove to give each of his buildings a distinct and dramatic character. "Our architecture," he has said, "is too humble. It should be prouder, much richer and larger than we see it today. I would like to do my part in expanding that richness."

In addition to his buildings, Saarinen has designed several pieces of furniture manufactured by Knoll Associates. In 1940, in association with Charles Eames, he won two first prizes in the furniture competition of the New York Museum of Modern Art.

Noting that "even the most modern room is a slum of legs," he designed the now famous one-legged pedestal-based line of chairs, dining tables and coffee tables.

THE RLA AND ITS ARCHITECTURAL COMPETITIONS

An address to the Potomac Valley Chapter, January 3rd, by Stanley M. Sherman, Chief of Project Design, D. C. Redevelopment Land Agency.

Let me start with a few words concerning the District of Columbia Redevelopment Land Agency which was set up by an act of Congress to carry out the District's urban redevelopment program. With the subsequent passage of the National Housing Act of 1949 funds became available for carrying out this program and under John Searles, the RLA's first Executive Director, the Agency began what has since expanded, with the cooperation of a large number of agencies, into a full renewal and redevelopment program.

Though the chief subject of my talk concerns the recent competitions the RLA

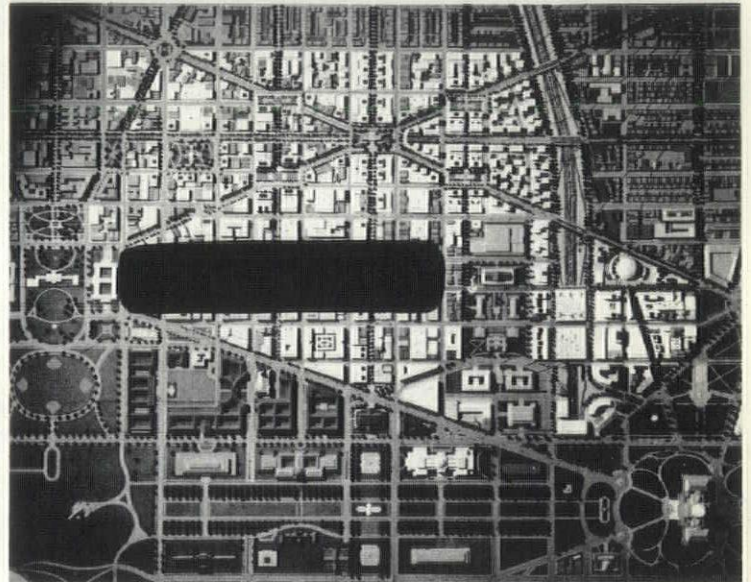
has sponsored in its Southwest Urban Renewal Project "C", I think a brief sketch of the Agency's operations will help you understand the broader picture. The RLA is currently administering seven urban renewal projects which are at various stages; a number of possible other project areas are under discussion. Besides the three project areas in the Southwest—which are the most dramatic—the RLA has an Industrial Renewal Area between North Capitol Street and the railroad tracks; a project immediately adjacent on the west currently in survey and planning to be primarily for lower

(continued on page 15)

DOWNTOWN TOMORROW

A DOWNTOWN WORTHY OF THE NATION'S CAPITAL
ACTION PLAN BY THE NATIONAL CAPITAL DOWNTOWN COMMITTEE, INC.

1 DOWNTOWN CORE



The Downtown Core

Opportunities for action exist in the Downtown Core for the remodelling of sound retail space and for the replacement of obsolete buildings, for the construction of office buildings, for new hotel space and for the location and growth of a variety of activities to serve the increased numbers of people who will be coming Downtown. Among the new buildings in the Downtown Core there will be a Central Library adequate to serve the long range needs of the District of Columbia and of the Washington Metropolitan Area.

The subways and rapid transit buses will make it possible for more people to come Downtown from the suburban areas. Local transit will improve accessibility for residents within Metro-Center. The improved traffic pat-

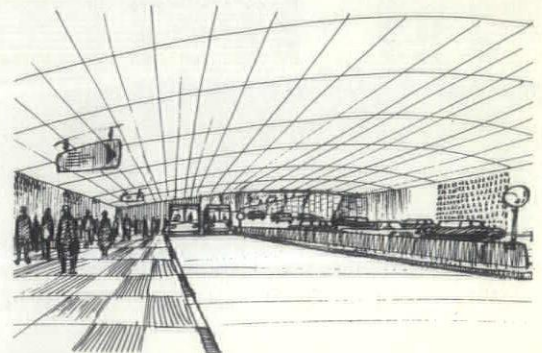
tern; underpasses on 14th, 13th, 9th and 6th Streets below F and G Streets; improved parking; and the internal circulation system, will make it easier for people and vehicles to get to, from, and through the core.

Arcades, varied pavements, benches, street trees and landscaping, and attractive street furniture will make F and G Streets more pleasant for shoppers and visitors.

Relatively few vehicles will operate on F and G Streets: special internal circulation system vehicles to serve pedestrians; taxicabs; occasional private cars; and some delivery trucks and service vehicles. The ultimate objective is to remove major goods handling activities from F and G Streets, by improved alley access, by service tunnels below the blocks between F and G Streets, or by a combination of these means.



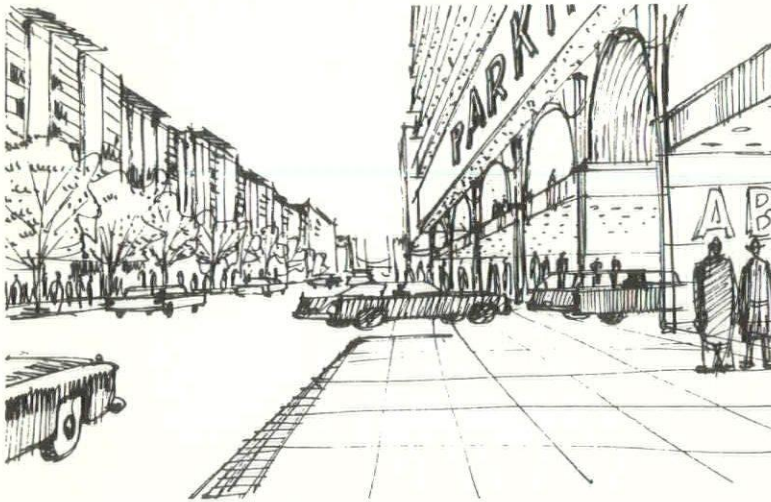
ARRIVING DOWNTOWN BY SUBWAY



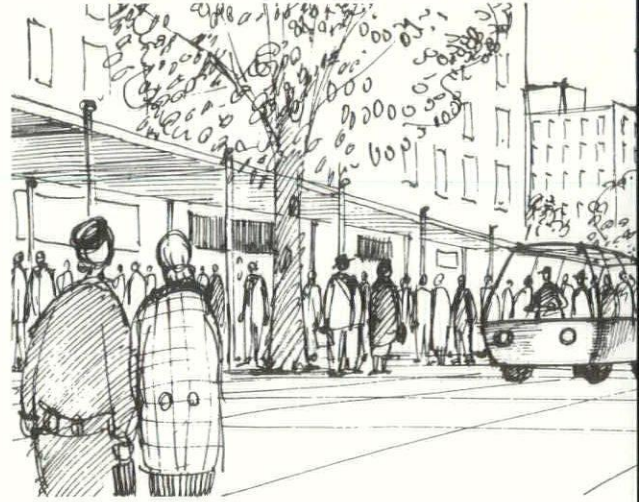
ARRIVING DOWNTOWN BY RAPID TRANSIT BUS

DOWNTOWN PROGRESS

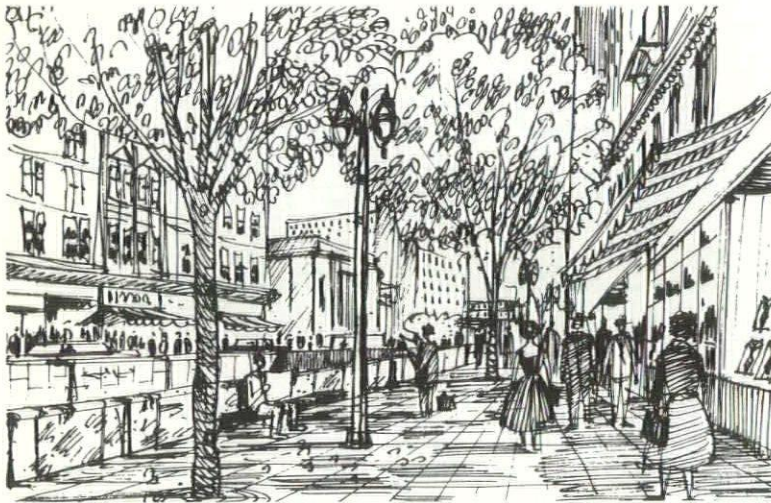
NATIONAL CAPITAL DOWNTOWN COMMITTEE, INC.
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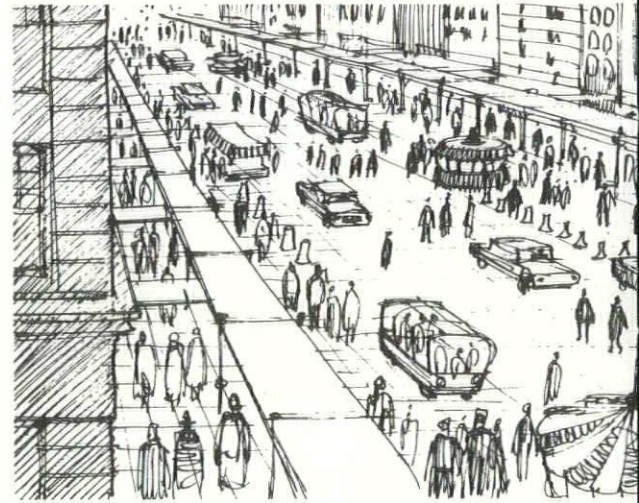
ARRIVING DOWNTOWN BY AUTOMOBILE



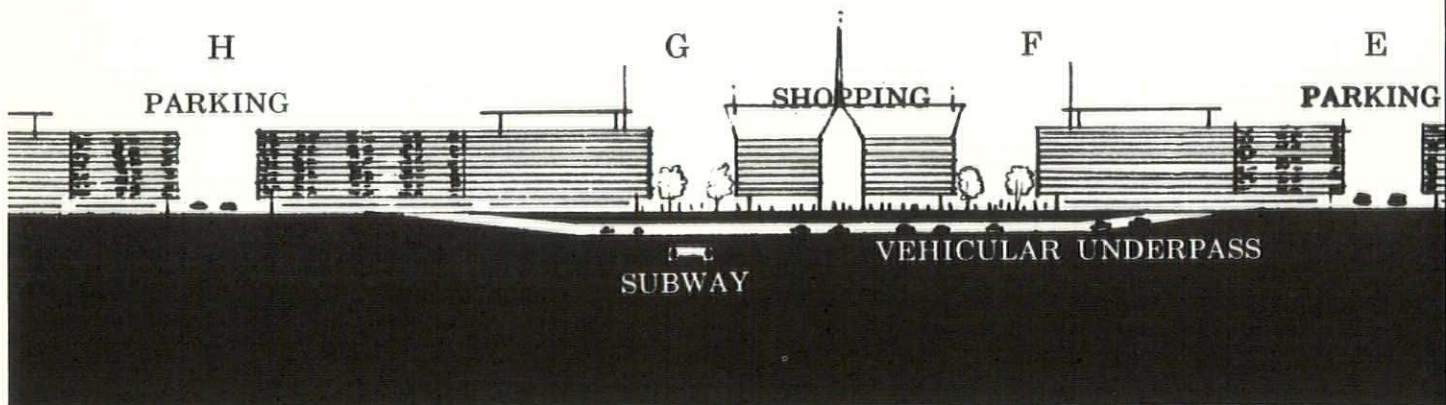
INTERNAL CIRCULATION SYSTEM VEHICLE



SIDEWALK AND UNDERPASS

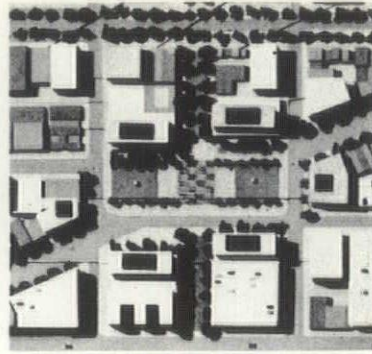
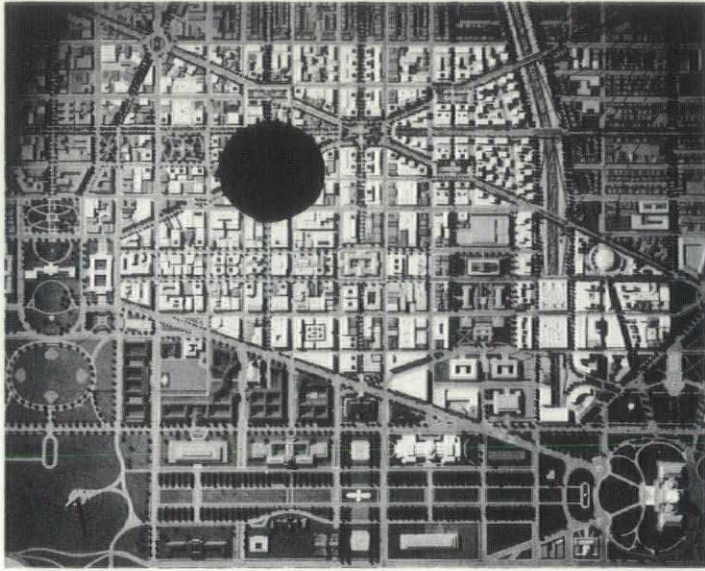


DOWNTOWN CORE STREET SCENE



SECTIONAL VIEW OF DOWNTOWN CORE

NEW YORK AVENUE OFFICES



New York Avenue and Pennsylvania Avenue Office Buildings

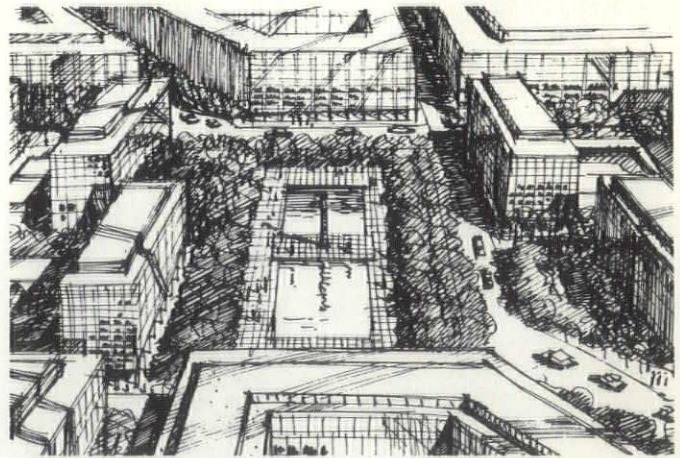
There are significant opportunities for the development of groups of office buildings, both private and Federal, in the blocks around the intersection of New York Avenue and 11th Street, and along the north side of Pennsylvania Avenue facing the Federal Triangle.

At New York Avenue and 11th Street, the improved traffic plan and street system will permit a new square to be created around which there will be attractive sites

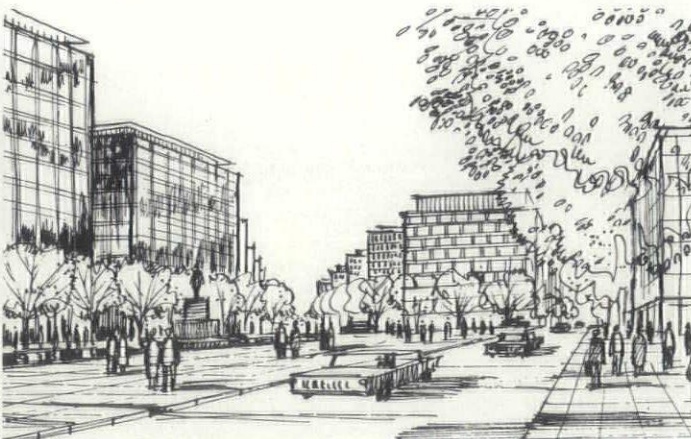


Courtesy of the National Capital Planning Commission

NEW FEDERAL AND PRIVATE OFFICE BUILDINGS

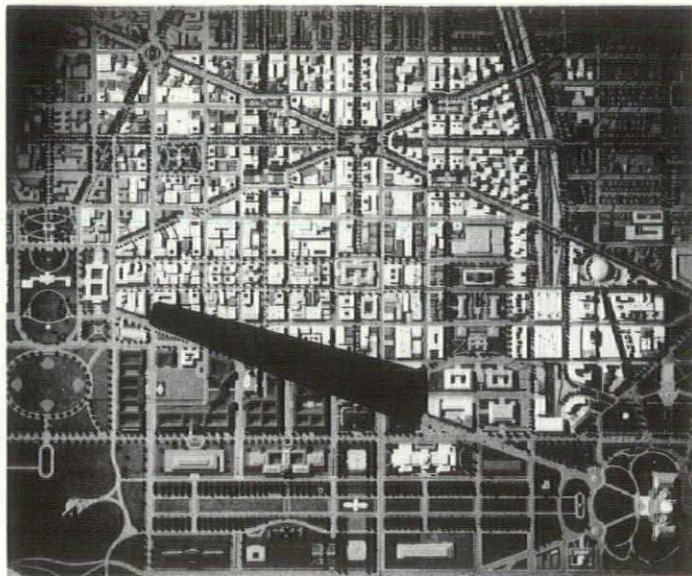


NEW FEDERAL AND PRIVATE OFFICE BUILDINGS



A NEW DOWNTOWN SQUARE

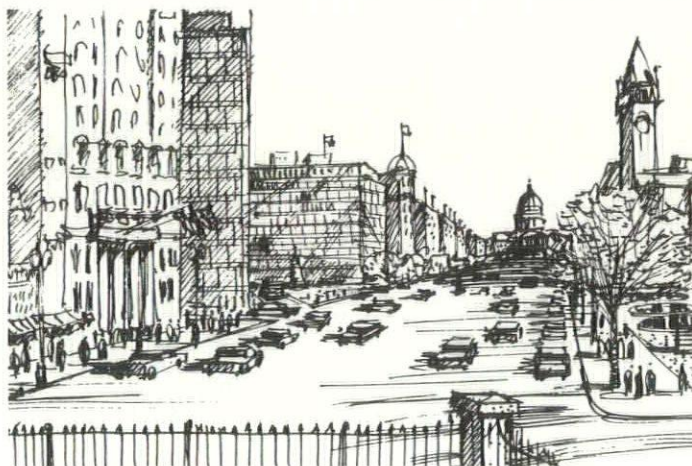
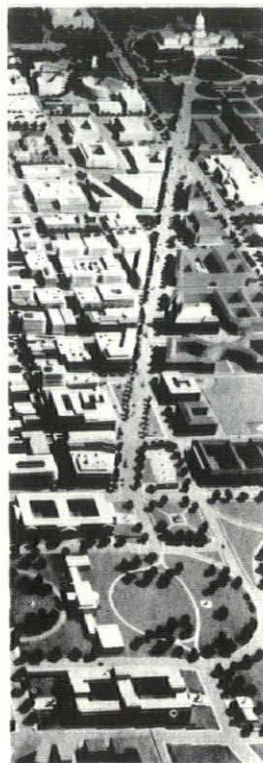
3 PENNSYLVANIA AVENUE OFFICES



for the development of new office buildings.

Along the north side of Pennsylvania Avenue, opportunities exist in almost every block for the development of new Federal and private office buildings, as well as for the improvement of existing hotels and the construction of new hotels.

In both areas, there will be opportunities to create buildings of distinctive design and character. This is especially true of the Pennsylvania Avenue location, along the inaugural parade route, where building designs are subject to the review of the Commission of Fine Arts.



PENNSYLVANIA AVENUE



4 MT. VERNON SQUARE EAST APARTMENTS



Mt. Vernon Square East

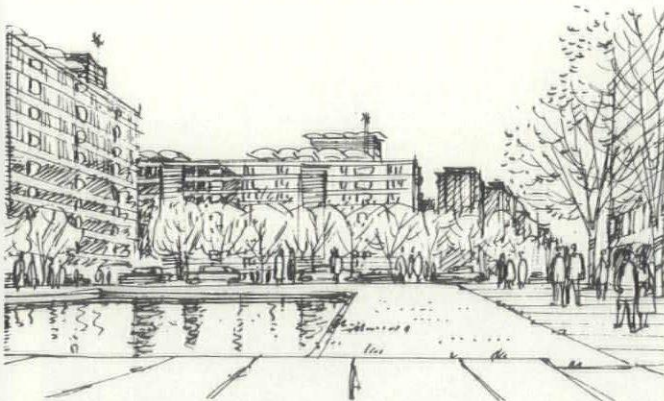
The area between the Center Leg freeway and Mount Vernon Square would provide an excellent opportunity for the development of a new residential neighborhood. This area has been earmarked for such development action in a number of studies that have been carried out by public planning agencies. With the construction of the Center Leg, changes in the pattern of blocks and streets in this area would be necessary. This would per-

mit the design and development of a residential neighborhood in an attractive setting, close to Downtown, with local stores and services within the residential area.

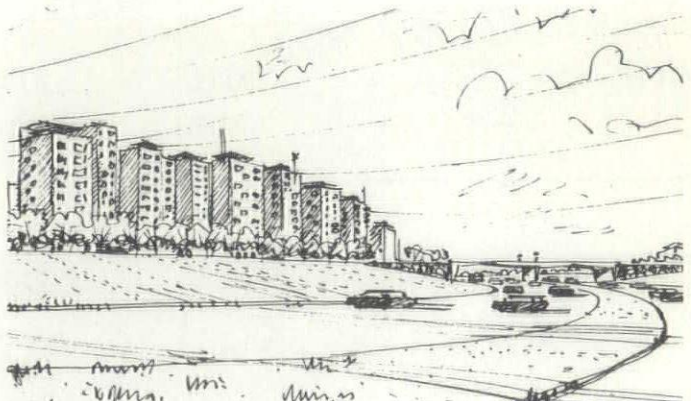
There is a strong market for residential development in this area from the general increase in the number of people who will want to live near Downtown because of the variety of activities there, as well as specific market demand from increased employment in private business and in government agencies Downtown.



NEW APARTMENT BUILDINGS

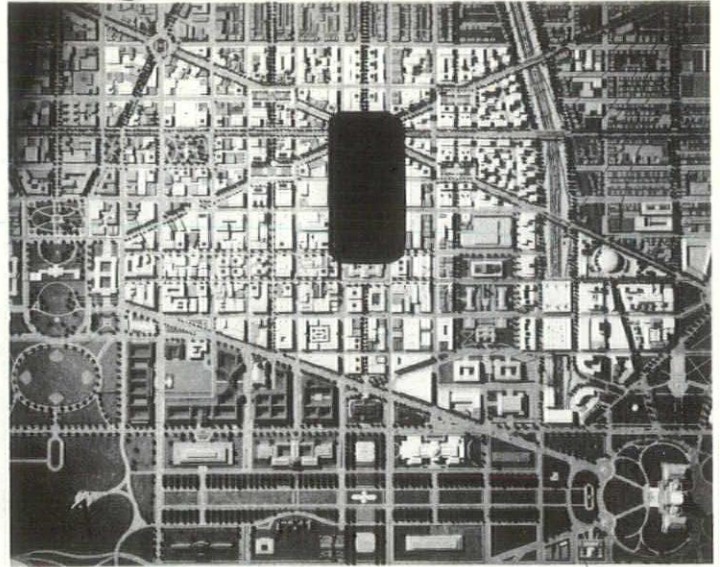


A NEW RESIDENTIAL SQUARE



NEW APARTMENT BUILDINGS

5 MT. VERNON SQUARE SOUTH APARTMENTS



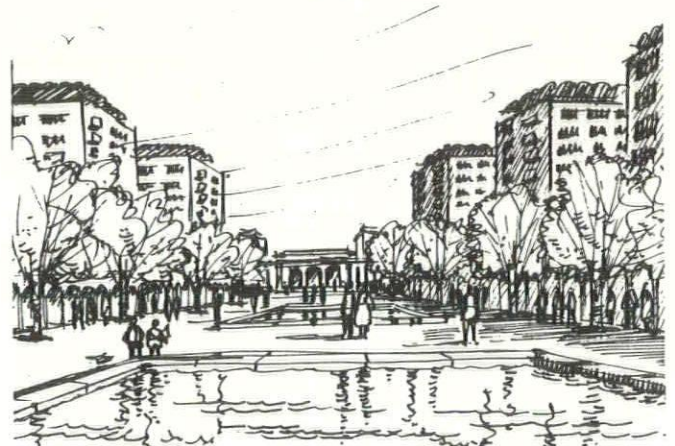
Mt. Vernon Square South

An unusual opportunity for action exists on 8th Street just south of Mt. Vernon Square. With 8th Street to be closed to general vehicular traffic, with views of the Old Patent Office at one end and Mt. Vernon Square at the other end, and with two large churches as design features, 8th Street can become an attractive and unique setting

for new apartment houses, while the 7th and 9th Street sides of the blocks can be developed for retail and commercial use. There is a strong market demand for new intown residential development, and the existence of a residential development here will improve opportunities both for better housing and for retail business and services in the same blocks.



9TH STREET SHOPS



8TH STREET APARTMENTS AND SHOPS

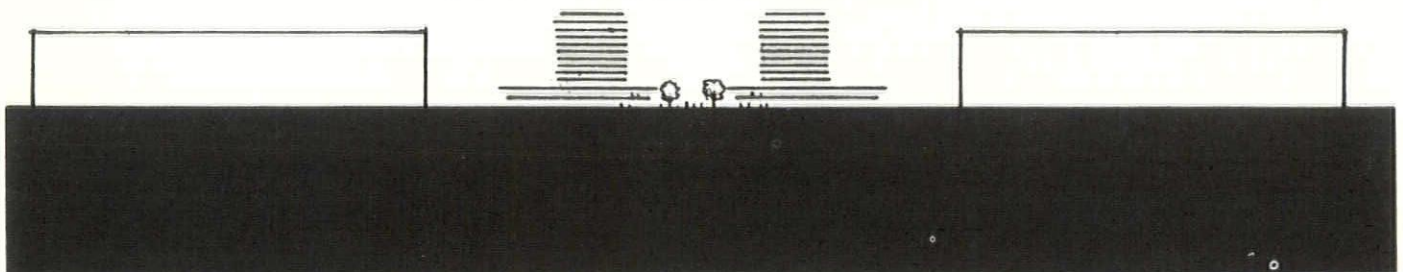
10TH

9TH
SHOPS

8TH
APARTMENTS

7TH
SHOPS

6TH



SECTIONAL VIEW OF 8TH STREET

6 VISITORS CENTER



Visitors Center

Finally, the tremendous increases in visitor travel forecast for Washington call for a variety of activities to meet the needs of visitors to Washington.

A Visitors Center would be the key building required to serve visitors to Washington. This should be a building located where it would be accessible to visitors, near places for visitors to stay, and within convenient reach of the places visitors want to go.

The location next to the Center Leg freeway is ideal for a Visitors Center. Seventy five percent of the visitors to Washington now come by automobile. Most of the visitors in the future will come to Washington by automobile on the freeway system. Just next to the pro-

posed Visitors Center location is a large concentration of existing hotels as well as land which could be developed with new hotels and motor hotels. And the Capitol, the primary attraction for visitors, is on a direct line from the proposed Visitors Center.

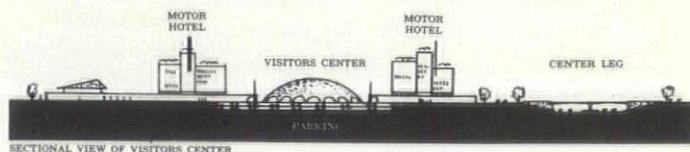
The early development of a Visitors Center complex is proposed. Within the Center there would be information desks, auditoriums, exhibits, and services. Special provisions would be made to meet the educational and recreational needs of students. And from the Center, sightseeing tours would be dispatched in special vehicles, thus reducing the amount of private automobile traffic that the large influx of visitors would otherwise add to the city streets.



APPROACHING THE VISITORS CENTER



THE VISITORS CENTER



SECTIONAL VIEW OF VISITORS CENTER



Winning Design in Competition, Parcel 111a, Project C, Southwest Urban Renewal Area

CARROLLSBURG SQUARE

KEYES, LETHBRIDGE AND CONDON, ARCHITECTS

In this design, Parcel 111a has been developed to complement Parcel 110a as a variation on a theme which will provide an interesting contrast with its neighbor to the west while preserving a sense of continuity and overall unity along M and 4th Streets. In order to achieve this objective and to interrelate high-rise and row house units, it was necessary to depart from the Redevelopment Land Agency's "Approved Solution", which confined high-rise buildings to the eastern side of the Parcel, and to relocate the high-rise apartments on the western portion of the property. The other advantages gained by this arrangement are as follows:

1) **Urban Space:** By interrelating the high-rise apartments and row houses, a greater amount of usable and interesting pedestrian-scaled exterior space becomes available. In this case the elevator apartments and three residential courts formed by the row houses are grouped around a rectangular central garage, the surface of which is divided spatially into two small courts with a con-

necting garden. The smaller spaces are provided here, not merely for visual and spatial variety, but to avoid competition with the large piazza in Parcel 110a, where special summer evening programs, outdoor exhibits and (we would hope) limited commercial activities, will attract larger groups of people. Also, Parcel 111a has a larger Greenway recreation area than Parcel 110a, making the larger plaza less necessary. Variations in shape, size and architectural detail will provide each court and square in 111a with individual character. A major advantage in departing from the Agency's "Approved Solution" is the elimination of the concentrated mass of high-rise buildings next to the high-rise public housing to the east, and the River Park apartment directly to the South. The choice of three rather than four or more apartments was made in order to further open the spaces between adjacent buildings and to reduce building cost in line with the somewhat lower rents contemplated in this project.

2) **Interior Living Space:** By providing

three rather than the two apartment buildings of the approved plan, the number of corner units is increased (283 out of 384) and the length of corridors is reduced. By spreading them out over the western portion of the property, they have better orientation and views over the river and over Fort McNair.

3) **Circulation:** A two-level, underground garage connected directly to all three apartments is possible only when the apartments are removed from their designated location to the east of the Greenway. A complete separation of automotive and pedestrian traffic and concealed parking for 270 cars is thus made possible. Surface parking is provided for eight row houses next to the Lutheran Church parking lot, and 34 row houses across from the public housing on Delaware Avenue. Thirteen other row houses on the cul-de-sac have their own private garages.

4) **Scale:** A residential scale to the whole neighborhood is achieved by limiting the number of units in each high-rise building to 128. The bulk of each apartment

building has been separated into three elements in order to further relate their scale to the row houses.

5) "Relationship with Structures on Adjoining Parcels": We believe that "compatibility" of the proposed development with plans for other parcels in the area, as required by the program, is enhanced as follows:

a) Parcel to the North: The formal axial arrangement of "Town Center" is complemented by repeating a north-south high-rise apartment in the same corresponding position as that of Parcel 110a. The row houses facing M Street are also arranged more or less symmetrically around the 4th Street axis. However, to make this high-rise an exact duplicate of its mate in Parcel 110a would force the remaining high-rise apartments to become too large, and so three identical apartments have been used. Variations in plan, as well as changes in architectural details, color and texture and landscaping will differentiate the two similar

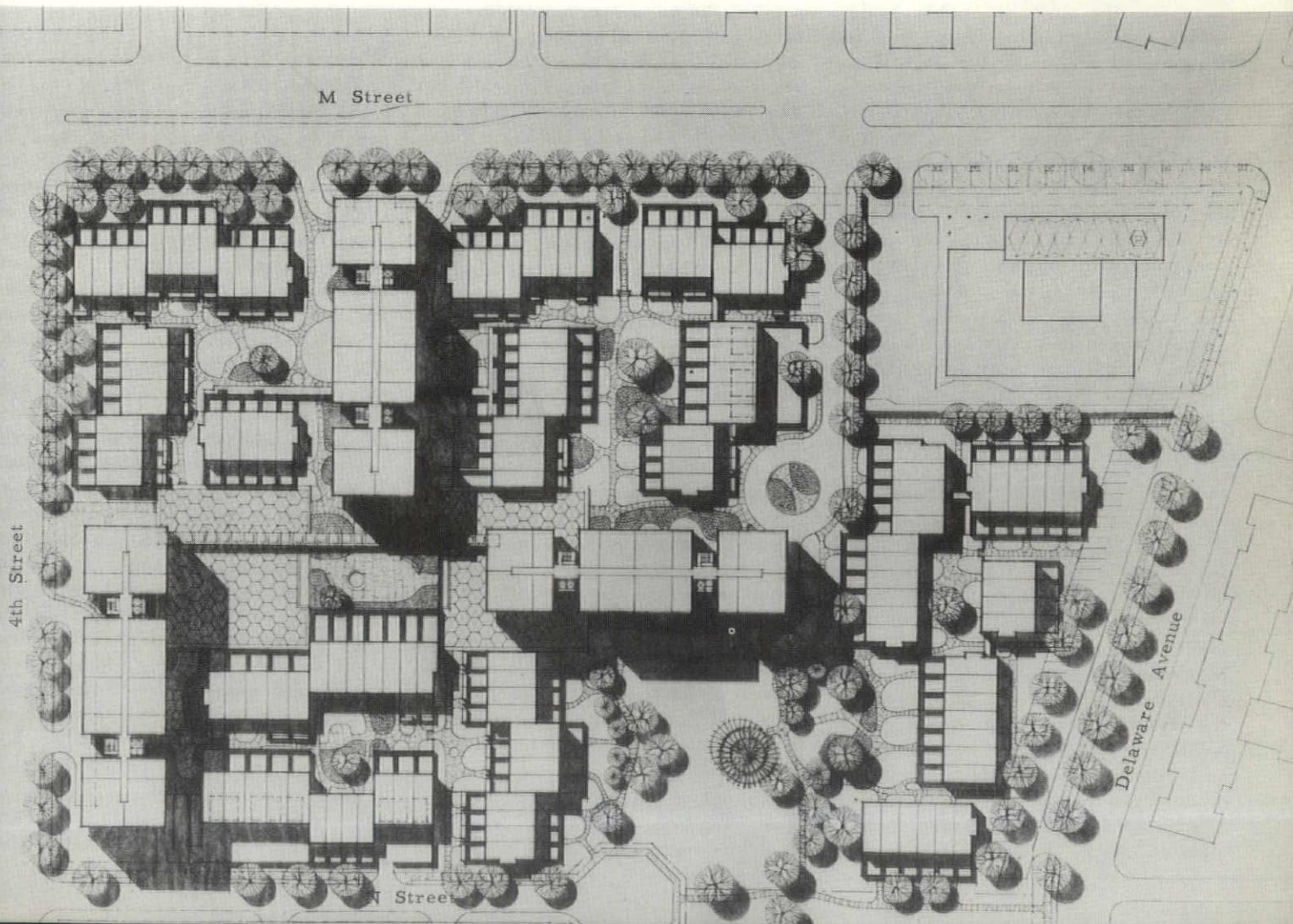
projects without losing a sense of continuity and harmony along the entire southern boundary of "Town Center".

b) Parcel to the West: Continuation of a symmetrical design, vis-a-vis "Tiber Island", along 4th Street appears to be too formal and monotonous for a residential development. Consequently, the apartment along 4th Street has been turned 90° from an east-west axis to a north-south axis and moved up close to the property line. The spatial restriction or "Gateway" effect on axis with "Town Center" as one moves along 4th Street is still effective, the formal arrangement of "Town Center" is still evident, a smaller, clearer definition of space is achieved between the south apartments of Parcel 110a and 111a, and 4th Street is more interesting for having some variation between its east and west sides.

c) Parcel to the South: The arrangement of three high-rise units widely separated permits the maximum open space around "River Park" apartment, which is the

largest high-rise in the Southwest, and provides an opportunity to contrast it with the strong east-west axis of the apartment directly north. The low buildings of "River Park" permit a good view down-river over Fort McNair from the upper stories of the east-west apartments.

d) Parcel to the East: The angle of Delaware Avenue and the high-rise public housing would create an awkward relationship with any high-rise located between it and the rest of the Parcel. The public housing along Delaware Avenue will lose much of its frontage when Delaware Avenue is relocated closer to those buildings. A further sense of crowding from a high-rise building directly across Delaware Avenue has been avoided by changing the Agency's "Approved Plan". The row houses located between Delaware Avenue and the Greenway Park are well arranged to offer some lower cost housing in the Project.



JOINT REPORT OF THE ARCHITECTURAL REVIEW BOARD

Louis Justement, FAIA; Jacob Crane, Hideo Sasaki, Frederick Gutheim, and Henry Churchill, FAIA, AIP
Design Competition, Parcel 111a, Project C, Southwest Urban Renewal Area

THE WINNING DESIGN

The panel is unanimous in selecting No. 51 as the entry in which high architectural design standards, sound overall planning and compatibility with other projects in the area are most fully expressed. In this report the particular merits of this design will be discussed, some comment offered on other entries, and, further, general views of the panel given that may be reflected in additional competitions of this character.

The winning design is a fully resolved and excellently presented solution to a complex architectural problem. It is perhaps typical of this careful design that it is the only one of the eight submissions that fully conforms to all of the conditions set forth in the competition.

The architects have provided a situation model in which they are careful to point out how their design is integrated with the other major parts of the Southwest Redevelopment Plan, especially the Town Center to the north, the public housing to the east, and the recently awarded Tiber Island project to the west. These relationships have been made specific, and the overall plan has responded to them in such respects as the siting of multi-story apartments, the management of open spaces, and even the suggested choice of building materials. It may be, indeed, that there is almost too great a continuity with the basic forms and layout of the Tiber Island project.

The overall plan is well studied, and the submission included sketches of alternative plans of apartment house location showing how the final plan was selected. The disposition of the high apartment buildings divides the total space into three basic areas, and the location of four main clusters of town houses further defines the community open space as a principal landscaped park, and a paved area having the quality of a minor urban square. The approach to the development is distinctive but not exclusive. The housing design is residential in scale. Many factors contribute to this humane character. The variety and interest of the town houses, their differing roof levels and elevations, the access walks and courtyards, strongly reinforce the modest size of the clusters. The three apartment houses are broken in their masses, deeply indented and strongly

sculptured in elevation, graced with balconies and well-organized elevator pent-houses. Good use is made of circulation space at ground level under the apartments. The total impression is of a strongly formed and highly characteristic group of buildings, but by no means formidable in scale or smacking of a highly-organized project.

Much of the success of the architect's design is due to the disposition of automobiles in a very well organized underground parking garage. The connections of this garage to the high-rise apartments are conspicuously successful, and should contribute greatly to the general convenience of domestic life. It may be further noted that many of the town houses are also connected to the apartments, by means of covered walks, allowing residents to park their cars and proceed to their homes under cover. Some other town houses contain parking garages within the dwellings. By thus cleaning the principal parts of the development of the glitter, noise, confusion and conflict of hundreds of parked and moving vehicles, an atmosphere of calm and order as well as of safety and health has been established. The panel finds it remarkable that so costly a solution should have been offered in a competition where no covered parking was required, and believes that those disposed to shoulder these somewhat higher costs will be rewarded by a superior living environment.

The plans for apartments and town houses are practical, convenient and illustrate that the full use of private gardens, balconies and other outdoor living amenities is not incompatible with fully air-conditioned dwellings. Balconies and fenced yards are logical extensions of interior living spaces, yielding an impression of commodiousness as well as allowing more circulation, service, and the movement of garden furniture and equipment. In a few parts of the plan the panel felt little was gained by the provision of front yards. Some confusion in circulation may also result from the lack of direct street access to the innermost row houses which are reached, as noted before, from the apartment houses.

The structural system is direct and practical. Nothing has to be concealed. Structure does not interfere with living

activities, nor does it have to be modified to contribute itself to the architectural design. This resolution of building technology and livability points the way to obtaining the fullest value from skillful design as a means of utilizing the efficiency and economy of advanced building techniques. The indications of proposed building materials were found helpful by the panel in its appreciation of the overall design.

The landscape plan can be simplified to advantage, the circulation pattern made more direct, and the use of turf and plant materials close to high buildings restudied to advantage. In general, however, and by contrast to other projects submitted, it is excellent in its broad outlines of open space and paved areas. The entire proposal is very well integrated as a design, fully demonstrates the competency of the architect, and gives confidence that it will be further developed and executed at the same high standard.

COMMENTS ON OTHER DESIGNS SUBMITTED

In studying other submissions the panel found that three violated the published conditions of the competition, and, in fairness to the other competitors who adhered to the conditions, these were eliminated from consideration. One of these three entries failed to meet the program specification of the number of town houses to be provided in the design. Another's design built over a clearly defined underground utility area, and would accordingly have required a detailed revision of the comprehensive plans for the area and time-consuming as well as problematical negotiations of easements. Another violated the open space requirements of the competition, clearly set forth in the regulations and adhered to by the other competitors. In its unanimous agreement to concur with the Agency's decision to eliminate these designs, the panel would like to point to the considerable architectural merit of some of them. Great skill in design and general architectural competence is shown in No. 52. Many original features are incorporated in No. 50. These designs will repay further study.

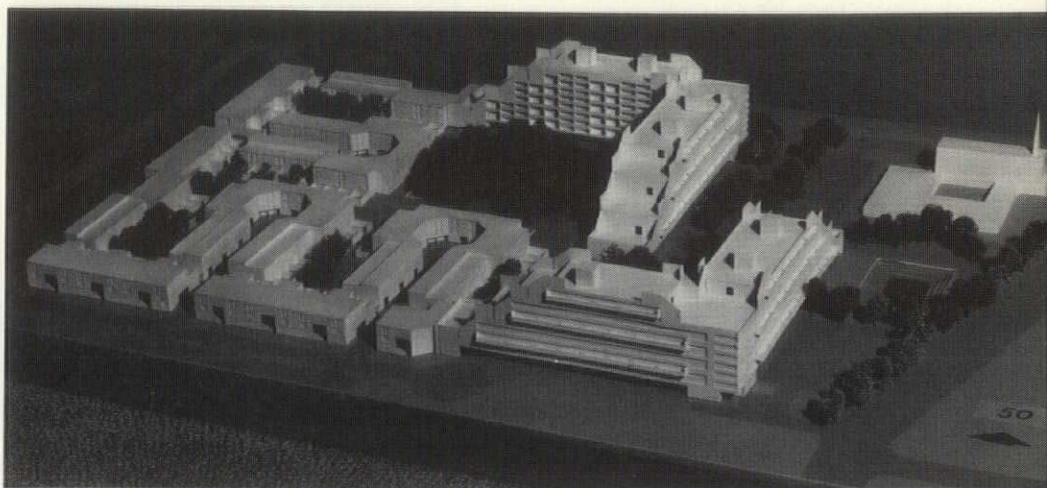
Of the remaining four designs, the panel showed a clear preference for No. 56. Many of its most desirable characteristics

are shared by the winning design, but as a whole and in detail it is neither as carefully developed nor as fully resolved. The apartment houses are well located, their masses are agreeable, but their expression is still awkward. The town houses, developed generally in a quatre-foil plan, are highly imaginative and offer possibilities of roof gardens and other advantages which should be further explored. Perhaps the total impression left by this ambitious and interesting design is that it is overly ingenious, the details are not worked out, and too many questions are left unanswered. The panel commends this effort, and expresses the hope that in some further developed form this new approach to the clustered town house, emancipated from the design tyranny of the row house when used as here in superblocks, will be built. It may hold the answer to one of the principal unanswered problems of large-scale urban housing.

The remaining designs were not of comparable value. No. 54 offered a highly conventional solution, marred by objectionable parking areas in direct proximity to dwellings. Its obvious practicality, clear-cut circulation, open spaces around apartments, and other merits were not accompanied by any particular originality or distinction. Probably the most economical of all the entries, the panel noted in passing that it was not instructed to consider this factor in making its selection.

No. 55 struggled against the handicaps of a poor site plan, and problems resulting from the location of the main apartment buildings. The designer's interest in responding to Washington's climatic conditions was not significantly reflected in layout, the design of individual buildings, nor did it result in a workable, practical and attractive solution.

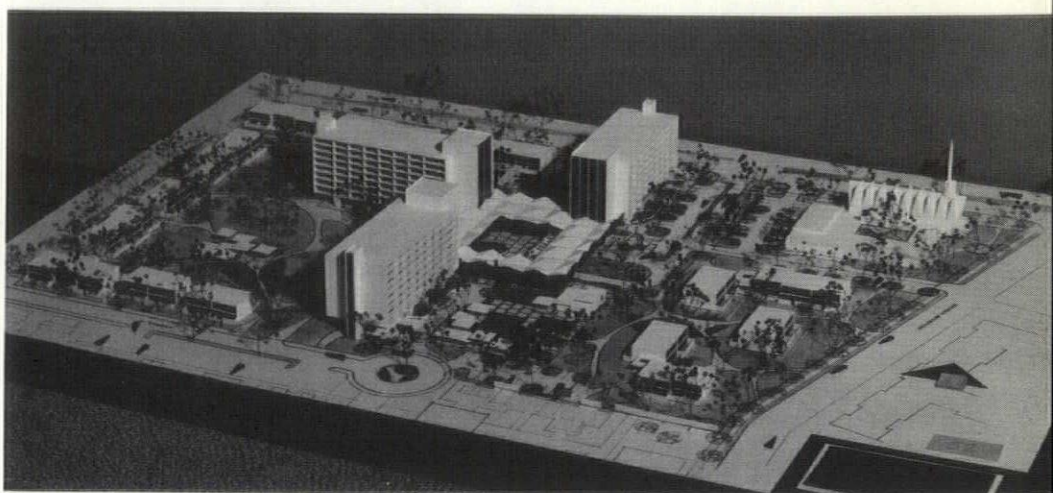
No. 57 divided town houses and high apartments and, in the end, provided a monotony of buildings which no amount of fancy planting could relieve. The boat-shaped apartment buildings lacked functional or formal significance or appeal and the zig-zag corridors lacked relevance in buildings of this size. While only two types of town houses were offered, and a monotonous roofline prevailed, the courtyard arrangement was clearly stated and had considerable merit.



ENTRY NO. 50

Adson Industries, Inc., Forest Hills, New York

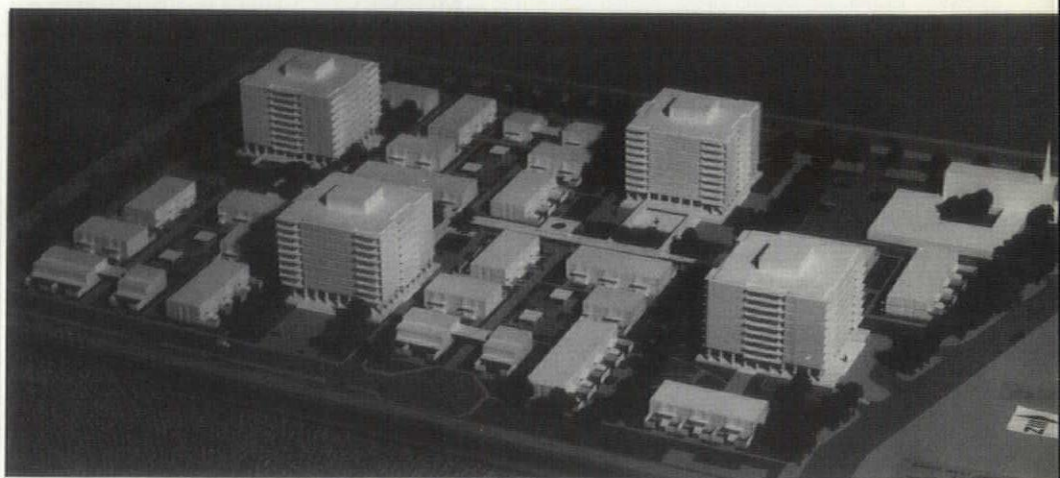
A. W. Geller and Milton Schwartz, Architects (New York and Philadelphia)



ENTRY NO. 52

Fellowship Square Foundation, Inc., 5915 Massachusetts Avenue, N.W., Washington 16, D. C.

Milton J. Prassas & Associates, Architects



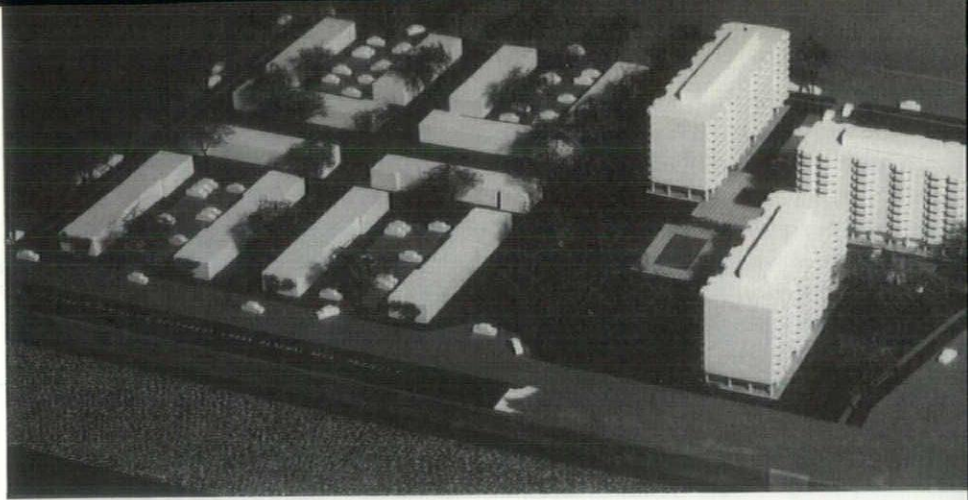
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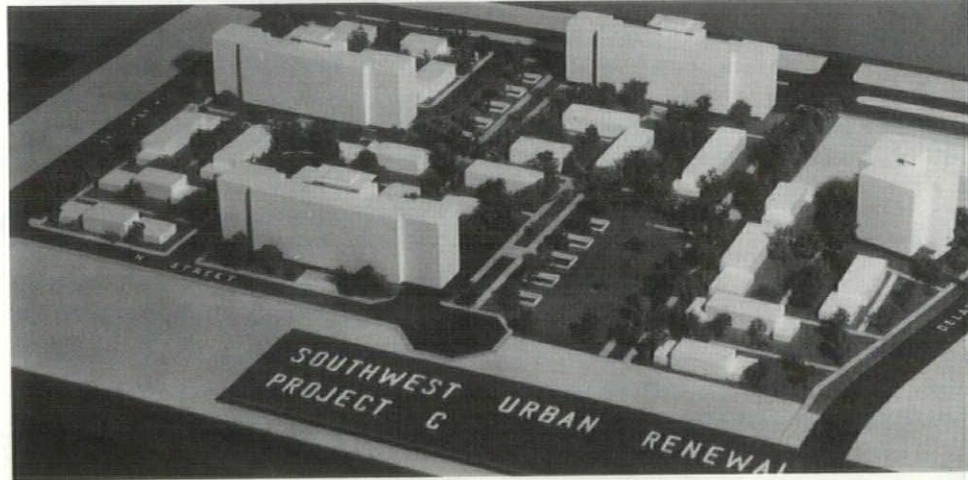
ENTRY NO. 54

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ENTRY NO. 55

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D. C. Edwin A. Keeble Associates
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*William Magazine and Charles Kap-
lan, 1000 Connecticut Avenue, Wash-
ington, D. C. Charles M. Goodman
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ton)*



The RLA and its Architectural Competitions

(continued from page 2)

income families; a small project in Foggy Bottom known as Columbia Plaza; and finally the large Adams-Morgan area which will be primarily rehabilitation. In all of these areas the Agency engages in various functions.

To accomplish the objectives of urban renewal, the Agency engages in acquisition, relocation, demolition and site preparation, and disposition in accordance with an approved plan. Using funds under a Loan and Grant Contract from the HHFA, the RLA acquires old properties in a renewal area whose acquisition is necessary under the provisions of the plan, relocates all families and businesses as the case may be, demolishes vacated properties and prepares the site, including some public improvements before finally disposing of the property to chosen redevelopers. Relating these functions to the three projects in the Southwest, totalling 550 acres, the Agency acquired virtually all of the properties in the area at a cost of roughly \$65,000,000. It relocated more than 5,000 families from residential structures in the area acquired as well as helping various businesses to move. This area was then cleared of all buildings and new streets and utilities were and are being built where needed. Within the framework of the urban renewal plan land costs for the new uses were set by independent appraisals and were the basis for disposing of parcels to redevelopers.

This brings me to my main topic, how redevelopers are chosen. For that, after all, is why the RLA has sponsored architectural competitions, to help it choose redevelopers who will build in accordance with the approved Urban Renewal Plan. Other means are possible and have been and are being used, not only by the RLA but by other LPA's in other municipalities: public auction, where a developer is chosen on the basis of the highest bid for the land, negotiation with a selected sponsor who for one reason or another seems the most logical choice for a given parcel; or finally competition, on some basis other than land price, such as design submitted by developers and judged by an architectural jury. A variation of this last might be solicitation of bids on a design specified by the Agency; but I'll mention that later in another connection.

At one time or another, the RLA has used all of these means for disposing of

land to be developed according to the Urban Renewal Plan. For the area south of M Street in Southwest Project "C," the decision was made to use a form of design competition for choosing developers for the bulk of parcels, in view of an apparent large interest on the part of developers for available prime residential land. The Agency had tried this method once before, in Project Area "B," but in that case, in addition to architectural merit, the land price had been left open. The winner then was one who offered the highest bid for the land, but for various reasons, the scheme was never built.

In any case, with that history plus the experience of the Philadelphia and San Francisco redevelopment competitions, the Agency developed the plans for its own competitions somewhat cautiously. To start with it had engaged Satterlee & Smith as consultants to prepare a Site Plan for the area. Many of their proposals were used as a basis for revising the Urban Renewal Plan. The Urban Renewal Plan, in turn, was the basis for the two separate independent appraisals on the land cost of residential parcels. With these determined and approved by the Urban Renewal Administration—who also approved, as required by law, the decision to dispose of the land through competition with the land price fixed—the staff of the Agency wrote the competition program. In the writing I acted, in effect, as architectural advisor, as I later acted as Secretary to the Jury.

With the requirements of the Urban Renewal Plan as mandatory the Agency made some further additions and determinations. The Urban Renewal Plan gave a required distribution of elevator apartment and low units for the whole area south of M Street. On the basis of parcel size, committed developments, and general knowledge of the market, this required distribution was broken down for the competition parcels. The Agency also required adherence to a greenway system and a percentage of covered parking. The scale, type, and number of drawings and models were kept as small and simple as possible in order to keep the developers' costs of making a submission fairly low. This was done because of the comment on the amount spent for submitting proposals in the San Francisco competition plus the fact that the Agency hardly wanted to discourage developers from continuing to submit proposals by making their costs too high.

Such then was the general framework when the first announcement was made for Parcel 110a last spring. I think we

were all astounded by the interest as indicated by the large number of requests for the program instructions, which made even more urgent the setting up of a proper jury. This was in the works for some time, since the RLA always expected that the winning design would be determined with the advice of an architectural panel. However, you must remember that architectural merit was not, and is not, the sole criterion the Agency Board uses in picking a developer. The financial capability of the developer is a major criterion. It is no part of the architectural jury's concern, but does affect the jury's relationship to the Agency. I suspect, for example, that the unfortunate history of another redevelopment competition where the architectural jury and the citizen board disagreed had some influence in determining the scope of services prepared by the RLA for its architectural consultants. The RLA was also influenced in its thinking by the Golden Gate competition in San Francisco, so that the contracts with the architectural panel members were drafted to ask for individual evaluations on all of the schemes submitted, rather than—as is the case with most architectural competitions—asking the Jury to pick a winner. Originally, too, it was thought that the procedure followed in San Francisco, whereby each developer and his architect described their proposal to the architectural panel, would be used here. However, shortly before the entries for the first competition were due, I suggested that the names of all architects and developers be concealed from the Jury, fearing that the Jury members, as human as the rest of us, might be unduly influenced by some prominent names that we knew would be entering submissions. This suggestion was followed, and I think proved its worth again. I regret only that I was not wholly consistent and did not also suggest that all drawings and models be concealed until both the architectural jury and the Agency Board had acted. Again, I'm sure you will recognize that this is standard procedure for any architectural competition.

Let me go back for a moment to discuss the picking of Jury members. Though we usually refer to it as an architectural jury, the RLA never intended to limit the members of the panel solely to architects. The nature of the problem clearly indicated that the surrounding environment would always play a large part in judging the submissions. For this reason the membership was assumed to include planners with a visual orientation. By

the same token, a landscape architect on the Jury was considered an asset.

In addition to the kinds of professions represented, the other question was how many members the Jury should have. Generally we always felt there should be an odd number, to avoid any ties in voting, and that the number should not be too large. This made it a choice between 3 and 5 members. You could argue on whether a possible 2 to 1 vote is better or worse than a 3 to 2 split; but in any case, the RLA chose 5. Thus far a split hasn't arisen because the decisions in both competitions were unanimous. For those of you who may not know, the Jury in the first competition, 110a, was Louis Justement, Jacob Crane, G. Holmes Perkins, Carl Koch, and Hideo Sasaki. In the second competition, Fritz Gutheim replaced Carl Koch, and Henry Churchill replaced Holmes Perkins.

With this long background leading to the receipt of the submissions, I haven't left much time to describe the judging process. Actually there isn't a great deal more to tell, since for the comments of the Jury members, I refer you to their Joint Reports. These, you may realize, were another departure from the original intention to have only individual evaluations. The Jury members argued, and I think justifiably, that any evaluation would be measured against a standard of what was thought best. Rather than avoiding saying directly which scheme they thought best, they preferred making their first choice clear. On this account, since their selection is made anonymously, I think it is to the public agency's and the Jury's mutual advantage that their joint opinions are expressed forthrightly.

Before the Jury examines the submissions it is my responsibility to check them all and, like the Professional Advisor in any architectural competition, determine whether they meet the conditions of the program, in our case, the Urban Renewal Plan. And here is a point where I think both architects and the Agency are possibly at fault. For in the case of 110a, there was not a single submission that conformed to all the items of the Instructions; and up to the day the Jury met, I thought that was also true of all the entries in 111a. However, during the Jury's deliberations, the discovery of a number indicating a loading bay indicated that the scheme which was later declared the winner conformed in every respect. However, to have only one submission conform out of the total of 19 in the two competitions is a very sorry

record for the architectural profession. In any regular competition all of the non-conforming schemes would have been declared H. C. and promptly rejected. The Agency, however, is always aware that the submissions it receives represent a large financial investment on the part of many developers—the total cost for the two competitions may well have been over \$150,000—and it is understandably reluctant to reject schemes unnecessarily. However, the fault on the part of the RLA may have been in not clearly emphasizing prior to the receipt of entries what the Agency's policy would be for non-conforming submissions. On this account, the Agency is well aware it may not have the last word in how best to run a competition of this kind. We constantly re-examine our procedures, and if there are ways of improving our methods, we shall certainly do so.

Perhaps I can give the best concluding summary by discussing briefly some of the issues that were raised as a result of the first two competitions. These are broad issues and will not affect the instructions already sent out by the Agency in connection with the last two competitions to be held in the Southwest, one for a residential parcel at 4th and O Streets and the other for the so-called Portal Site. The issues that I am referring to are the timing of architectural competitions in renewal areas; the question of the nature of controls imposed in the program, and the type of competition best suited to meet the objectives of a renewal project. These problems are all inter-related; I identify them separately only as a matter of convenience, I actually prefer to look at them together.

If I restate the questions as: when should LPA's hold competitions; who should be entering such competitions; and how should program requirements be written, the inter-relationship among these three items may be clearer. I don't propose to give answers to the questions, but I feel very strongly that the professions of architecture, landscape architecture, and planning, insofar as they wish to participate in urban renewal, must be aware of their responsibilities in these matters and provide aid where necessary. The recent studies done by Matt Rockwell for AIA's Urban Design Committee on redevelopment competitions seem to me to be a step in the right direction in meeting those responsibilities. Let me recall to you, too, that the RLA in determining that a competition is a means for choosing developers had a two-fold objective; to encourage the maximum participation

by private enterprise in urban renewal, and to see to it that in rebuilding, the best possible designs were built. Looking at these objectives we may ask at what point in the renewal process would it be wise to have an architectural competition in order to get the handsomest design and the maximum participation. To what extent should plan controls be mandatory for the architectural competitors; conceivably one of the benefits attainable with a competition if held early enough is design proposals that may suggest modifications of existing or proposed controls. And where does a developer enter the picture? A public agency can hardly expect that builders will continue indefinitely to incur the costs of architectural competitions. Might there not be useful lessons in the example of San Francisco's Red Rock project? There the Agency conducted an architectural competition pure and simple, inviting builders afterwards to bid for the right to build one of the chosen winners.

Once one gets started asking questions a whole host begin springing to mind; we trust they will all lead to fruitful answers. Let me only say in conclusion that I was pleased to have the opportunity to come and discuss these matters with you in a spirit of mutual inquiry. To keep this discussion within manageable bounds, I have necessarily had to simplify and give a digest of what is not a simple and is often an indigestible process. Nonetheless, I hope I have managed to convey to you some small part of the enthusiasm I have for what I consider a major means for rebuilding our cities. And I hope also that you will all have some opportunity to share in the effort necessary to meet that challenge.



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