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The state of the nation's capital after a decade of rapid change

The Planning of Washington as a Capital — Paul Thiry, FAIA
A plea to protect the L'Enfant plan from further desecration

The Planning of Washington as a City — Philip G. Hammer
It is passing into the hands of the new elective local government

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Cover: Suzy Thomas

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Convention ’74: The Capital as Forum And Laboratory

“The convention of choice” is the phrase used by Robert Calhoun Smith, AIA, to describe the 1974 Institute convention in Washington, D.C., May 19-24. The nation’s capital will be a laboratory and a forum for examining in detail the theme of “A Humane Architecture.” Smith, who is host chapters’ chairman, says that conventioners will have choices among “new cities and old neighborhoods, venerable public buildings and exciting new homes, urban redevelopment and colonial estates, museums and Metro systems, antiques and private art collections,” as architects examine the nation’s capital and its environs on tours arranged by the Washington Metropolitan, Potomac Valley and Baltimore Chapters.

After registration and delegate accreditation, tours of the capital city, the Metro, Baltimore, the inner harbor and the new town of Reston, Va., as well as the McGraw-Hill Dodge/Sweets party on May 19, the convention will open officially on Monday, May 20. Architects will be welcomed to the nation’s capital by Mayor Walter Washington, and the keynote address will be given by Mayor Thomas Bradley of Los Angeles. Earlier in the day, the Association of Student Chapters/AIA will have opened its Life Center on the Mall and the host chapters will have given conventioners yet another opportunity to tour the city, the U.S. Capitol, the Washington Cathedral, the Metro and the Arlington/Alexandria, Va., area. There will also be such highlights on Monday as the Honor Awards presentations, the investiture of Fellows and a reception at the AIA Headquarters Building.

Under the leadership of Jeh Johnson, AIA, the 1974 AIA Convention Committee has planned an array of convention programs to challenge the practitioner. The theme session on Tuesday, May 21, will be introduced by chairman/moderator Robinson F. Barker, who is chairman of the board of PPG Industries. Panelists for this session on “A Humane Architecture” include Judith Roeder, AIA, Department of Planning, City of Pittsburgh; John Eberhard, AIA, president of the AIA Research Corporation; and Theodore Liebman, chief architect of the New York State Urban Design Corporation. Afternoon workshops will center on “Urban Design and Human Behavior” and “People and Buildings.”

Also, the Marketplace of New Ideas will get in full swing on May 21 with its seminars and workshops conducted in and around the exhibit area. Some of the topics for discussion: design/build/bid; systems building; value analysis; control of building costs; personnel practices.

On Wednesday, May 22, seminars and workshops will continue, emphasizing such matters as the growth unit; current housing programs and policies; office brochures; and professional liability insurance. The ASC/AIA site workshops and AIA business sessions will be lightened by more tours.

The host chapters have planned some unusual tours. On Tuesday evening, for example, Baltimore architects will entertain in a Victorian mansion, and on Wednesday there’ll be a “very special” tour of Baltimore called “Art in Residence.”

And Smith promises: “When the seriousness of everything is beginning to get to you along about Wednesday, we will put on the greatest ball you’ve ever attended in the most fabulous space you’ve ever danced in. We promise that the Pension Building (left) ball will even surpass the famous Power House ball of 1965. If you think we’re just bragging, come call our bluff.”

On Thursday, May 23, theme workshops will consider “Humane Project Design” and “Expanding Interface Between Engineers/Architects on Public Works Projects,” the latter chaired by Harry Weese, FAIA. The Marketplace seminars will focus on a variety of topics, including women in architecture; design review boards; negotiations with the owner; and environmental impact statements. Also highlighted on Thursday will be regional caucuses, balloting for AIA officers and tours to the new town of Columbia, Md., and to Washington area residences, educational facilities and theaters. All these activities will be climaxed by the annual ball at the Sheraton-Park ballroom.

On Friday, May 24, AIA members and their families will leave for exotic foreign places or for areas closer by. Or perhaps home. Smith summarizes the general tenor of preparations for the convention: “We are pleased and honored to be your hosts. Come and let us welcome you to our beautiful city.”

Convention ’74: The Celebration of Architecture by Students

Large as life are the plans being made for the National Architectural Student Conference to be held in conjunction with the AIA convention on May 19-23. Indeed, the theme of the student gathering is “Life.” It’s going to be what they call an “architectural celebration.”

The planning is being done by architectural students at Howard University, Catholic University, the University of Maryland and the Washington Technical Institute. Coordinators are Daniel Sze, who is president of the Association of Student Chapters/AIA at Howard, and Robert Mackie, who heads the ASC/AIA at Catholic. The enthusiastic Mackie, the...
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In 1971, the AIA awarded its Gold Medal—the highest honor it can bestow—to Kahn, calling him an "architect, educator, form giver in the highest tradition of his profession." Kahn was also a poet, and in his acceptance speech, he summarized his philosophy of architecture when he said: "A work of architecture is but an offering to the spirit of architecture and its poetic beginning."

Kahn died of an apparent heart attack on March 17 at the age of 73. His body was found in a rest room in Manhattan's Pennsylvania Station. He was on his way to his home in Philadelphia from Ahmedabad, India, where he had been visiting a building he designed for the Indian Institute at the University of Kujarat.

Kahn was born in 1901 on the Island of Saarama, Estonia. He came to this country as a child, later receiving his architectural education at the University of Pennsylvania. It was not until the '50s that Kahn emerged as a major creative figure, when his addition to the Yale University Art Gallery received acclaim. Since that time, he has been internationally recognized.

He was chief of design for the Sesquicentennial Exposition, 1925-26. During his early career, he was associated with George Howe (1941-42) and with George Howe, Oscar Stonorov (1942-43). During this period, he worked on a number of public housing projects. In 1935, however, he had set up his independent practice in Philadelphia, organizing the Architecture Research Group of 30 professionals who planned housing, slum clearance and city redevelopment for Philadelphia.

He was a member of the Yale University architectural faculty from 1947 to 1957 and became Professor of Architecture, University of Pennsylvania, in 1957, a position he held until his death, while still maintaining his architectural practice.

The recipient of many awards and honors, Kahn himself lists as his major works his numerous housing projects; the Yale Art Gallery; the University of Pennsylvania Biology Laboratories; the Salk Institute, La Jolla, Calif.; the First Unitarian Church, Rochester; the Second Capitol of Pakistan, Dacca; the Indian Institute of Management, Ahmedabad, India; the Theater for Performing Arts, Fort Wayne, Ind.; Kimball Museum of Art, Fort Worth, Tex.; library and dining hall buildings, Phillips Exeter Academy, N.H.; a factory for the Olivetti Corp., Harrisburg, Pa.; and Temple Beth El, Chappaqua, N.Y. His last design is a landscaped composition—a memorial to President Franklin D. Roosevelt—which will be unveiled this month on Roosevelt Island in New York City.
Architects and Engineers Discuss National Issues

More than 250 architects and engineers from 41 states attended the 1974 Public Affairs Conference held recently in Washington, D.C. by the AIA, the American Consulting Engineers Council and the American Society of Civil Engineers.

Campaign financing reform was a major theme of the array of Congressmen who addressed the group. Senator Walter F. Mondale (D-Minn.) said that a bipartisan bill on campaign financing soon would be debated in the Senate. Among the provisions of the bill would be a $3,000 ceiling on individual contributions, full disclosure of all contributions and expenditures by the candidates and the provision of matching federal funds for candidates who could demonstrate widespread public support.

Representative Larry Hogan (R-Md.) told the assembly that he planned to introduce legislation calling for the inclusion in all federally negotiated contracts of a clause that would give the government the right to terminate a contract without liability and to recover the full amount of fees or payments if a contractor were convicted of corrupt practices.

Legislation supporting the development of solar heating and cooling was discussed by Representative Mike McCormack (D-Wash.), who called for a national energy policy as a "starting point for any discussions before we start talking about energy independence." Later in the day, a seminar session devoted its time to a discussion of guidelines or standards for improved design, construction and operation of buildings with relation to energy conservation. Other seminar sessions focused on such topics as land use and national growth, pension reform and conversion to the metric system of measurement.

Research on Black Architects

Richard K. Dozier, who is assistant professor of architecture at Yale University's School of Architecture, is conducting a research project in which he plans to trace and document the role of the black man in architecture from 1800 to 1945; a later study will be made covering the period of 1945 to 1976. He will try to identify black architects, builders and craftsmen and their accomplishments in the study which is supported in part by a grant from the National Endowment for the Arts.

Dozier asks that information on black architects, builders, contractors and craftsmen be sent to him at P.O. Box 105, Lincoln Station, New York, N.Y. 10037.

Women at Harvard

Last fall, Harvard University's Graduate School of Design enrolled a total of 571 students: 430 men and 141 women. Enrollment in the entering class included 285 men and 106 women. This 27 percent of entering women students is the highest ratio of women to men in the school's history.

AIA Staff Appointments

Edward G. Petrazio, AIA, has been appointed administrator of the Institute's professional practice department. Since 1968, he has been project manager with the Chicago office of Skidmore, Owings & Merrill. Harold B. Glover, previously associated with planning consultants Barton-Aschman Associates, Inc., Washington, D.C., has been named director of community development in the environment and design department. Nicole Gara, who has served as assistant director of Congressional liaison in the government affairs department since 1971, now holds the position of director. Ms. Gara will be responsible for monitoring federal legislation affecting the profession and for maintaining liaison with Congressmen and their committees and staff.

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Surprise Setback For Federal Land-Use Legislation

"The idea agreed to by nearly all interests in Washington, D.C.—left and right—was the need for some kind of planning for the American landscape . . . to prevent the endless repetition of sprawling and ill-designed suburbs, hideous strips of hamburger stands, neon signs and automobile junk yards," said David Brinkley, NBC News commentator in a nationwide broadcast on February 27. He was commenting on the action of the House Rules Committee in shelving the land use planning bill (H.R. 102594), sponsored by Rep. Morris K. Udall (D-Ariz.). Brinkley remarked that a recent poll shows that "only 21 percent of the American people said that they have confidence in Congress." The action of the Rules Committee, he said, "is not likely to raise the score."

After years of study, a bill for land use planning was passed by the Senate last June by a vote of 64 to 21; the House Interior and Insular Affairs Committee approved a land use bill, 26 to 11, and urged "its early consideration." But the nine-member Rules Committee, which manages legislative flow, voted to shelve the Udall bill indefinitely, thus denying debate and vote by the other 426 members of the House.

An editorial in the New York Times on February 28 called the action by the Rules Committee "high-handed" and disparaged "heavy pressures from chambers of commerce, real estate interests and others lobbying for which local zoning powers are a sacred and often profitable fetish." The newspaper called the action of the Rules Committee a "perversion of the democratic process when a handful of men at a strategic point can lightly be allowed to deprive the entire House of an opportunity even to vote on a question of immense national importance."

The Washington Post commented editorially on March 4 that the "wrong-headed" move "seems to have been based largely on a lack of understanding of the land use bill and a susceptibility to the distortions and alarms peddled by the opponents of effective planning." This "conservative measure," the newspaper said, has the purpose to "insure that a basic, finite, threatened resource—the land—will be prudently used" and that state and local governments would be encouraged to "establish effective planning processes of their own."
The newspaper called for a "massive educational effort...to dispel the misapprehensions and focus attention on the actual provisions and temperate nature" of the bill.

Also asking for action is the AIA Legislative Minuteman Program, whose director is Ms. Nicole Gara. A letter from her to the AIA Board of Directors and various committee and component executives urges that members write their Congressmen to request that the Rules Committee submit the bill to a full House vote. The Institute has supported a strong land use planning bill for several years as a major legislative vehicle for the implementation of portions of its policy on national growth.

An opposite view on the bill is taken by the Chamber of Commerce of the U.S. A recent news release from the Chamber says that the bill "opens the door to possible abuse by authorizing a state to impose 'no-use' prohibitions on some land instead of using the process of eminent domain to acquire the land." The Chamber contends that the Udall bill "provides no funds to compensate landowners." It supports a bill advanced by Rep. Sam Steiger (R-Ariz.) as "more moderate."

Evidently, President Nixon also supports the Steiger bill. The New York Times says that Rep. Steiger "claims credit for having turned Mr. Nixon against" the Udall bill, although his environmental advisers support it. The Washington Post calls the Steiger bill "nothing but an empty shell, devoid of any of the implementation provisions which would make planning a consequential process rather than an idle game."

At this writing, Rep. Udall's office told the AIA Journal that he thinks his bill has suffered only a "temporary setback" and that he will not abandon it.

Solar Energy: Putting The Emphasis on Design

John P. Eberhard, AIA, president of the AIA Research Corporation, recently testified before the Senate Committee on Aeronautical and Space Sciences, expressing the views of the Institute on the Solar Heating and Cooling Demonstration Act (S. 2658). The act "will provide for the demonstration within a three-year period of the practical use of solar heating technology, using current technology for this purpose, and...for the development and demonstration within a five-year period of the practical use of combined heating and cooling technology."

Section 5 calls for the Secretary of Commerce, acting through the National Bureau of Standards, to determine "on the basis of open competition an appropriate number of approved designs for various types of residential dwellings suitable for and adapted to the installation of solar heating systems," which meet performance criteria. The competition "shall be open to all professionally recognized architects and engineers (or architectural or engineering firms) who are qualified to assist in the design of houses to demonstrate solar heating."

Eberhard said that the AIA resists "the notion of using design professionals simply to generate a series of stock plans for limited hardware application." He called for design issues to be "much more basic and pervasive," with the design professions included in the conceptual and evaluation stages as well as in the applications of solar energy in projects.

Eberhard reminded the committee that architects and related professionals have "long been involved in relating the sun to our buildings and cities," having designed and built over the years a number of projects that demonstrate the potentials of solar energy. He stressed that design principles should be included in the development of solar energy applications, rather than having the developments made exclusively by scientists and engineers who "may see it as another hardware program."

Eberhard called for the development of solar energy as an alternative source of energy that should be applied not as an expedient but as part of a long-term energy policy that "reflects our concerns with how we balance our needs as a nation with the rest of the world; with nature's own balance and our growth policies; and with the quality of our lives as well as the quantity of our possessions." He noted that last year the AIA had adopted a policy statement on energy conservation which warns that the "sudden focus on the depletion aspects of energy must not divert our attention from, or compromise our efforts in, reducing the energy use which results in the degradation of the environment."

The AIA sees the need for a long-term national energy policy that is in "sharp contrast with policies of continuing exploitation of the earth's resources."

Fannie Mae Faces The Inner City

For many Americans there may be an end to the dream of owning a cottage with a picket fence around it in suburbia. Because of such things as changing lifestyles, changing markets, growing scarcities and the no-growth policies of the suburbs, the time may have come for inner-city housing. So conclude participants in a forum sponsored by the National Mortgage Association, whose deliberations are reported in the recently published Forum One. Housing experts and specialists in marketing and finance exchanged ideas on "how the private sector can arrest inner city deterioration" and "how new design concepts and new directions in financing moderate-income housing" may bring decent subsidized housing within the reach of more American households.

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Zoning Goes Underground in New York

The New York City Board of Estimate has extended its zoning power for the first time to the underground. The landmark zoning legislation requires that new development along the Second Avenue subway, now under construction, take underground transit access into consideration. The temporary legislation sets up a "special land use district" in which subway entrances must be offstreet, either through plazas, underground concourses or lobbies of buildings. Among the aims are the integration of station design with surrounding development, the provision of transit amenities, and the reduction of adverse environmental impact accompanying underground transit development.

Research on Design For Flood Areas

The AIA Research Corporation has made four $1,000 grants to architectural schools to assist in research on design of residential structures in flood hazard areas. The schools are at University of California at Los Angeles, University of Miami, Louisiana State University and Rhode Island School of Design.

The grants are part of a research project undertaken by the corporation for the Department of Housing and Urban Development's Federal Insurance Administration. Major goal of the project is to develop a manual of architectural, technical and cost information on construction of residences with elevated foundations.
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Are you Computerized?
An interview with Assoc. Estimator Robert W. Brown.

Q. We understand that Edward Scharf & Sons has been working on a computerized estimating system?
A. That's right. For over five years.

Q. When do you expect it to be operational?
A. Sometime in the spring of '74.

Q. Basically, what will your system do?
A. It will calculate total quantities from dimensions and then apply unit labor and material costs to determine the total costs.

Q. What advantages does such a system offer?
A. Well, first of all, there's standardization of unit pricing. Second, there's uniformity of terminology. Third, a consistent format. And let's not forget that the data bank holds a tremendous pool of knowledge that no single estimator could possibly have.

Q. I thought you would mention the speed and accuracy of electronic data processing.
A. That goes without saying.

Q. Will the system conform to CSI standards?
A. Yes. This makes our accounting of materials compatible with architects' specs.

Q. Are regional differences, difficulty of work, etc., dealt with?
A. Yes. The system allows unit costs that are stored in the data files to be adjusted by the individual estimator for any specific project.

Q. How will the system keep up with current prices?
A. We maintain close contact with suppliers, contractors, and subs to help us continually update our unit price files.

Q. I know there are other computerized estimating methods on the market. Why don't you use them?
A. For several reasons: (1) It's an extra expense we'd have to pass on to our clients; (2) insufficient detail—some systems, for example, don't break down unit labor and material or separate forms from concrete; (3) accuracy—most systems apply an across-the-board percentage factor adjustment for each city, instead of applying percentages to individual trades; (4) most systems don't calculate quantities, they price by computer what their clients take off by hand.

Q. One last question. Aren't you afraid of losing the personal touch?
A. We have always considered estimating to be an art as well as a science. The computer aids in the scientific aspects. But the estimator still controls the direction of the art.
At right is the familiar, or picture-postcard, image of Washington, D.C.: a place of historic and emotive monuments to the nation's greatness, in a setting of surpassing beauty and dignity. The image is accurate, but incomplete, for behind and beyond the monuments is a thriving, surging and sometimes turbulent city. This magazine last took a look at this city 11 years ago, in an issue called "Washington in Transition," and AIA last held its convention here in 1965. Next month the capital again will be host to the Institute, and in this issue we again examine the city: its attractions, its problems, its promise—and in particular the changes that have swept it over roughly the last decade. For Washington is still very much in transition, and the kind of city it becomes is very much the concern of all of us. For Washington is basically a company town, as someone once said, and as American citizens we own the company.
The Black Majority: Protest, Pride and Progress

In 1963 Martin Luther King stood at the Lincoln Memorial and told of his dream. It was a fitting place, and a fitting city, for this too-early climax to the movement to desegregate American society. For the second most important fact of Washington's life as a city, next to its being the capital, was that it had become the nation's first major city with a black majority. The black percentage of the metropolitan area's population had remained constant for nearly a half century, at roughly a quarter, but whites had left for the suburbs in droves and had been replaced by black immigrants, drawn in part by the expansion and relative openness of federal employment—a factor which had long given Washington's black population an unusual stability and a sizable middle class. Five years later Dr. King was dead. Washington, which had been spared civil disorder, burst into flame in the aftermath of his assassination. In the ensuing six years a new and prideful mood has spread among Washington blacks. They have used the strength of their numbers to achieve political power and have increased their share of economic power. During the 1960s the number of black Washington residents with incomes of $12,000 or more nearly tripled, while at the same time the number of blacks in the Washington suburbs nearly doubled. There remains more poverty than is conscionable in the shadow of the Capitol, and the area remains segregated (in 1970 blacks were 71 percent of the city's population and 8 percent of the suburbs), but these have been years of indisputable progress.
The Area's Growth: Binge and Hangover

In 1962, when the photo immediately above was taken, this segment of suburban Montgomery County, Maryland, already was the scene of a housing boom, but a substantial amount of open land remained. The photo to its right was taken exactly a decade later, and by then the subdivisions had spread across the land and had been joined by more substantial buildings. Washington had long been one of the nation's fastest-growing metropolitan areas, but in the 1960s it became the fastest of all, increasing in population from two to nearly three million. Highways stretched seemingly to infinity, both leading and following development whose only discernable pattern was ever-widening sprawl. In the process, local budgets were strained to the breaking point, resources were laid waste and the air, water and land polluted. It is hardly surprising, then, that in the 1970s the area has become a virtual hotbed of the stop-growth movement. Moratoria abound in the suburbs and environmentalists march on both sides of the city limits. The growth binge proceeded largely without the benefit of effective planning for the region as a whole, and now the slowing of growth is being pursued on a similar basis of local interests prevailing. Regional planning is the province of the Metropolitan Washington Council of Governments, which has a sophisticated staff but, like all such councils of local officials, operates on a voluntary basis and is only as strong as its weakest jurisdictional link.
Architecture: A Renaissance of Sorts

Modern architecture was slow in making an impact on Washington. When it came, it first took the form of houses and other modest buildings, the classicists holding sway over the city's major (mainly federal) works. The breakthrough came with President John F. Kennedy, who stocked the Commission of Fine Arts (Washington's architectural review board) with unabashed modernists and urged the General Services Administration and other federal clients to higher architectural aspiration. The impact was lasting: Some of the nation's leading architects have been brought in to design federal buildings in Washington, and the changed atmosphere has inspired private clients and helped to generate a fresh crop of high-level local talent. The examples shown here, from left: the court of the International Monetary Fund's new headquarters building by Vincent G. Kling & Partners and Clas, Rigg, Owens & Ramos, consulting architects; the privately developed Euram Building on Dupont Circle by Hartman-Cox of Washington; L'Enfant Plaza, (right above) a private development planned by I. M. Pei & Partners (the buildings left and right in the photo were designed by the Pei firm and the one in center by Vlastimil Koubek of Washington); the Department of Housing and Urban Development building by Marcel Breuer and Herbert Beckhard, and Nolen-Swinburn & Associates.
Architecture: The Face and Fabric of the City

A close look at the photo above will find both the HUD building and, behind it, L'Enfant Plaza, looking somewhat different than in their formal portraits on the preceding page. Alas, this is the more realistic view. For all of its long history of planning, for all the rigors of architectural review, the federal city of Washington has been filled with very large buildings of very uneven quality, more often than not in unfortunate and ungainly relationship to one another. The burgeoning commercial core (far right above) has not fared much better. Here, developmental pressures fed through Washington's height limit and zoning laws have produced rows of office buildings boringly similar in size and shape. Precast concrete recently has replaced glass and metal as their favored cladding, adding texture if not character. Past these precincts live the people of Washington, in residential neighborhoods unusual for both their extent and quality (although there are still shaming exceptions of blight). The dominant form of residence is the row house, but there are also lovely, leafy neighborhoods of detached houses looking for all the world like mature suburbs within the city. In all, despite public and private insensitivities at the core, and perhaps because they are kept from dominating the skyline, Washington remains a city of amenity and human scale and, for many, a very pleasant place to live.
Downtown: Ripe for Renewal?

For years downtown Washington has been a place of celebrated dowdiness. Its decline began early and was accelerated in the past decade by rampant suburbanization and the touch of the fearsome fingers of the 1968 civil disorders. But now some hard-headed observers are beginning to suggest that downtown's day finally may be coming. They point out that downtown could become more attractive to private investment as the energy crisis and the stop-growth movement begin to inhibit suburban development. And they point to a lengthy list of public improvements designed to stimulate such investment. Already in place is the Martin Luther King Memorial Library by the Office of Mies van der Rohe (detail top left) and coming are the Metro transit system, a new civic and convention center, conversion of Union Station into a visitors' center, a "streets for people" program, three large multi-use urban renewal projects, and the proposed revitalization of Pennsylvania Avenue (left). The last task is being undertaken by the Pennsylvania Avenue Development Corporation, whose plan for the White House-to-Capitol stretch of the avenue was released recently to mixed response. The plan takes a less ceremonial approach to the avenue than did its predecessor, produced a decade ago by a prestigious Presidential commission. The first plan had only modest impact, to put it generously, but the new one may have more, since Congress gave the corporation both financing and development authority. Perhaps the most intriguing element of the second plan is a proposed colony of medium- and low-rise housing. The Washington Center for Metropolitan Studies has suggested that housing be an even larger part of downtown's renewal to capitalize on the coming growth in new, young households.
Stopping Freeways and Starting Metro

Spurred by sights like the one above, the citizens of Washington in the 1960s launched a full-scale freeway revolt. Despite occasional acrimony, it has been a unifying experience for the city, bringing together well-to-do and poor neighborhoods, black and white, to fight a common foe. The fight has been a furious one and is far from over. The best that can be said at the moment is that the highwaymen are on the defensive. They have powerful allies, however, and they fully realize the national impact of a defeat in the capital. Meanwhile, Metro is well on its way. The $2.98 billion system eventually will wind nearly 100 miles through the city and close-in suburbs. So far Metro has meant mainly torn-up streets, but soon it will mean trains whooshing in and out of waffle-domed stations (Harry Weese & Associates, architects) at two-minute rush hour headways on main routes.
Crime Capital of the Nation?
The appellation was coined by Washington's No. 1 citizen and came true in 1969 when the rate of crime per capita here was higher than in any other American city of 500,000 to one million population. The Administration's first moves to bring it down were preventive detention and "no knock" police entry laws, which drew strong fire from civil libertarians. The laws turned out to be neither so effective nor so dangerous as initially claimed and feared; indeed, they have scarcely been used. More effective were such measures as court reform and, most visible, greatly increased police manpower. Washington now has a force of some 5,000, compared to just over 2,000 in St. Louis and 3,500 in nearby Baltimore. The rate of reported crime has declined by about a third since the 1969 peak, putting Washington in ninth rather than first place in the major cities' crime derby. The reputation lingers, however. The sale of security devices (and guns) is brisk, and Washington residents are accustomed to being asked by out-of-towners whether they can really live safely in the city. The answer is affirmative but the price is living in what sometimes seems a fortress city, especially when (as during the 1971 May Day demonstration) troops are brought in to augment the ubiquitous men in blue.
Democracy Comes to the Capital (Haltingly)

A favorite Washington bumper sticker has been "D.C., Last Colony," a reference to the fact that the capital of the world's leading democratic nation did not enjoy the perquisites of democracy, being ruled without representation by the Congress and Presidential appointed "commissioners." Congress has been asked repeatedly to grant the city home rule: Bills to this end generally have done well in the Senate but have foundered in the District of Columbia committee of the House, dominated for years by Southern Congressmen who made capital back home by kicking the big black city around and by representatives of the Virginia and Maryland suburbs devoted to protecting their constituents' interests against the city's. Gradually, times and attitudes changed: The District government was reorganized and Walter Washington (top) became "mayor-commissioner," although still serving at the President's pleasure; citizens of the District were allowed to elect members of the board of education, then a nonvoting delegate to the House, Walter Fauntroy (seated, right above). The House committee also changed: Its long-time chairman was defeated, partially through the rallying of the blacks in his South Carolina constituency by Washington home rule advocates, and more friendly faces began to appear among the membership. Last year it finally happened: Washington residents were granted the right to elect their own mayor and city council, although Congress still will retain a hold on the city's purse strings. Next month residents will have the chance to ratify the charter of the new local government, and passage is considered a certainty. Then later in the year we will have a chance to cast an honest to God vote for our own local leadership. Donald Canty
The Planning Of Washington As a Capital

Paul Thiry, FAIA

We do well to recall that Washington was designed as the capital of the United States: a place selected for national government. It was unique in its time as a city with a plan before construction of any kind was put in place.

Washington is a place apart and destined to express the attitude of America. It is the product of our common life. Washington is singular in its plan and in the principles for which it stands.

As physical manifestation of greatness, the U.S. Capitol was designed to surround and command the scene of Washington and be visible from all directions. From within this Capitol would emanate the directives for the nation.

The city of Washington was conceived as an axial city: the Capitol on axis with the President's house and avenues radiating in all directions with reciprocal vistas to monuments, important buildings and distant spaces.

The principal buildings and monuments were to be identifiable and to stand in nobility. They were to be supported by the great avenues which were to be framed by dignified buildings, not in themselves great monuments but contributing to a total environment. Along the avenues and within bordering streets were to be the dwellings of the inhabitants and, within compounds, markets and places for supporting commerce.

The plan for Washington was carefully designed to regard topography. It was developed with the idea that the surrounding hills would form a verdant frame for the entire city. The rivers were part of the plan, which led to the water's edge to an embankment running the full length of the waterfront from the southeast to Georgetown.

At the foot of the Capitol and central to all was the Mall, which was to be a great avenue flanked by the embassies of foreign governments. It terminated at the Washington Monument in a parklike, aquatic setting.

The plan, grand in scale, was simply conceived. The total concept was elegant and projected high principles in planning. It was and continues to be consistent with its lofty purpose. But over the years, the plan of Washington has suffered various insults. Its axial streets and boulevards have been abruptly intercepted by buildings sited with complete disregard for vistas and accent. Probably the most pugnacious of these interruptions is the Treasury, which terminates a vista intended from the Capitol to the White House along Pennsylvania Avenue. Some other intrusions: The Library of Congress blocks Pennsylvania Avenue to the southeast. The Rayburn Building eliminates passage via Delaware Avenue S.W., obliterating the view of the Capitol southwesterly. Union Station and the train yards terminate and void Delaware Avenue N.E.

Practically all streets, axial or otherwise, southeast and southwest of the Capitol now encounter elevated freeways and trackage or drift into government compounds such as the Washington Navy Yard or Fort McNair. The center leg of the inner loop freeway, tunneled under the Mall, severs east-west streets between Constitution and New York Avenues N.W. In an attempt to correct this blunder, the new Department of Labor building was designed on air rights over the ditch; possibilities for further coverings and plazas to its north are being sought.

The Robert F. Kennedy Memorial Stadium blocks East Capitol Street, an avenue which was conceived as a direct vistal approach to the Capitol from the east and from across the Anacostia River.

The Eisenhower Civic Center, originally planned to relate to both sides of 5th Street N.W. with a vista from the National Collection of Fine Arts and Portrait Gallery to Mount Vernon Square, is now to occupy only the west side of 5th, leaving symmetry askew.

New Jersey Avenue N.W.—the street which caused L'Enfant to lose his position as planner because he objected to Commissioner Carroll's house in its right-of-way and had it removed—is threatened with closure.

The Grand Plaza of the Federal Triangle, a place destined as a garden setting for the classic buildings which surround it, is a parking lot for 1,300 automobiles.

Mr. Thiry, head of Thiry Architects, Inc. in Seattle, is a member and vice chairman, National Capital Planning Commission.

Even the Mall has suffered its vicissitudes. It has been plowed, used to feed cattle, crisscrossed by railroad tracks, had its Tiber Creek filled, has been landscaped in various fashions and encroached upon by buildings, permanent and temporary. In 1902 the McMillan Commission re-organized its plan and brought the Mall into the place of honor it enjoyed until it became, along with the Grand Plaza, a parking lot for the government.

With the advent of the automobile came the urge to decentralize cities, an opportunity to move to cheap land and open space. In the late 1940s, everyone was conscious of the atomic bomb. Dispersal became the rage, and the plan for Washington as the government city was re-analyzed: Public agencies started to move out, regardless of propriety or necessity. Upheaval in planning resulted. Indiscriminate placement of roads and highways took place, usually superimposed on existing planned patterns. The result was channelling of traffic onto streets that were not designed to carry it, leaving local authorities the task of unravelling the problems which beset them, such as widenings, closings, condemnations, realignments and relocations.

L'Enfant's plan has withstood 200 years of abuse, but it cannot absorb forever an unrelated system of cuts and fills, overpasses and underpasses, cloverleafs and access ramps and accompanying high speed traffic.

Should future plans give way to further abuse, the plan for the city will be destroyed and, worse, all surface movement within it will be channelled to a feeder system which leads into the city but for the most part moves out much faster. In time, satellite communities will have nothing to be satellite to and the city of Washington, poked between its overlying byways, could be a place of no access except by helicopter.

For the past 10 years, most efforts to interlace the plan of Washington with freeways has been forestalled. Vigilance alone will deter the advocates and engineers who would turn Independence and Constitution Avenues into points of access for freeways which could further de-
L'Enfant's plan has withstood 200 years of abuse, but how much more can it absorb?

Observations explanatory of the Plan.

I. The positions for the different Edifices, and for the several Squares or Areas of different shapes, as they are laid down, were first determined on the most advantageous ground, contriving the most extensive prospects, and the better接受性 of such Improvements, as other wise or ornament may beneficially call for.

II. Lines or Avenues of direct communication have been designed to connect the separate and most distant objects with the principal, and to preserve through the whole a competency of light at the same time. Attention has been paid to the position of these leading Avenues over the most favorable ground, for present and permanent use.

III. North and South lines intersected by others running due East and West, make the distribution of the City into Streets, Squares, &c. and these lines have been so constructed as to meet at certain given points with those divergent Avenues, so as to form on the Square, first determined, the different Squares or Areas.

Scale of Poles.

[Diagram and text continue...]

Breadth of the Streets.

The grand Avenue, and each Street as laid immediately to public places, are from 250 to 150 feet wide, and may be conveniently divided into feet ways, walks of trees, and a carriage way. The other Streets are from 90 to 150 feet wide.

In order to execute this plan, Mr. Elliott set a true Meridional line by celestial observation, which passes through the Area intended for the Capital, this line was copied by another due East and West, which passes through the same Area. These Lines were accurately measured, and made the basis on which the whole plan was executed. He ran all the lines by a Transit Instrument, and determined the Axis by actual measurement, and left nothing to the uncertainty of the Compass.

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Combine freeways and highrise and the entire concept of the capital is destroyed.
A diagram of intrusions into the plan, from 1836 to a museum still under building.
Railways and freeways have, in turn, rended the fabric of the city.

which in some other location may entertain some reason for survival. This questionable piece of architecture stands mid-point to the completion of the long-planned Rotunda, or Delano Circle. The choice is whether a decision made in 1926, which predicated the design of the Triangle and its supporting buildings, should be completed or whether we succumb to the idea that the pseudo-Romanesque Old Post Office will stand forever as a monument to poor judgment and uncompleted plans.

The sprawl of office buildings within and without the District has left the older commercial areas of the city to decay. Central city decay is largely due to lack of 24-hour population. Sprawl has displaced residential structures in and around the central core and, consequently, people look for new places to move and in which to live. Constant disruption is axiomatic to the day. Unrest and social problems require still more changes and adjustments, disrupting the framework of neighborhoods and weakening the institutions that hold them together. Neighbors become suspect and unknown to one another.

Most urban problems are related to planning—not high-hat planning but down-to-earth planning. A pattern of streets and accesses to compounds and habitations, correctly planned, can solve many of the physical and social ills of our time. It is nonsense to plan on the basis of statistics alone.

The successful cities of the past, as in the present, require that human requirements be met within a framework of discipline and order. A plan that will allow people to live at peace with one another, without disruption, without relocation, without threat and without general chaos, is badly needed. Such a plan is possible within the framework of the plan promoted and created by the founding fathers. Such a plan would maximize progress but minimize unwarranted change.

It would say stop to freeway right-of-way, to the disruption of streets, to the condemnation of homes, for whatsoever purposes. It would develop with the willingness of people to cooperate. It would recognize small business and the small entrepreneur as well as the developer of
Despite the damage, the basic framework of the plan remains imprinted on the city.
The Federal Triangle is interrupted by the Old Post Office building (foreground); its Grand Plaza is a parking lot. The street at right is oft-planned Pennsylvania Avenue.

much-needed and more comprehensive facilities. Somehow we must not take from one to the advantage of another, be he poor or rich.

It is time to take a look at architecture as the vertical and outward manifestation of a plan. It is time to review what architecture means to society and to what degree it expresses a society.

The architecture of our forebears, with its classic and grand entrance ways, pointed to a cultural elevation of human kind. Today, we miss this fine distinction in detail. We only see gloomy brick and factorylike structures as a way of life.

Our streets give way to disrepair, patching and debris. The bordering facades of buildings have no inviting character; they lack a community individuality. Most certainly it is because of lack of appreciation for basic standards of interrelationships.

We hear of downtown progress but it is defined merely in terms of the closing of a street for pedestrian use or the luring of a developer to build yet another undisguished structure unrelated to the fabric of the core.

Can we talk of progress and yet disregard the plan for Washington? Can we ignore the uncompleted great works of our predecessors: the Federal Triangle, the Grand Plaza, the Pennsylvania Avenue plan or the U.S. Capitol?

For 200 years, the Capitol has been under continuous construction and change. It has been remodelled to accept central heating, electricity, airconditioning and changes in operations. It has been extended as the nation has grown and as representation in the Congress has expanded from 13 to 50 states.

Today, the Capitol, its physical requirements and its land area need new analysis; the "put it here" philosophy prevalent on many occasions should fall before the logic of a comprehensive plan. The community and the residents in the area of the Capitol have a justifiable complaint if the future course of development of the Capitol complex is not charted.

Further growth of the city is inevitable. However, growth must be controlled by practical plans. The basic plan for Washington does not preclude growth within its fabric. The capital, surrounded by its hills,
located on its waterways, can easily accommodate an intelligently distributed and expanded population and within its boundaries permit ease of movement, commercial, business and residential uses intermingled with a permissible atmosphere of great space and beauty. Growth should not preclude preservation of the basic Washington plan and historical structures.

The thoroughfare system, the squares and circles of the capital should be inviolate and not subject to the whims of passing generations.

Georgetown and portions of Capitol Hill retain the vistas of colonial days; in their entirety they represent an era.

Washington, like New York, has seen countless classic palatial buildings fall before the ball and the bulldozer to make way for questionable construction permitted under the technicalities of the zoning code. Much of the beauty created during the 100 years preceding World War II has disappeared and the nation’s capital is none the richer for its loss.

However, lackluster buildings, merely because they are old, should not stand in the way of worthwhile developments.

Under “home rule,” local government has control over the day-to-day life of the city, over its streets and its utilities, and over local programs within its jurisdiction: schools, libraries, fire and police departments, housing and for the many departments involving social welfare.

Local planning as part of home rule is becoming a fact. Comprehensive planning for the nation’s capital exceeds home rule, however. Planning for the capital of the U.S. should not be assigned to those whose interests may too often be vested in the local scene and too often cannot see beyond these interests.

Planning for the federal establishment and comprehensive plans for the District of Columbia and its immediate environs should be the duty of the National Capital Planning Commission, whose present director and staff have demonstrated unusual capability. Need for coordination with local interests and with the Architect of the Capitol is a foregone conclusion.

The plan for Washington provided the answer in the first place. It merely needs imaginative filling-in and expansion.

The recent District of Columbia Self-Government and Government Reorganization Act gave—finally, and at long last—the local government of the nation’s capital a planning capability of its own. It was a major breakthrough in sound public policy. It represented a coming to terms with reality, a long overdue recognition—if I may exaggerate to make the point—that Washington is a city as well as a showplace and that planning is for people as well as for parks and promenades.

More’s the pity, few architects were out in front in getting this decision made. Apparently unaware that somehow London, Ottawa and Canberra (among many other national capitals throughout the world) had somehow survived in spite of the exercise of planning responsibilities by their respective city halls, many notables in the profession viewed the idea with alarm. At the same time, they pointed with pride to the beauty of the monumental city and, in giving full credit to the federal planners for their resolute devotion to and implementation of the L’Enfant plan (which credit was, of course, quite justified), they viewed with horror any prospect that local vox populi might find its way into the planning process.

What they refused to recognize—and many, professional and nonprofessional alike, still do not—was that Washington was a city in great need of planning responsive to its people. It was, and still is, plagued with the ills that affect big cities everywhere. Washington is by no means a beautiful city in its entirety; you can still find yourself in a vicious slum within a few minutes’ walk of the Capitol. The city lost more than 6,000 businesses and entreprenuerships between 1958 and 1967; large sectors of its economy are paralyzed by a disinvestment syndrome that has slowed down the flow of new capital to a trickle; it has blocks of such bad housing and such bad environments that it would make L’Enfant turn over in his grave.

Clearly, no one would claim that giving City Hall a planning capability would have a miraculous effect in turning these adverse conditions around. But it has long been obvious that the National Capital Planning Commission, operating from the top down as a federal agency, has not been able to bring these problems into sharp focus as a basis for decisive grassroots governmental decisions. I know—I was chairman of NCPC and, although I was proud of our record and particularly proud of the quality and integrity of the staff, I saw the basic inadequacies of the system.

There is no sense in beating a dead horse—we got the new planning capability for Washington’s City Hall without much help from the architects, and we got it within a framework of comprehensive NCPC planning that holds high promise of success. Still, I suspect that there will be a great deal of foot dragging on the part of professionals who should know better. Perhaps a few more words...
Given planning capability, the new D.C. government can now “operate like a government should.”

Mr. Hammer is chairman of the board of Hammer-Siler-George Associates, economic consultants, Washington, D.C., and a former chairman of the National Capital Planning Commission.

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herent in "national capital planning" will remain in federal hands. NCPC is clearly endowed with the responsibility to preserve the important historical and natural features of the District. There should be no reason to get uptight about the potential despoilation of that part of the nation's capital that is so beautiful and inspiring.

The reorganization act also establishes a National Capital Service Area within the District which will include the principal federal monuments, the White House, the Capitol, the United States Supreme Court building and the federal, legislative and judicial office buildings located adjacent to the Mall and the Capitol. This area will be given a special status as an "enclave" of the federal establishment, with a number of powers relating to its management and policing retained in federal rather than District hands. Clearly, this area—or certainly most of it—will fall exclusively within the planning jurisdiction of NCPC.

The responsibilities of NCPC, however, would by no means be limited to this enclave. The basic features of the L'Enfant street plan with its circles, squares, parks and fountains will undoubtedly fall within NCPC's field of interest; so will matters relating to the L'Enfant street plan with its circles, squares, parks and fountains. Those with a deep concern for preserving the showcase grandeur of our magnificent capital city—and this includes most of us—should do everything possible to make the new process work. The ultimate responsibility for the comprehensive plan remains with NCPC; its power to determine "negative impact" on the part of District actions would appear to be generously broad although logically circumscribed by procedural necessities. It is true that the composition of NCPC itself has been changed to get more local representation, but I don't see what might be made of that point except that it's a long overdue move. The ex-officio members will be the Secretary of the Interior, the Secretary of Defense, the Administrator of the General Services Administration, the mayor, the chairman of the District of Columbia Council, and the chairman of the committees on the District of Columbia of the Senate and the House of Representatives, certainly a prestigious band. There will be five citizen appointees "with experience in city or regional planning," three of whom are to be appointed by the President and two by the mayor. The mayor's appointees must be bona fide residents of the District of Columbia; of the three appointed by the President, at least one shall be a bona fide resident of Virginia and at least one shall be a bona fide resident of Maryland. For the first time there is a substantial local area representation on this body. The only basis on which anyone could get uptight about this is to assume that local people do not share the views of citizens from elsewhere about the importance of maintaining the esthetics of the nation's capital. This I think would be tough to do with a straight face.

It must be admitted—and here I do have misgivings—that the District government in the last several years has not acted on planning matters in a way that would encourage great optimism. These actions have been expressed primarily through the zoning process in which the District government has a decisive hand. As in city governments elsewhere, there has been a predisposition to think more in terms of increasing the tax base than in preserving the integrity of functions and the amenities of environment. Zoning procedures have been cumbersome and time-consuming—also somewhat typical of big cities elsewhere. One must hope—and one should support his hope with personal pressure appropriately applied—that giving the city the planning responsibility and capabilities that it needs will show improved performance.

Now that a sound decision has been made about municipal planning within the District of Columbia, it is urgently important that we back up and focus upon strengthening the federal planning capabilities in the national capital region. This means strengthening the NCPC—to improve its muscle in protecting the "national interest" in the area and to give it more power to coordinate the diffuse process of physical planning within the federal establishment.

The timing is never right to ask for more power, of course, particularly where the hegemonies of other federal agencies are involved. But there could not be a better time than now when NCPC is being freed of many local planning responsibilities and is being spotlighted in its strategic role as the central planning agency for the federal establishment.

This is not a new subject. Serious consideration was given to strengthening NCPC's federal planning responsibilities during the reorganization discussions in 1968 and 1969 in conjunction with the discussions on District planning capabilities. Again there were many shades of opinion, but there was also considerable agreement on the need for a much stronger voice for physical planning within the labyrinth of federal agencies both within
the District and scattered throughout the metropolitan Washington region.

Let me focus on three elements of national capital planning calling for new imperatives and support for NCPC:

1. The need for a fully articulated design plan for the nation's capital—a "new, updated L'Enfant plan" embodying the full range of elements required to maintain the showplace character of the nation's capital city.

2. The need for adding to NCPC's responsibilities to bring about effective coordination among the agencies of the federal government in planning for the deployment of federal land, buildings, facilities and installations throughout the national capital region.

3. The need for establishing NCPC as the representative voice of the federal government in its relationships with other governments within the region.

It has been obvious to most observers, including top architects and urban designers, that we urgently need a new "master design plan" for the nation's capital, built upon the original L'Enfant plan skeleton and the more recent McMillian plan but updated to take account of the realities of the last quarter of the 20th century. In the course of its comprehensive planning over the last 20 years, the NCPC has articulated many principles and postulates that would be basic elements in the new design plan, but the big job—of formulating and re-formulating a total design concept to guide national policies in the new design plan, but the big decisions arc made without NCPC's participation in the planning process—of formulating and re-formulating a total design concept to guide national capital planning over the next 50 years—has not been done.

I had hoped that a major effort might have gotten underway to achieve this objective by the time of the bicentennial in 1976, but it's now too late for that. But the timing is still particularly propitious for two other important reasons: 1) The new "National Capital Service Area," which embraces the bulk of the federal establishment's physical core in the District, will need special attention to protect both its aesthetic values and its efficiency in the face of future change; and 2) NCPC will need a very firm basis for its review of the District's comprehensive plan elements as to their potential "negative impact" on national capital interests.

Hopefully, leading architects and The American Institute of Architects itself will lend their strong support to this undertaking. It's important enough to warrant special funding and project status under NCPC's direction, with the nation's best design brains corralled to produce another planning masterpiece in the L'Enfant and McMillian traditions. The people of the nation deserve it for their capital city. The District government should welcome it for the specificity it can provide in defining the national interest parameters and in setting a basic framework within which day-to-day municipal planning can effectively take place.

The second imperative for strengthened national capital planning is to give NCPC some real teeth in coordinating physical planning for the federal establishment in the broader national capital region. NCPC has some responsibilities in this area now—it spends a lot of time reviewing and approving such minutiae as the height and siting of additions to a mess hall at Fort Belvoir or the location of a service building at Walter Reed Hospital—but the big issues of coordination are not met. The General Services Administration, the National Park Service, the U.S. Army Corps of Engineers and other bureaus and departments have their own major programs in the region that proceed with relatively little response to overall planning considerations (except as might be exercised through the budgeting process of the Office of Management and Budget).

It's a haphazard and confusing picture. Clearly, the national capital district is no longer limited to the boundaries of the District of Columbia—nor has it been for decades—yet the guts of NCPC's responsibilities as the "central planning agency" of the federal establishment has an overwhelmingly District focus. The review and approval functions exercised over federal installations in the region are largely pro forma; the big decisions are made without much, if any, planning input from NCPC.

NCPC should be given a number of new responsibilities and directives: for preparing a comprehensive plan for the physical deployment of the federal establishment in the region, for preparing and updating a capital improvements program (to be submitted regularly to OMB) relating to the implementation of that plan, for reviewing all proposed leasing as well as construction of federal spaces within the region, and for proposing as well as reviewing advance land acquisitions by the federal government in the region.

(I'd also argue that NCPC should get deeper into the land acquisition business itself, like the National Capital Commission in Ottawa, but the trend in thinking is clearly in the other direction at the present time. NCPC has done nothing in carrying out its park and open space acquisition responsibilities under the old Cooper-Cramton program in recent years. It's too bad. The federal government could be a very constructive force in helping the neighboring jurisdictions implement their new programs of growth management through a well-planned open space program.

The third imperative for NCPC, following from the second above, is to give it the voice to speak for the federal government in planning matters within the region. A highly critical new set of intergovernmental relationships is emerging in the Washington metropolitan area as the states and the local jurisdictions formulate new growth management programs in response to environmental, energy and fiscal considerations. The "new mood" in land use planning in the region is fraught with potential interjurisdictional conflicts, and the planning role of the Council of Governments is being faced with ambiguities. New development controls within the various jurisdictions can have profound implications for the efficient functioning of the federal government machinery; in the other direction, what the federal government does in deploying its own activities can profoundly affect the plans of the states and localities.

With the air now cleared on municipal planning responsibilities—with new City Hall assignments, that is, providing a rational modus operandi for cooperative planning within the District—it is now time to give NCPC the real muscle to be in fact the "central planning agency" for the federal establishment within the region. The AIA's support in this direction could be crucial.
The Original Watergate Scandal

Long before there was a political cause, some Americans prayed and struggled to be delivered from Watergate. On Good Friday 1970 for instance, a group of some 130 antwar demonstrators knelt in front of the curling, fortresslike building complex along the Potomac and read from the sixth chapter of Amos: "Woe to those who are at ease in Zion and those who feel secure in the mountains of Samaria, the notable men who are the first in the nation." But the first in the nation, too, years earlier had endeavored to prevent, or at least scale down, this massive, concrete arrogance. It was clear to many thoughtful people in Washington that nothing good could come from such forbidding architecture.

On May 5, 1965, nearly a decade before the "plumbers" burglary, the Washington Post reported: "The White House has been thrust into the billowing controversy over the proposed $50 million Watergate Towne development." The word "towne" has since been dropped by the developers, the Societa Generale Immobiliare di Roma, and its investment is currently valued at $125 million.

At the time of the Post article, the proposal for a swirling arrangement of three large condominium apartment buildings, several sunken "villas," or townhouses, two office buildings, a hotel and a shopping mall unified by what its architect, Luigi Moretti, aptly called "a petrified garden," had already been approved by the National Capital Planning Commission. A White House call had been made to the District of Columbia Zoning Commission which, in what is usually a formality, was to ratify the planners' imprimatur.

It was not entirely clear just who on the White House staff had called the zoning commission. The Post's Laurence Stern reported that Presidential aides Arthur M. Schlesinger Jr., the historian, August Heckscher, the President's art adviser, and William Walton, the newspaperman-turned-painter and friend of both President and Mrs. Kennedy, were said to be formulating the Administration's Watergate policy. "It was understood that the President had been briefed," wrote Stern. The call caused some consternation. General Frederick J. Clarke, at the time one of the three District commissioners (there is now only one, Commissioner-Mayor Walter Washington), called the Commission of Fine Arts for advice.

What President Kennedy had been briefed and was obviously disturbed about was the height and bulk of the Watergate design. The project is located on a 10-acre triangular site, bounded by Virginia and New Hampshire Avenues and the Potomac Parkway. The height of Moretti's design exceeds by 50 feet the 90-foot height limitation legally prescribed for this area. The President was concerned that the massive, wormlike structures would deprive Washington of a potentially enjoyable part of its waterfront, unduly dominate the Potomac skyline and overwhelm the nearby Lincoln Memorial and adjacent National Cultural Center. The center, haltingly planned at the time, was particularly on the President's mind. Two years later, Congress designated it as "the sole memorial to the late John Fitzgerald Kennedy within the city of Washington and its environs."

The local billow eventually subsided before it became a national storm. Despite White House intervention and several years of dicking by the Commission of Fine Arts, Watergate was essentially built as the Roman investors and their architects proposed it. Some of the first in the nation are still at ease and secure there and it is, indeed, a good place to live for those with the taste and purse to do so. But it is also, in my view, almost as much of a architectural and urban disaster as the political and criminal disaster to which it has given its name.

At the time of General Clarke's request for a review, the chairman of the Commission of Fine Arts was David Finley, then the director of the National Gallery of Art, a conscientious, if somewhat less than imaginative, guardian of Washington's Ecole des Beaux Arts tradition. The avant-garde of this school, led by Daniel Burnham and his friends, had, at the turn of the century, remade monumental Washington in the image of "The City Beauti-
Seeing the design, the Commission of Fine Arts chairman suggested making the site a park.

—white temples in green parks with reflecting pools and all—and it is an image we are all proud of and send picture postcards home about. Confronted with the Watergate, Finley’s first reaction was that the site ought to be turned into a park.

The trouble was, there was no plan for a park. The site was private property which Immobiliare had quietly purchased. The reason there was no plan for a park, or for anything else, was that no one had got around to giving much thought to the area. Pierre Charles L’Enfant, though he had focused his grand design for “the federal city” with its avenues, streets, vistas and monumental landmarks on river views, had left the shoreline inconclusive. He never got around to giving much thought to how the city was to meet the Potomac, obviously anticipating the spontaneous development of docks and harbor bustle. But this never came about because the railroads replaced inland shipping before Washington had grown large enough to generate any traffic to speak of.

L’Enfant’s ambiguity left subsequent planners in a quandary. The McMillan Plan of 1902, which launched the Commission of Fine Arts and which Finley was guarding, called for a park north of the Lincoln Memorial to cover about half of the area between the Lincoln Memorial and Rock Creek Park. Frederick Law Olmstead Jr. proposed that it be enlivened with opportunities for boating and other waterfront delights. But Congress ignored this advice and deeded this half to the cultural center. The other half was to be covered with residences along L’Enfant’s established grid patterns. But at the time Watergate announced its scheme, nothing had been done. Moretti’s site was a derelict, vacant lot, covered with some obsolete gas works, a rarely used helicopter landing pad and a pleasant, ramshackle restaurant, the Watergate, that served humdrum food and excellent popovers.

The National Capital Planning Commission had therefore been much pleased with Immobiliare’s proposal. Here, at last, was a plan, backed by a financially strong developer who did not require time-consuming, cumbersome and controversial federal urban renewal assistance. What was more, Immobiliare’s proposal promised to keep wealthy taxpayers in the city and perhaps even lure some of them back from the suburbs. What pleased the Planning Commission most was that Immobiliare proposed a so-called “unit development,” a concept just then new on the planners’ minds and freshly codified as Article 75 of the District of Columbia Zoning Regulations. The concept permits the developer of a sizeable parcel of land—five acres or more—to build for various uses, both residential and commercial. He can mix apartments, houses, shops, offices and other types of buildings as he sees fit to create a coherent, livable complex. He can do his own zoning, as it were, subject to the approval of the design as a whole. It seems a sensible idea, but was something relatively new in urban planning. Beginning in the 1920s, as a reaction and over-reaction to helter-skelter industrialization and real estate profiteering—“the shame of the cities”—America’s urban
environment has been zealously over-
zonated. Zoning has segregated not only
work and living—the smoke-belching
factory from the garden-enclosed single
family house—but also the various as-
pects of living and working and the vari-
cious classes (and races) of the population.

Americans who pride themselves on
working harmoniously and democratically
together live miles apart when the work is
done. Our urban environment is less
democratic and more segregated than that
of any other country. Only the old and
some of the brand new communities—
the new towns and new-towns-in-town—
are making an attempt to re-integrate us.
The rest of growing America—and with
it, I fear, American society—is increas-
ingly disintegrating.

Not that the Watergate developers had
any intention to integrate society. They
built their condominium to isolate and
protect its upper crust from the unruly
rest, at prices originally ranging from
$17,000 for an efficiency apartment to
$250,000 for a penthouse. (By now you
can't buy an efficiency under $32,000.)

Because of Article 75, the complex does,
however, include stores and offices to give
it life and convenience. "I don't mind
living alone with a cold in the Watergate," a
friend told me. "You just go downstairs
when you need a grapefruit." In the apart-
ment house in one of the "better" sections
of Washington where she had lived be-
fore, she might have caught pneumonia
waiting for a bus.

Watergate residents also need only put
on their slippers and take an elevator ride
to buy other groceries in a small super-
market, all the usual necessities and non-
essentials you find in a drugstore, flowers,
alcoholic beverages (some with a Water-
gate label), records, fabrics, jewelry, eye-
glasses and rather mediocre art—unless,
of course, they send the maid. There is
also a post office. A recently opened
Muzak-and-boutique-filled maze also of-
fers all the bric-a-brac you might find on
Madison Avenue—for three times the
price. This much-advertised shopping
mall, Les Champs, features such shops as
Gucci and Cardin and others of interna-
tional fame. The tourists love them.

Some members of the Planning Com-
mission, to be sure, were a little disturbed
by the number of people—some 1,500
residents, 500 hotel guests, 6,000 office
tenants in addition to at least 3,000 visi-
tors a day—Immobiliare proposed to
house on the 10-acre site. The developers
considered this density necessary to make
the project financially feasible, which is to
say, to make a handsome profit. The
firm's representatives argued that their
project "would be open to anyone and
ease the housing problems of African
diplomats." Their problem, of course,
was then still rampant racial discrimina-
tion. (There are, indeed, a few Africans
living in Watergate now.)

To accommodate all their residents,
African and otherwise, as well as the
hotel guests and office workers in spacious
luxury, the developers requested not only
an exemption from the legal building
height but also the closing of three streets
which cut up their site. They imposed

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their own scheme on the existing fabric of streets and avenues which L'Enfant had designed. Some of the planners, and the Commission of Fine Arts, questioned whether Immobiliare's arrangement allowed for the open space required for public health and enjoyment. This seemed particularly important in this particularly important setting which, as Moretti repeatedly pointed out, was "the best site in Washington."

But in the end, the commissioners were persuaded that Watergate was only making "the highest and best use of the land," a phrase that governs all urban development in America as a God-given prerogative of private landowners. The prerogative is, more often than not, beyond public challenge. Under the old, existing zoning, the Watergate complex could have covered 75 percent of the land with buildings 90 feet high and used the remaining 25 percent of the land for surface parking.

Immobiliare submitted a model of how this would have looked—it showed two zigzagging boxes, much like a Bronx public housing project of New Deal vintage—and, indeed, it would have looked horrible. Their layout of curving buildings—the model reminds me of a tray full of petits fours, although to the editors of *Architectural Forum* it recalled "antipasto on the Potomac"—covered only 45 percent of the land to compensate for the added height of the buildings. What is more, Immobiliare proposed to place all parking underground. The 55 percent open land, the commissioners were assured, would be devoted to public landscaped gardens and outdoor recreation. The claim is legally correct but, it seems to me, morally wrong, foreshadowing some of the vexingly sleazy deceit we have come to associate with Watergate.

That 55 percent of open space is really open only for birds. For people, most of Moretti's labyrinthine "petrified gardens," three separate, oddly shaped parcels hemmed in by those huge buildings that shade them most of the day, are largely inaccessible. Much of the space is given over to elaborate concrete fountains that recall futuristic stage sets of the silent flicks. The rest is covered by concrete walkways, with stairs and steps going every which way, concrete planter boxes, concrete retaining walls, concrete contrivances that hide the vents of the underground garage and concrete expanses of pavement around the free-form concrete swimming pools which are, of course, for the public recreation only of Watergate residents. Neatly contained in all this sculptured concrete is some glossy greenery that looks plastic but isn't.

All three of these interstices open toward the Potomac, but the view is walled. You occasionally see a few people around the pools, but nobody ever seems to walk there to air mind and soul. Nonresidents, it is true, are free to venture into a marginal portion of this parodically paved phantasmasgoria—the shops welcome their business. But the entrance is hardly inviting. The gateway is an intimidatingly private-looking and gaudy open lobby. Beyond that is a large fountain that Aubrey Beardsley might have designed. Downward steps present a further psychological obstacle. But these details had not been worked out when the Planning Commission, by a seven-to-two vote, approved the project in March 1962 and forwarded it to the Zoning Commission.

Finley and his fellow art commissioners had, of course, not seen these refinements either. They knew they had no realistic hope for a park. But they were aghast at what was proposed to go up adjacent to the National Cultural Center. Watergate, the Commission of Fine Arts announced after its first quick look, would "invite chaotic disharmony to the architectural growth of the city plan. . . . In short, it will begin to erode and destroy the qualities that give Washington its particular beauty."

The statement evoked no more than a public yawn. There was not, at the time, much general interest in matters of civic design. The passionate controversies about freeway and highrise proposals and citizen participation in planning decisions came some years later. The Watergate story was, by and large, confined to the real estate sections of the newspapers, which praised what one of them called "the Continental-style complex" and which strongly implied that it would make a nifty and lucrative addition to the cityscape. The Commission of Fine Arts was widely considered a closed club of old fuss-budgets who would sacrifice modern "progress" for marble pediments.

The commission's only recourse, then, was the proximity of the complex to what was to become the John F. Kennedy Center for the Performing Arts. Its site, as I mentioned, had long since been chosen by Congress. Edward Durrell Stone was its architect. Stone decided to place an opera house, a theater and a concert hall under one flat roof that could easily accommodate two football fields. There was much talk at the time that rather than placing the three halls in one monolith along the waterfront, there should be three separate buildings along Pennsylvania Avenue. Interspersed with offices, apartment houses, shops, cafes and restaurants, a dispersal of cultural offerings would surely have gone a long way to make the entire capital "a national cultural center" and to give "the grand axis" between the Capitol and the White House the around-the-clock liveliness President Kennedy hoped to see there.

The President had suggested improving the avenue when he saw how dismal it
was as he was riding along it in his inaugural parade. He had been told that nothing improves a seedy avenue as effectively as culture. But he chose not to argue with Congress about changing the site. Roger Stevens, whom President Kennedy put in charge of getting the center built, said he could not change sites in mid-fundraising. Stone, who already had built his model for the center, declared that "an opera house should not be used as an urban renewal project." What is more, he told the Commission of Fine Arts that he did not think the Watergate would "crowd in on us.... I think it will look wonderful together with the center."

So now, the Pennsylvania Avenue planners who have been at it on and off for 14 years are still having a most difficult time finding anything for their avenue other than a solid phalanx of federal offices that are dead when the office workers go home at night. And we also have Stone's white-marble shoebox, daintily adorned by gilded toothpicks—a neo-neo-classic temple, enormous and insipid. Yet, for all its bland and square pomposity, Stone's effort seems almost sedate, bullied as it is by Moretti's curvaceous extravaganza.

Elsewhere we might perhaps applaud the contrast: solemn classicism versus flamboyant expressionism. In Washington, however, a city which has so far miraculously maintained some degree of architectural harmony, the clash is as inappropriate as the cacophonous howling of the jet planes in a symphony concert. The Watergate concerts, performed on the Potomac below the Lincoln Memorial for the past 38 summers, are now being moved to the Mall to escape the constant scream of jets landing at the nearby airport. The Kennedy Center spent $3 million to soundproof its auditoriums, but there is no escaping the rackets as you eat in Watergate's outdoor cafe or in its private penthouse terraces. And there is no escaping the visual racket.

The only opposition to the Watergate proposal came from a group which called itself Protestants and Other Americans United for Separation of Church and State. POAU alleged, in a public statement and letters to public officials, that the Società Generale Immobiliare was controlled by the Vatican that the Planning and Zoning Commissions had knuckled under to the power of Rome. The Baptist Joint Committee on Public Affairs countered with a statement that other buildings in the city, such as the National Press Building and the tower of the Washington Cathedral, had also been granted waivers of the height limitation. None of this made more than a few inches in the back pages until Drew Pearson jumped into the rhubarb with the assertion that "a significant 'tug-of-war' had developed between the President of the United States and the Italian firm, "which handles business affairs for the Vatican." Pearson also informed his readers, however, that planning commissioners Elizabeth Rowe and Walter Louchheim, "appointed by the Catholic President, had voted against the proposed Vatican building" and that the President had "turned thumbs down."

At the time Pearson's column appeared, on May 29, 1962, I learned later, the Vatican held only 20 percent of Immobiliare's stock. The rest was owned by various Italian corporations, such as Fiat, and a total of 60,000 stockholders. On this continent, the firm was also building a 50-story office building in Montreal and now owns residential property in Los Angeles and Mexico City. It is planning...
another luxury condominium in Alexandria, Virginia.

The Vatican, however, has recently divested itself of its financial interest in Immobiliare, presumably because the firm's predilection for luxury buildings does little to help the poor.

The White House promptly denied Pearson's assertion that the President opposed the construction of the Watergate. The press was handed a letter by Lee C. White, assistant special counsel to the President, to Nicolas M. Salgo, president of Island Vista, Inc., as the Immobiliare's Watergate subsidiary, which frequently changed its name, was called that year. (It is now called Watergate Improvement Associates.) "The White House has no official or formal position on your company's application before the Zoning Commission," the letter said, adding that matters of design were subject to approval by the Commission of Fine Arts.

This commission had meanwhile listened to a lengthy lecture by Moretti who had been summoned from Rome. Moretti, who died last summer of a heart attack at the age of fifty-six, had been moderately famous in Italy, mainly because of a number of expensive villas designed in highly sculptural, swerving and swirling expressionist style of modern architecture that originated with the German-born architect Erich Mendelsohn. He had also designed the Roman pavilion at the 1958 World's Fair, Brussels.

Moretti told the Fine Arts commissioners, through an interpreter, that his curved forms were the architect's predilection for luxury buildings uniform in height, and that his studies had revealed that his design was conceptual. They showed only the essential configuration of his design. What he now brought in had all the icing, and no confectioner could have made it more fanciful. The building facade was to have three colors of tinted concrete: a dark beige on the lower stories, a lighter beige in the middle, and off-white along the top floors. "This thing with zebra stripes," Bunshaft called it.

Moretti contended that his coloring would visually diminish the height of the buildings. The facade was, furthermore, broken up by terraces and balconies, jutting in and out in various and odd shapes and protected by ornate concrete railings of strangely fantastic design, an assortment of modernistic stalagmites and stalactites courting each other. Plants were oozing and drooping all over the elevation. And the whole thing was topped by sculptural penthouse structures to match all the other flamboyance.

Bunshaft and his colleagues, in a series of animated sessions, scraped most of this icing off and caused Moretti to streamline his sculpture, as it were. But the commission continued to be bothered by "the excessive height of the building and its destruction of the character of the parkland," as Walton put it.

"I think we are in a problem here of not really having control over this," said Bunshaft, according to the minutes of one of the commission's executive sessions. "The previous regime diddled around with this over a year and God knows what they agreed. We are sitting here in a rather difficult position." Bunshaft persuaded his colleagues to reverse the previous regime. Moretti was asked to make all four of the Watergate buildings uniform in height, after all.

After some bickering between Immobiliare and the commission, 145 feet above water level were agreed upon, making the building complex only 10 inches shorter than the Lincoln Memorial. The penthouses rise to 10 feet above this limit. Toward the end of the negotiations, in November 1963, Walton said: "We've been in it for a year. It's a big civic issue which grows bigger all the time. We can't ignore the fact that we live in a political situation."

But now the situation was in the hands of the building contractor, Magazine Brothers Construction Corporation, who had trouble with the design. Soon after the excavation began, the contractor struck "river rock"—water weakened ma-
J. Harper’s Ferry, restored village of John Brown and Civil War episodes

1. White’s Ferry, takes 6 cars across the Potomac
2. Gunston Hall
3. Waterford, picturesque 1700s Quaker village

Manassas Battlefield

Antietam Battlefield

To Pennsylvania Turnpike

To York, Lancaster and Ephrata, Pennsylvania (a)

To Philadelphia and New York

Baltimore

Columbia, new town

Baltimore-Washington International Airport

Annapolis

To Eastern Shore Maryland (b)

Reston, Virginia, new town

Washington National Airport

Washington

C. Fort Washington, 19th century coastal defense

D. Mount Vernon

E. Marshall Hall, dreary amusement park, Wilson Line stop

H. Pope-Leighy House, 1940, (Frank Lloyd Wright, Architect)

G. Pohick Church, 1769-74, (George Washington, Architect)

A. Wakefield, Washington’s birthplace, a rural Williamsburg

B. Stratford Hall, Lee’s Birthplace

I. Tidewater Virginia plantations, historic buildings

Richmond

Williamsburg (c) New Bohemia (j)

Civil War Battlefield

To Newport News and Norfolk, Virginia

Urbana (d)

Chesapeake Bay
We all share certain anxieties upon arriving in a city and attempting to discover what it holds and offers. Although many of us help to determine the form of the man-made urban environment, too few of us help to create the means to understand it. We feel that making the Convention city understandable and observable should become an integrated, as well as greatly expanded, part of the AIA's activities. On the following fifteen pages is our response to that idea in the form of an information and orientation offering to this year's gathering. Seeing the city with clarity is equal to any other major discovery, and making it possible is both a major responsibility and particular opportunity.—The Authors

From Dulles International Airport, considered by Eero Saarinen as his best building (b), by direct taxi (about $17), or bus ($3.50), or by car along the scenic George Washington Memorial Parkway. See Index page 13.

The region within 175 miles of the nation's capital embraces five states and limitless historical, architectural, recreational, scenic and cultural attractions. They are all reachable via a network of radiating transportation systems ranging from interstate highways to trains to closer-in bike trails.

The abbreviated maps on the following pages were prepared by Richard Saul Wurman, Peter Bradford, Jane Clark, Kay Layne, and James Bailey, with the valuable assistance of many members of the American Institute of Architects.
Entering

With the fascination of a city,
as with the fascination of a woman or man,
it is the first impression that creates
or destroys the desire to explore further.
Thus, the approach is everything.
If it’s at all possible, enter Washington
via Memorial Bridge. From across the Potomac, the history, the purpose,
the neighborhoods of the nation’s capital unfold in an eye-filling panorama.
If your approach is less stimulating,
don’t be discouraged.
Washington is a delightful city.


From Union Station, imposing Roman Beaux-Arts structure, share a cab to the hotel ($1.25). See Index page 13.

From National Airport (great bird’s-eye view as you land), by rare cab (about $4.50), by bus ($2.25). Vista of urban-renewed cityscape, Capitol, all the great memorials. On the heights, Washington Cathedral. If you strain, the Pentagon and the Kennedy Flame. See the Index page 13.
Touring the Hotel Vicinity

Rock Creek Park is a beautiful and useful urban amenity, but it also acts as a symbolic socioeconomic wall separating the “have” (mostly white) from the “have not” (mostly black) neighborhoods.
Dupont Circle
The Dupont Circle area is the commercial focal point for much of metropolitan Washington's increasingly lively art life. It features art sources and that spectacular art resource, the Phillips Gallery—all with the ambience of a smaller-scale Soho district.

A. The Phillips Collection, great private art collection a must. Selected old masters, mostly impressionists and contemporary. Tranquil intimacy; free Sunday concerts 5 p.m.

J. Jockey Club, Sea Catch (Fairfax Hotel), restaurants,

C. Corcoran Art School Annex, formerly Washington Gallery of Modern Art, the original P Street pioneers

D. Henri Gallery, avant garde, conceptualists

E. Jane Haslam Gallery, excellent American graphics and prints

F. Pyramid Galleries, Ltd., Latin Americans, surrealists, colorists

G. Max Protetch, New York School, avant garde, pop

1. Crystal City, sidewalk cafe

2. ASTA, experimental theater, seats 23.

3. Greek Import Shop, take out spinach pie, olives, feta cheese

4. Le Comtat, Restaurant French

5. Golden Temple, health foods

6. The Child's Play, elaborate Soonwiches, music upstairs

7. Patagonia, large banquet room

8. Bus L2 to Downtown

9. Bus D2, D4 to Georgetown

10. Gas station

11. Cosmos Club

12. Corcoran Institute

13. Metropolitan Washington Chapter AIA

14. Potomac Church

15. Neighborhood park, ruined ruins of F.D.R.'s Church

16. Brookings Institution

17. Canadian Embassy

Massachusetts
Downtown
The White House is the focus both of this map and the city's political power struggles, but the battles are not visible from the streets and sidewalks. The atmosphere of the Lafayette Square area is downright serene.

1. Chez Francois Restaurant
2. D. C. Hotel
3. Hay-Adams
4. Decatur House
5. Old Executive Office Building
6. Downtown Mini-Bus stop, see route on bus stop signs, twenty cents
7. DAR Constitution Hall
8. Rawlins Park
9. Naval Museum
10. Willard Hotel
11. Old Ebbitt Grill
12. The Peking Restaurant
13. Touromobile stop, hop on and off at the Mall area and Arlington National Cemetery
14. National Mall

To Georgetown, bus 30, 32, 34, 56, 58
A. Sans Souci Restaurant, lots of bigwig politicians, Kissinger eats here
B. Washington Hotel, rooftop cocktail lounge, great city panorama
C. St. John's, "church of the Presidents"
D. Lafayette Square, historic park facing White House
E. Blair House, Truman's residence during White House restoration
F. Cutts-Madison House, try cafeteria, second floor
G. F Street Shopping Mall
H. Renwick Gallery, "risen from opprobrium to preservation triumph"
J. White House
K. AIA Headquarters, Octagon House, your home
L. Corcoran Gallery of Art, outstanding American masters
M. Pan American Union, court brimming with tropical plants and birds

To Washington Monument
15. Farragut Square, join summer lunches in music program

To: Department of Commerce, a basement full of fish (National Aquarium)

P. Department of Commerce, a basement full of fish (National Aquarium)
Mall and Federal Triangle

Along the Mall, L'Enfant's grand axis, sprawl the Smithsonian buildings, "the attic of the nation," and the classical facades of the Federal Triangle, the crowning achievement of the McMillan Commission. To the south is L'Enfant Plaza, a monument to private enterprise.
Capitol Hill #1
Capitol Hill, the center of the nation's legislative and judicial complex, offers a rich variety of attractions. The area west of the Capitol is green and tranquil. To the north and south are monumental government buildings. And to the east, beyond the Supreme Court and Library of Congress, is a charming neighborhood undergoing spontaneous restoration.

A. The Grotto, a rock garden designed by Frederick Law Olmsted 100 years ago
B. Reflecting Pool
C. U.S. Grant Statue, Henry M. Shady's equestrian hero
D. The Capitol, West Portico, bear right up the steps for an impressive panorama of the city
E. Botanic Garden Conservatory, houses spoils of botanical expeditions
F. Bartholdi Fountain, 'Chandelier-sculpture-fountain' by Statue of Liberty's designer

8. The Monocle, dine pleasantly surrounded
5. New Senate Office Building (J. Carl Warnecke & Associates)
7. Snevilling Belmont House, where a sniper caused the burning of the Capitol
9. "The Rotunda, politics in the air, fine food on the table"
Capitol Hill #2

A. Supreme Court Building, massive example of academic classicism

B. Museum of African Art, former residence of Frederick Douglass

C. Library of Congress, 270 miles of shelves

D. Folger Shakespeare Library and Theatre, world's largest collection of Shakespeareaniana

E. Capitol Hill Presbyterian Church, cast iron interiors

F. Eastern Market, fresh produce at sunrise

G. Market Row, boutiques and a realtor with restoration prices

1. Explore a back alley teeming with crime in the 1800s

2. Metro construction

To the Navy Yard, call 301-459-2559
Southwest

Selected in 1951 as Washington’s first urban renewal area, characterized then as the “slum in the shadow of the Capitol.” Concept was to create neighborhoods of public and upper-middle income housing, solution is by and large successful. Waterfront has become very actively developed commercial area with restaurants, marinas, and the singular old charm of a fish market.

1. Waterfront Park (Sasaki, Dawson & DeMay, designers)
   6. Statue dedicated to the memory of the Titanic

2. Wilson Line, Dockside to Mount Vernon

3. Gangplank Restaurant, converted barge

4. Channel Inn, motel, seafood and steak

5. Hogar’s (Maritime) seafood

6. Arena Stage and Kreeger Theatre (Harry Weese, architect), housing one of the nation’s finest resident theater companies

7. Then Constitution Avenue and 7th Street, S.E.

8. Main to Arena Stage. See the Department of Housing and Urban Development Building on the way there

9. To Flagship Restaurant, good seafood and the Maine Avenue Fish Market (8)

10. 5th Street

11. Street

12. 4th Street

13. 3rd Street

14. 2nd Street

15. M Street

16. O Street

17. Delaware

18. Maine

19. Water

20. Bus 72: 74 from Waterfront

21. E. Tiber Island (Keyes, Letherbridge & Condon, architects) winner of 1966 AIA Honor Award, RLA Design Competition, note spatial relationship between townhouses and four high-rise apartment buildings

22. G. Harbour Square (Chlothilde Woodard Smith, architect), residential complex balancing modern and historic, note Wheat Row (1315-1321 4th Street) built in 1795

23. H. River Park Cooperative (Charles M. Goodman, architect), first owner-occupied Southwest development

24. I. Channel Square (Harry Weese, architect), middle-income high-rise, town houses

25. J. Finley House, (Morris Lapidus Associates, architect), winner of RLA Design Competition

26. F. Carrollsvil Square (Keyes, Letherbridge & Condon, architects) residential area, also RLA Design Competition winner

B. Town Center Apartments (I.M. Pei & Partners, architects)

D. Waterside Mall, with central shopping, quick food, and notable restaurants (Goncho’s for jazz and high-priced Italian food, Emerson’s Plum for steak and salad bar)
Georgetown

Georgetown is not a neighborhood; it is a city within a city. Along Wisconsin Ave. and M St. is a fascinating progression of savory and unsavory boutiques, bistros, and what-have-you. And along its residential streets is one of the nation's finest remnants of Federal, Georgian, and Victorian domestic architecture—all of it lovingly restored.
Alexandria

"Old Town" Alexandria is a Colonial gem on the Potomac waterfront; well worth an afternoon's ramble along cobblestone streets and past imaginative shops, restaurants and restorations. Like other fringe neighborhoods, however, the area suffers from a long list of urban ills.
Arriving

The nation's Colonial, Revolutionary and Civil War pasts are all alive and well in this area. Whether you go north to the Pennsylvania Dutch country, south to the Tidewater Virginia plantations and settlements, east to the Chesapeake Bay, or west to the Blue Ridge Mountains and the Alleghenies of West Virginia, you'll confront, and be confronted by, the history that brought us where we are today. And here and there you will see good modern architecture and plumbing.

B. Stonehenge, restored, truly unique. More Jacobean than typically Georgian in design. 

H. Pope-Leighy House. One of Wright's by, the history that brought us where we are.

US. H. Pope-Leighy House. One of Wright's by, the history that brought us where we are.

West Virginia, you'll confront, and be confronted by.

J. Harper's Ferry. Restored historic town of the 1800s. Don't miss Jefferson's University of Virginia and Monticello.

B. Stratford Hall. Restored, truly unique. More modern architecture and planning.

H. Charlottesville. Don't miss Jefferson's University of Virginia and Monticello.

Rehoboth Beach. Less crowded and older than nearby ocean resorts. Also Asateague Island, where famous Asateague ponies make yearly swim across the Potomac.

Upper Marlboro. Calvert Regional Park, pon- toon boat The Possum. Nature tour down the Patuxent River Tuesday through Saturday. 51 Reservations necessary (301) 627-6347.


C. Upper Marlboro. Calvert Regional Park, pot- ton boat The Possum. Nature tour down the Patuxent River Tuesday through Saturday. 51 Reservations necessary (301) 627-6347.


E. Williamsburg. Painstakingly restored historic colonial community.

f. Middleburg. Virginia hunt country. Dine at Red Fox Inn, second oldest in U.S.

G. Front Royal. 105 miles of scenic beauty with 72 overlooks.

h. Charlottesville. Don't miss Jefferson's University of Virginia and Monticello.

i. Bremo. See house that Jefferson is said to have had a hand in building. Although historians now have their doubts about who actually built the house, slave's kid an integrated town.


K. Colonial Parkway. Twenty-three miles of river and wilderness passes through Jamestown, Williamsburg and Yorktown.

Enterling

Baltimore-Washington International Airport

If you have to approach the city from this terminal it's easy to take the bus ($4) to the Sheraton-Hilton at 16th and K Sts., N.W., and then a taxi to the Sheraton-Park ($1.25). A direct taxi will cost you $17 to $20.

If you are driving, the most direct route to the hotel is via Baltimore Beltway W. (Rt. 695) to Rt. 1-95 to Capital Beltway W. (Rt. 495) to Exit 11 (Connecticut Ave. /Chevy Chase). Folklow Connecticut Ave. about 7 miles to Woodley Rd. Right to Sheraton-Park Hotel.

A more scenic but longer route is via Baltimore-Washington Parkway S. to Rt. 495 W., etc.

Along the Capital Beltway you will notice scattered architectural sights. Not the least of which are the golden domes of the largest Mormon temple in the world rising above the tee-tops. The statue is of the Angel Moroni. (Fred L. Markham, FAIA; Harold K. Beecher, AIA; Henry P. Felzer, AIA; and Keith W. Wilcox, AIA. Architect: Association of Church Architect Emil B. Felzer, AIA.)

The ugliest route and that taken by the bus brings you along the Baltimore-Washington Parkway and into the dilapidated commercial New York Avenue. We might arrive in this way, loop around Lincoln Memorial and take Rock Creek Parkway past the Kennedy Center and Watergate. Exit left at Calvert St. Go right on Calvert 1 block to Connecticut Ave., then left 2 blocks to Woodley Rd. and left again to the Sheraton-Park.

Before driving into Washington from the airport, you could see the new town of Columbia (Rt. 29) or historic Annapolis (Rt. 1 E to Rt. 2 S).

Dulles International Airport

Eero Saarinen considered this his best building, and many agree. Its roof is a huge concrete hammock hung from rows of sculpted columns that are connected by soaring glass bays. Workmen say they take their lives into their hands in this glass and steel edifice. But the rest of us can simply enjoy the experience of Saarinen's tour de force.

Dulles is the first U.S. airport to have mobile lounges that meet planes at runways, pick up their passengers and deposit them in the terminal, where they have to walk only about 200 feet from lounge to baggage area to taxi or bus (or private car if someone is picking them up).

It will cost you about $15 to take a taxi from Dulles to the hotel. Your best bet is a bus, which will take you to the Washington Hilton Hotel for $3.50. From there you can take a taxi to the Sheraton-Park ($5).

To drive in, take the Federal Aviation Administration-controlled Dulles Access Rd. to the Capital Beltway (Rt. 495) to the George Washington International Parkway. The scenic parkway, which parallels the Potomac, is the most attractive portal to the nation's capital. On your left, note the spires of Georgetown University and the Library of Congress. On your right, you will pass the Pentagon, housing more than 28,000 employees, and 17-1/2 miles of corridor, the Employees and 4-1/2 miles of track. Ultimately the system will include 82 stations and 98 miles of track.

In Washington you are expected to share cabs. So don't feel cheated if you have to ride with several others and stop two or three times before you get to the Sheraton-Park. Taxis operate on a zone basis, see map on rear of driver's seat.

From points downtown to the hotel it is 2 zones or $1.25.

As you head toward the hotel, the taxi practically will pick up Massachusetts Ave., one of the broad boulevards named for the states, that diagonally intersect the numbered north-south streets and lettered east-west streets of Pierre Charles L'Enfant's plan. Approaching the corner of Massachusetts Ave. and 9th St., notice the D.C. Public Library, designed by Washington's only Mies-designed building at 9th and G Sts.

Bus Terminals.

These are the last attractive introductions to the nation's capital. Buses arrive, via New York Avenue's industrial squalor, at both the Greyhound and Trailways terminals at 17th St. and New York Ave., N.W. Don't hang around. To continue your bus adventure, pick up the L2 or L4 at 13th and New York. For 40 cents, either one will take you east on K St., north on 22nd St. and up Connecticut Ave. to the hotel. By taxi the rate is $1.25.

Hotel Vicinity

The convention hotel, the Sheraton-Park, is here, so you are going to be seeing a lot of this area.

The vicinity does offer an interesting cross section of the District's unique pattern of residential environments, some of them almost suburban in character, others unmistakably urban and teeming with activity.

The area's restaurants lining Connecticut Ave. offer the gamut of international cuisine, but the quality is consistently second-rate and overpriced. Our selection is the best of a not-so-good lot. At dinertime don't just rush across the street—and be disappointed. Consult the Restaurant Guide (page 78). Excellent restaurants are only an inexpensive cab ride away.

tel ($1.75) or Washington Hilton Hotel ($2.25). The latter is closer to the Sheraton-Park.

On the way in, view the river taken in the recently renewed portion of Southwest Washington, the U.S. Capitol, Jefferson Memorial, the Old Post Office clocktower, Washington Monument, Lincoln Memorial, and (on the distant heights) the Gothic Washington Cathedral.

On the airport side of the river, along the George Washington Memorial Parkway, you will pass the Pentagon, housing more than 28,000 employees and 17-1/2 miles of corridor, the Navy and Marine Memorial (a splendid sculpture of waves and gulls from the late W.P.A. days), and Lady Bird Johnson Park.
H. Rock Creek Park. The neighborhood barrier formed by the park breaks down considerably around Kalorama Circle.

J. and K. Woodward Apartments and Dresden Apartments. This area is a 3D textbook of Washington apartment design over 40 years. Many are being converted to condominiums.

L. Kalorama Circle. Once a favorite gathering place for socialites, Kalorama Circle today has become a street lined with elegant mansions and town houses.

O. Sheraton-Park Hotel. Its most interesting parts are the tower and original cruciform building with neoclassical elements facing on Connecticut Ave. Northwest.


### Dupont Circle

The Washington art market is growing in size and sophistication. You will find a good cross section of styles and media in the many galleries situated in this area. They all demand stiff commissions—usually 40 percent.

The Street strip may soon experience a change of character. Bulldozer blades are already encroaching on its ramshackle charm from the west. There are plans for a high density (by Washington’s standards), and a Metro station is scheduled a couple of blocks away. An abandoned streetcar tunnel under Dupont Circle was once a favorite gathering place for kids, who played rock music until all hours. But the police suspected that pot smoking and even worse sins were being committed there, so they sealed the tunnel off. Now the circle is again opening for the Metro.

Before the original tunnel was built, streetcars from both directions went around the west side of the Circle. This was because a high school and a hospital crowded Calvins Coolidge, who lived on the east side of the Circle, insisted that her tranquility be preserved.

### Downtown

“Anyone involved with the development of the nation’s capital can be thought in a legitimate sense to have the American people for a client. The people of the District of Columbia have additional special claims on the attention of the planner. So also the Congress. But for all the change of character, Bulldozer blades are already encroaching on its ramshackle charm from the west. There are plans for a high density (by Washington’s standards), and a Metro station is scheduled a couple of blocks away. An abandoned streetcar tunnel under Dupont Circle was once a favorite gathering place for kids, who played rock music until all hours. But the police suspected that pot smoking and even worse sins were being committed there, so they sealed the tunnel off. Now the circle is again opening for the Metro.

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### Capitol Hill #1

Within earshot of the nation’s political hub, in the shadow of the bombastic Rayburn House Office Building, exists a side of America’s capital that is often overlooked. This area, including the West Front of the Capitol and its more personal-scale environs, is often void of tourists. It’s a delightful place for carefree strolling, sitting and munching.

A. The Grotto. A note of romanticism amid the federal classics. A walk-in rock garden that rivals Olmsted’s welcome, intimate scale.

B. The Capitol, West Porch. The view will give you an understanding of the city’s scale and plan.

C. Botanic Garden Conservatory. This great greenhouse is filled with magnificent orchid collection. It now supplies potted palms to Congressmen.

D. Bartholdi Fountain (Frederic Auguste Bartholdi, sculptor). Set in an island of lush landscaping.
ton's original enclave of high society. Today, with its new breed of residents and restorers, it encompasses and supports museums, theaters, an open market, and a row of boutiques.

A. Supreme Court. In session October to June. Open 9 a.m. to 4:30 p.m. Tours only during recess (start Room 114).


1. Back in the late '20s Washington passed an Alley Dwellings Act' which declared such dwellings illegal. This was the beginning of Washington's slum clearance program.

2. Sewell Belmont House. It was here, legend has it, that a sniper shot at British troops in 1814 and so incensed Admiral Cockburn that he ordered the burning of the Capitol.

a. Old Senate Office Building.

b. Rayburn Building, Longworth Building, Cannon Building.

c. A St. to C St. to 6th Sts. N.E. and S.E. Note the homes of Washington's original high society. Dating tip: Before 1831 city ordinance, homeowners could not build on city property closer than 12 feet from the sidewalk.

Southwest

The slums of Washington's Southwest were a national disgrace. Pictures of them showing the Capitol in the background were almost as familiar to newspaper readers as pictures of beauty contest winners. Some three quarters of the dwellings were substandard, and 43 percent had outdoor toilets.

The urban renewal program bulldozed all but a few of the Southwest's 560 acres and created several new communities. Today's Southwest is a handsome, well-greened area to which only a handful of its former low-income inhabitants have been able to return.

B. The Town Center was originally designed in the character of a suburban shopping center, but it had to be completely redesigned and rebuilt because the demand for shopping facilities far exceeded what was originally contemplated.


c. Fort McNair. Passes usually required for admittance, but military installations have open house the third week in May. Situated on scenic Greenleaf Point at the junction of the Potomac Channel and Anacostia River. At the apex is the tough and stern Beaux-Arts Army War College (McKim, Mead & White, architects).

d. Maine Avenue Fish Market. Open-air market. Fresh seafood ranges from Chincoteague oysters to Patomac carp.

Georgetown

Originally a thriving tobacco port, and later a downtown slum, Georgetown today is a colorful community—mixture of impecunious elegance and unwashed exuberance. The residents of the historic town houses manage fairly well to isolate themselves from the area's "bad elements," but the proprietors of the exclusive and expensive shops along Wisconsin and M are forced to coexist with such anachronisms as Air Pollution, Up Against the Wall, Hot Shoppe Jr., and scores of other long-haired "now" enterprises. To the broad-minded visitor, the contrasts can be stimulating, but to some oldtime Georgetowners it's all very depressing.

A walk in any direction (except south) from commercial Georgetown will take you back to the age of Washington and Jefferson—with an occasional Victorian thrown in.

To the south is Georgetown's waterfront, once lively and thriving but now an industrial slum. A few row houses and historic buildings hang on there, however. The historic C&O canal (temporarily waterless because of damage caused by Hurricane Agnes) cuts a picturesque swath through the area.

The Old Stone House (F) offers Sunday afternoon walking tours. Also recommended are A Walking Guide to Historic Georgetown, A Walk in Georgetown, and A Guide to the Architecture of Washington, D.C.


B. Old Stone House. Period-clad guides present "Day in the Life of an 18th-Century Family."


D. Rock Creek Cemetery. The District's oldest graveyard. Look for August Saint-Gaudens' grave.

Alexandria

Alexandria was part of the District of Columbia from 1791 until 1846, when Congress retroceded it to Virginia. It is the sixth largest city in the Old Dominion, founded in 1748 and surveyed by George Washington. It was a busier seaport than Baltimore until the 1850s. Alexandria is accessible by bus. Take Bus 11 from 12th St. and Pennsylvania Ave. By car the drive is about 10 minutes from Memorial Bridge.

A. Ramsay House. Built by William Ramsay, prominent Scot and Lord Mayor of the city. Visitors Center open Monday through Saturday from 10 a.m. to 4:30 p.m. Closed Sundays.

B. Old Apothecary Shop. Founded in 1792. Was in operation by the Stabler-Leadbeater family until 1933.

C. Carlyle House. Site of the 1755 Conference of Royal Governors which resulted in the Stamp Act.

D. Ramsay House. Built by William Ramsay, prominent Scot and Lord Mayor of the city. Visitors Center open Monday through Saturday from 10 a.m. to 4:30 p.m.

E. Carlyle House. Site of the 1755 Conference of Royal Governors which resulted in the Stamp Act.

F. Gadsby's Tavern. Adjacent to Coffee House. Historical tours Monday through Saturday from 10 a.m. to 4:30 p.m., Sunday noon to 5 p.m.

G. H. St. Paul's Church. In 1863 the rector was arrested for refusing to pray for the President of the U.S. The church promptly became a government hospital until the end of the war. It is now the Presbyterian Meeting House. The manse, or parsonage, is built in the style of "flounder houses" (like the fish) with no windows on one side.

H. "Gentry Row." Read each plaque for fascinating historical information. The Boy Scouts have a medal for completing an "Old Town" Alexandria Historical Trails fact sheet and eight-mile circuit trail.

I. Captain's Parsonage, 4227 Duke Street. Controversy has it that Hessian prisoners of the Revolutionary War paved this cobblestone street, once lined with the homes of wealthy sea captains.

Georgia Avenue

Georgia Avenue is a commercial spine along the eastern borders of Northwest Washington linking Howard University, a variety of black neighborhoods and entertainment spots. The commuter congestion disappears at dusk and the Georgia Avenue Corridor becomes the lively nightlife hub of Washington's black community.

A. The Howard Theater. Stage of every major black entertainer since the turn of the century. Currently dark, but a reopening is planned.

B. Howard University. Founded in 1867 and world renowned for the education of minorities. Has graduated more black professionals than any other university in the country.

C. Le Droit Park Area. One of the first suburbs of Washington outside the area covered by the L'Enfant plan. Originally inhabited by the wealthiest whites, and later by the wealthiest blacks in the area. The Mayor of Washington lives here.

D. Rock Creek Cemetery. The District's oldest graveyard. Look for August Saint-Gaudens’ bronze figure known as "Grief" (the sculptor called it "The Mystery of the Hereafter"); the grave of Lenthall, an architect killed during the construction of the Capitol; a huge memorial to the wealthy department store founder Henry Lansburgh with the inscription: "Just call me Henry."


3. Faces. One of the most popular cocktail lounges on Georgia Ave. Food available.

4. Part III. Featuring a live band, chicks and good food—not to mention low prices.

5. Pi Piper. One of the hippest clubs on the Georgia Ave. scene. The Piper features a BAD BAR and the best fixin's in D.C.
A prestigious array of residents and continuing problems with security.

watergate from page 60
terial—that was shot through with cracks and fissures. Later he ran into unstable subsoil, permeated with tar and oil which had entered the ground when the site was a gas tank storage area for the Washington Gas Light Company. None of this was critical, but it slowed construction.

What was worse, according to one of the engineers in charge, was reading the architect’s drawings. “We had to face the fact that there are no continuous straight lines anywhere—horizontally on the floor or vertically on the facade.” No two floors have the same facade. These construction problems could only be solved with the aid of computer computations. The building uses 2,200 wall panels of varying sizes and shapes.

When the first building finally opened, people stood in line to pay 50 cents’ admission to see the model apartment. Its interior was designed by Arturo Pini di San Miniato, past president of the National Society of Interior Designers. He did not spare the plaster, marble, valances, scallops and bric-a-brac, and the place was a veritable miniature hall of mirrors, which even covered a somewhat bothersome structural column in the living room. Mr. Pini di San Miniato painted the trompe l'oeil sky ceiling himself.

Another apartment house, the office building on Virginia Avenue where the National Democratic Headquarters was later burglarized, and the Watergate Hotel were completed in fairly short order. But when, in September 1967, Immobiliare was permitted to turn it from a gas tank storage area for the Washington Gas Light Company. None of this was critical, but it slowed construction.

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Another apartment house, the office building on Virginia Avenue where the National Democratic Headquarters was later burglarized, and the Watergate Hotel were completed in fairly short order. But when, in September 1967, Immobiliare got ready to start construction on its fifth, final building, the board of trustees of the Kennedy Center launched a protest. Stone, who five years earlier had told the Commission of Fine Arts that he thought the Watergate would “look wonderful together with the center,” now asserted that the Watergate would terribly crowd his memorial to President Kennedy.

In a Planning Commission hearing, the Watergate lawyer, William R. Lichtenberg, pointed out that Stone and the center trustees knew all along what his client had planned and that these plans had been approved all around. “The facts obscure the truth,” retorted Stone. “The facts are that these gentlemen have gone through all the proper bureaus. The truth is that this building should never be built.” The Planning Commission promised to study the matter.

The Board of Zoning Adjustment said that it had the right to make a decision, but failed to make one. The Commission of Fine Arts declared itself in favor of building the Watergate as planned. Representative Peter H. B. Frelinghuysen, a Republican of New Jersey, offered legislation to enable the District of Columbia to forbid the construction of the last Watergate building. Representatives William H. Harsha, a Republican of Ohio, and Sam Steiger, a Republican of Arizona, introduced legislation to prevent the District of Columbia from interfering with the construction of the last Watergate building. And Stewart L. Udall, then Secretary of the Department of Interior, worked out a compromise.

Udall persuaded the Watergate builders to shorten and thicken their building so it would not come quite so close to the Kennedy Center. But since this also reduced the size of the building somewhat at a loss of rentable floor space, Immobiliare was permitted to turn it from another apartment house to more profitable office use. This also proved to have some slight esthetic advantage. Watergate’s two office buildings have relatively plain facades without those disconcerting balconies with their concrete “tiger tooth” railings.

But Washingtonians, like most other people, are not overly apt to let esthetic considerations interfere with their enjoyment of a place as long as it is fashionable. There is no question that Watergate is just that. It is a place to be seen in, these days. A Watergate penthouse cocktail party, in fact, is a good place to run into some of the characters of the Watergate drama, from Bob Woodward and Carl Bernstein of the Washington Post and Mary McGrory of the Washington Star News to Sam Dash, chief counsel for the Senate Watergate Committee, and Senator Daniel K. Inouye.

John and Martha Mitchell moved out, of course, but Watergate is still very much Anna Chennault’s fortress, and Maurice H. Stans still has his residence there. So does Mary Brooks, the Nixon Administration’s Director of the Bureau of the Mint. Robert J. Dole of Kansas, Russell B. Long of Louisiana, Jacob K. Javits of New York, Alan Cranston of California and Abraham Ribicoff of Connecticut are among the U.S. Senators with a Watergate address. Dr. Arthur F. Burns, the chairman of the Federal Reserve System, adds further establishment prestige to the place. Daniel and Patricia Ellsberg have stayed at the Watergate Hotel while on business in Washington.

Watergate and the Kennedy Center, esthetics aside, also ended up functioning well together, to prove, perhaps, that in the end environment has less influence on human behavior than architectural critics like to think. The Kennedy Center management has rented offices in the Watergate, and center patrons can park in Watergate’s labyrinthine underground garage if the center is filled up, though they risk missing the first act before they find their way out of the maze. The Watergate restaurants are geared to serving theater goers in time for curtain call, and I find both food and service in Watergate Terrace restaurant far superior to that of the center’s pretentious La Grande Scène.

Security, however, always has been somewhat of a problem for Watergate tenants. Despite closed circuit television cameras, live guards and other precautions, there have been several burglaries before “the plumbers” were apprehended. President Nixon’s personal secretary, Rose Mary Woods, was one of the victims. Miss Woods had just moved into a two-bedroom apartment on the seventh floor of Watergate East when she was asked to accompany her boss on his eight-day, five-country trip to Europe in March 1969. When she returned, her apartment had been broken into and a suitcase containing three to four thousand dollars worth of jewelry, as well as an attaché case, were missing from her bedroom closet, according to the police. Ronald Ziegler, the White House press officer, told the press the following day what the President had told Miss Woods about her Watergate misfortune. Mr. Nixon said: “This brings the whole problem of crime very close to home. . . .”
Eats for Architects:  
A Guide to  
Washington Restaurants

Dave Clarke

Big Intro: Washington has many fine restaurants because of the many fine expense accounts in town. Especially French restaurants because Kissinger likes them. Foreign restaurants are common because we have many foreign visitors, not to mention residents (embassies, etc.). Not well represented, each for their own reasons, are Russian and Vietnamese cuisine, Mexican food (conversations around here are spicy enough) and English cuisine—which is an oxymoron anyway. Just below is an explanation of the guide key. Be aware that the author’s idea of an ideal environment is being locked in the Piazza del Campo tower at sunset with a good tape deck, a case of Vermouth, a waterbed and . . . well, it can get bizarre at times. Also, for your convenience, restaurants are grouped according to your station in life. Within those groups the listing is alphabetical.

P.S.: Even expensive places are reasonable at lunch, and reservations are essential for the first category.

Key: Five stars (*) mean best food; no stars mean that they feature death-wish sandwiches. Five little v’s (v) mean best service; none means trough. “Fascinating” or just well-decorated environments get five circles (o); no circles indicate severe code violations. A (w) means within in 15 minutes walking distance from the Institute. A (c) means close to the Sherman-Park Hotel. A (g) means Georgetown and an (s) means sidewalk or garden service.

General Partners, Large Firms:

Le Bagatelle ★★★★★  
2000 K Street N.W. (w)  vvvv  
872-8677  0000  
Classic French. Try sole, veal, crab imperial or oysters Rockefeller. Superb. Take me with you. Sunday brunch.

Mr. Clarke is Director of Education and Executive Director, Association of Collegiate Schools of Architecture at AIA Headquarters. He subsists mainly on peanut butter sandwiches.

Blue Room ★★  
2500 Calvert St. N.W.  vvv  
(in Shoreham Americana Hotel) (c)  
234-0700  
The music is loud and dumb. I think their Cordon Bleu and coquilles are prepared in advance and frozen. But, if Mark Russell is playing, it’s worth it. He’s a very funny political comedian.

Cantina d’Italia ★★★★★  
1214-A 18th Street N.W. (w)  vvvv  
659-1830  0000  
Northern Italian/trans-Alpine. They make all their own pasta. Spinach salads. Tell waiter to order for you. Great obscure Italian wines.

Le Consulat Restaurant ★★  
2015 Massachusetts Ave. N.W.  vv  
265-1000  0000  
If you want to get ripped off, there are worse ways. Vaguely continental.

Le Grande Scène ★★★★★  
Kennedy Center (w)  vvvv  
833-8877  (view)  0000  
Good classic French if you’re there and happen to be hungry.

The Empress ★★★★★  
1018 Vermont Ave. N.W. (w)  vvvv  
737-2324  0000  
Best Mandarin Chinese in town. Order Peking duck in advance. Inexpensive relative to this section.

Jockey Club and Sea Catch ★★★★★  
21st & Mass. Ave. N.W. (w)  vvvv  
(in Fairfax Hotel) (too dark)  0000  
659-8000  
American-continental, Wall Street club atmosphere. OK if on expense account. Great Irish coffee, spectacularly served.

Hay-Adams Hotel ★★★★★  
800 16th St. N.W. (w)  vvvv  
638-2260  0000  
Dining room is excellent, but often overlooked. Regal atmosphere for continental and American food. The gazpacho is a meal in itself.

The Montpelier ★★★★★  
15th & M Sts. N.W. (w)  vvvv  
(Madison Hotel)  
785-1000  0000  
Just another great French restaurant. Eggs New Orleans on Sunday morning. Yum. I’m weak. Take me to dinner and I won’t tell you about my trip to Europe. Their bar has the best hors-d’oeuvres in town.

Napoleon’s Restaurant ★★★★★  
2649 Connecticut Ave. N.W. (c, s)  vvvv  
C05-8955  0000  
Mostly French. A local fixture on upper Connecticut. The dinner salad stood out the last time I was there. The sidewalk set-up is fine.

La Niçoise ★★★★★  
1721 Wisconsin Ave. N.W. (g)  vvvv  
965-9300  0000  
Wacked-out French place run by four zany guys from Nice. Waiters on roller-skates. If Jean-Louis and his cronies decide to do skits after dinner, your stomach will hurt from laughing. My second favorite in town. Let’s see. I think I’m free that evening, too.

Palm Restaurant ★★★★★  
1225 19th St. N.W. (w)  vvvv  
293-9091  0000  
Big portions of fine American food.

Le Pauvre Immigrant ★★★★★  
2233 Wisconsin Ave. N.W. (g)  vvvv  
333-3933  000000  
Classic French. Try pâté, quenelles de brochet, chicken Kiev. Not all at once, please.

Rive Gauche ★★★★★  
Wisc. Ave.&M St. N.W. (g)  vvvv  
FE3-6440  000000  
Some say the best classic French. Elegant, heady place. Famous and infamous faces the norm. Victorian couches. Scruffiness of street people outside are a nice touch and may or may not be supplied by the management. Know which fork to use. Dress up.
Eat, drink and go broke? Not necessarily.

<table>
<thead>
<tr>
<th>Restaurant</th>
<th>Address</th>
<th>Phone</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sans Souci</td>
<td>726 17th St. N.W. (w)</td>
<td>298-7424</td>
<td></td>
<td>Some say the best. I wouldn't know.</td>
</tr>
<tr>
<td>El Bodegon</td>
<td>1637 R St. N.W.</td>
<td>667-1710</td>
<td>**</td>
<td>Very good Spanish (not Mexican) food.</td>
</tr>
<tr>
<td>The C'sery and La Chatelaine</td>
<td>1127 Connecticut Ave. N.W.</td>
<td>(in Mayflower Hotel) (w)</td>
<td>00</td>
<td>Have medium-high priced, often warm food.</td>
</tr>
<tr>
<td>Cheshire Cheese</td>
<td>2660 Woodley Rd. N.W.</td>
<td>265-2000</td>
<td>**</td>
<td>Yessir, folks, this is your convention hotel...</td>
</tr>
<tr>
<td>The Court of the Mandarins</td>
<td>1824 M St. N.W. (w)</td>
<td>223-6666</td>
<td>**</td>
<td>Fine, fine Chinese food. Inexpensive.</td>
</tr>
<tr>
<td>Gaylord Indo-Pakistani</td>
<td>1731 Conn. Ave. N.W. (w)</td>
<td>232-1128</td>
<td>**</td>
<td>Fine, fine food at lunch only. No booze;</td>
</tr>
<tr>
<td>Gaylord Indo-Pakistani</td>
<td>1731 Conn. Ave. N.W. (w)</td>
<td>232-1128</td>
<td>**</td>
<td>Freshly ground spices, authentic good food.</td>
</tr>
<tr>
<td>Old Europe Restaurant</td>
<td>726 7th St. N.W.</td>
<td>783-1225</td>
<td>**</td>
<td>Fine, fine, fine Chinese food. Inexpensive.</td>
</tr>
<tr>
<td>Harvey's</td>
<td>1001 28th St. N.W. (w)</td>
<td>833-1858</td>
<td>**</td>
<td>Fine fresh seafood and good soups.</td>
</tr>
</tbody>
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Participating Associates in Midwest Firms Specializing in Hospitals:

<table>
<thead>
<tr>
<th>Restaurant</th>
<th>Address</th>
<th>Phone</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gaylord Indo-Pakistani</td>
<td>1801 Connecticut Ave. N.W.</td>
<td>546-2255</td>
<td>**</td>
<td>American food, excellently prepared.</td>
</tr>
<tr>
<td>Harvey's</td>
<td>1211 Conn. Ave. N.W. (w)</td>
<td>659-1211</td>
<td>**</td>
<td>Underrated northern Italian. Nice place.</td>
</tr>
<tr>
<td>Harvey's</td>
<td>1001 28th St. N.W. (w)</td>
<td>833-1858</td>
<td>**</td>
<td>Fine fresh seafood and good soups.</td>
</tr>
</tbody>
</table>
Washington has good eating places for bulging, lean and empty—well, almost empty—wallets.

Sea Fair  ***
2655 Connecticut Ave. N.W.  vv
667-5115 (c, s)  (if outdoors) 0000
Good fresh seafood. There are about five sidewalk cafes next to each other here, and the mise-en-scene on a May evening is very pleasant.

Swiss Chalet  ****
2122 Penn. Ave. N.W. (w)  vv
338-7979 (posters) 00
Good Swiss food: fondue, cottage fried potatoes.

Registered, Architects, Eight Years Experience:

A & K  ****
307 Pennsylvania Ave. S.E.  vv
547-5360  yuk
If you’re on Capitol Hill, be advised that this hole in the wall breeds loyalty in its customers like you’ve never seen. Fine, fresh American and Middle-Eastern food in friendly atmosphere at low, low prices.

Arbaugh’s  ***
2606 Connecticut Ave. N.W. (c)  vv
AD4-8980  000
One of the best art deco neon signs in town. A well-lighted funky place replete with wooden booths and a somewhat limited menu: ribs, slaw and beer. Enormous portions of ribs followed by (essential) hot water finger bowls.

Astor  **
1813 M St. N.W. (w)  vv
FE8-4994  00
Very cheap good Greek food. Waitresses call you “honey” and it’s all very nice. Always crowded, it is an endless maze of little rooms on God knows how many floors.

A. V. Ristorante  ***
607 New York Ave. N.W.  v
RE7-0550  yuk
Good, often excellent, southern Italian food, combined with surly service with a smile. Best pizza in town—and try “white pizza” instead of garlic bread. A good dish is a big bowl of fish stuff whose name eludes me.

Blackie’s House of Beef  **
22nd & M Sts. N.W. (sort of g)  vv
FE3-1100  0000
Good, not chemically tenderized beef in a setting designed by owner Ulysses Augur.

Bonat Cafe and Restaurant  **
1022 Vermont Ave. N.W. (w, s)  vv
737-3373  00
Vaguely continental/Italian. Very low prices in a pleasant if not palatial setting.

Calvert Restaurant  ***
1967 Calvert St. N.W.  vv
AD2-5431  yuk
Juke box is in Arabic; food is fine and authentic. Family run. Tricia would be . . . uncomfortable.

El Caribe  **
1828 Columbia Rd. N.W.  vv
234-6966  00
Very good Latin American food at low prices.

Chez Camille  ***
1737 de Sales St. N.W. (w)  vv
393-3330 &

Chez Francois  ****
818 Conn. Ave. N.W. (w, s)  vv
ME8-1849  0000
“Neighborhood” French restaurants. Both excellent and both quite close to the Institute. Chez Camille is the better of the two, I think.

Chin’s Restaurant  ***
2614 Connecticut Ave. N.W. (c)  vv
483-8400  00
Chinese and American food and green vinyl seats.

Gallagher’s Pub  **
3319 Connecticut Ave. N.W. (c)  vv
686-9189  00
Friendly neighborhood bar. Hearty soups, sandwiches and homemade potato chips.

Clyde’s  ****
3236 M St. N.W. (g)  vv
333-9690  0000
Lovely interiors, good sandwiches, fine Sunday brunch. Outstanding omelets. An “in” place.

The Flagship and Hoge’s  *
9th St. and Maine Ave. S.W.  vv
484-6300  00
These two neighbors got urban reneweded into cavernous bland buildings on the southwest wharf, where they now feed tourists like Strasbourg geese.

The Golden Temple of Conscious Cookery  ****
1521 Connecticut Ave. N.W.  vv
234-4550  00
Sometimes the ambience of self-righteousness in “health/natural” food joints gets to me but dammit, this place has good food lovingly prepared. No smoking, no booze. They fixed the place up nice, too.

Iron Gate Inn  **
1734 N St. N.W. (w, s)  vv
RE7-1370  0000
Good Middle-Eastern food served by waiters exhibiting strange behavior. But their carriage house courtyard is a fine and romantic place to eat on a May evening.

Italian Gardens  ***
2317 Calvert St. N.W. (c)  vv
234-4550  00
Lively, busy place that has some good Italian wines. superb omelets at lunch. Better place to eat than the Shoreham across the street. It’s more real.

Jenny’s  ****
1745 F St. N.W. (w)  vv
DI7-8764  yuk
Some very fine and exotic Korean and Mongolian dishes are here every day about 100 feet from the Institute. I wish they had milk. I like milk at lunch. I do.

Luigi’s  **
1132 19th St. N.W. (w)  vv
FE8-0474  00
Fast, fast service and standard Italian fare. Cheap. Good pizza.

Market Inn  ****
200 E St. S.W.  vv
(If you like weird pin-ups) 0000
DI7-4455

Old Ebbitt Grill  **
1427 F St. N.W. (w)  vv
NA8-6991  0000
Dating from 1837 and certainly having caught in a cross-fire of freeways. A well-lighted funky place replete with wooden booths and a somewhat limited menu: ribs, slaw and beer. Enormous portions of ribs followed by (essential) hot water finger bowls.
Taj Mahal
1327 Connecticut Ave. N.W. 659-1544
Indian food upstairs. Good exotic breads. Inexpensive but classy for the price (white linen, etc.). A minor favorite with me. Relaxing for frayed nerves.

Trieste
2138 1/2 Penn. Ave. N.W. (w) 338-8444
Family Italian; friendly and nice.

Recent Graduates:
The Georgetown A & P offers fine foraging Tuesdays and Wednesdays after produce deliveries. Hang around out back and wait for trucks to leave. Bring your own condiments. Be prepared to beat off small mammals and architectural students.

Architectural Students:
Georgetown hospital gives everybody three (3) cookies after giving blood. Watch out for tough-looking interns behind A & P in Georgetown.

AIA Employees:
While you're here, you might as well take an AIA employee to dinner. What the hell — right? My home phone number, unless editor Don Canty notices this act, is — — — — — — — —.

Other joints with sidewalk cafes or gardens that are good for a snack or drink:
The Aeroplane, 1207 19th St. N.W.
Black Horse Tavern, 1236 20th St. N.W.
Blackie Jr's, 709 18th St. N.W. (w)
Gangplank, 650 Maine Ave. S.W. (floating)
Garvin's, 2619 Connecticut Ave. N.W. (c)
Gusti's, 1837 M St. N.W. (w)
Marty Laffal's Steak House, 1801 H St. N.W. (w)
Momma Bellosi's, 920 19th St. N.W. (w)
Mr. Smith's, 3104 M St. N.W. (g)
Old Stein Pub, 2603 Connecticut Ave. N.W. (c)
Port o'Georgetown, Canal Square (g)
Roma, 3419 Connecticut Ave. N.W. (g)

The above illustrations represent just a few standard door models. All Easy Swing Doors are shipped complete ready to install. Write for your free door catalog today listing hundreds of options and accessories. Ask about 1/2" thick Foam Core Doors.

ELIASON Easy Swing® DOORS
Self Closing - Double Action for
SERVICE, TRAFFIC OR CONVENIENCE DOORWAYS

LWP 3: 6061 T6 Aluminum Alloy .063" thick, Satin Anodized finish, Std. Windows, Fasteners and Hinges included. Easy to install, easy to use. Useful for Patient Care, Food Service, Variety, Discount, Department Stores. Thousands used in Supermarkets.

LWP 4: Same as "LWP 3" except with decorative high pressure laminate both sides. Decorative doors are practical with protective accessories. Door illustrated has 12" high Base Plates and two sets of Bumper Strips.

SCP 5: A Solid Core Door 3/4" thick. Illustrated door has Anodized Aluminum, Top Panels, 18 gauge steel center panels (SS front, Galv. rear), 14 gauge high carbon steel kick plates. Write for options and other Solid Core Door models. Applications same as "LWP 3", a heavier door but same easy action.

SCP 8: A Solid Core Decor door. Illustrated door has 18" high Base Plates and Edge Trim (18 gauge Stainless Steel). Decorative High Pressure Plastic Laminate above Base Plates to top of door both sides. For Food Service and other areas where Solid Core Decor doors desired. Write for other models and options.

SCP 1: Gasketed, Solid Core Door 3/4" thick. Illustrated door has Anodized Aluminum top Panels and 48" high 18 Gauge Stainless Steel Base Plates. For Refrigerated areas, Work Rooms, Processing and Cooler to Processing. Write for options and accessories. Ask about 1/2" thick Foam Core Doors.

The AIA Convention—Booth 305
May 20-23, Sheraton Park, Washington, D.C.
Write or call factory for specs & prices listed in sweets catalog files.

ELIASON Easy Swing® DOOR Division
P. O. Box 2128
Kalamazoo, Michigan 49003 U.S.A.

Circle 17 on information card
AIA JOURNAL/APRIL 1974 81
The highrise is banned.

As a "horizontal city," from which "the point is to recognize it. as the guide often looks like a pair of pants. More to achieve distinctive and original qualities that are faithfully reflected in this guide. The selections reflect the growing awareness of vernacular building design, and there is a marked appreciation in the commercial architecture of the last two decades of the 19th century. As in the first edition of this popular and conveniently sized book, Washington's architecture is presented in 10 walking and 10 driving tours. The editors follow the good Broadway rule: Never monkey with a hit.

One must not expect in a livre de poche either the emphasis on architectural history or the detail provided in the various reports of the landmarks commission or the monographs of the General Services Administration. Selection and descriptive comment are often personal, even witty. How else can you describe Georgetown's Oak Hill Cemetery Chapel as a "paperweight in stone?"

Washington architecture is seldom indigeneous; even in the earliest period it differed little from what was built from Philadelphia to Charleston. But it has achieved distinctive and original qualities that are faithfully reflected in this guide. As a capital city, it has attracted a nationally representative collection of outstanding architects; it exhibits distinctive building types; and its city plan provides unique building sites—often reminiscent of Paris where, to quote Labatut, the plat often looks like a pair of pants. More to the point is to recognize it, as the guide does, as a "horizontal city," from which the highrise is banned.


One hundred buildings have been added to the new edition of A Guide to the Architecture of Washington, D.C., and the coverage of adjacent parts of Maryland and Virginia has been greatly enlarged. Most of the additions are the results of new building in the last decade in this, one of the fastest growing metropolitan areas of the United States. Other additions result from a reevaluation of architectural significance.

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What elevators would you choose for the home of the AIA?

Armor elevators got the nod. The new national headquarters building for AIA has three geared-type Armor elevators, serving nine landings. They are providing the smooth, fast, efficient service demanded by the nation's top architects.

It's part of a trend. Across the country, more and more new buildings feature vertical transportation by Armor. We're proud to be a part of the new home of the AIA. And we'll be proud to be a part of your next project.

buildings that have just arrived in this city, by the exigencies of space. Suburban vacancy is no better than the single-purpose emptiness of the Triangle. Urban vitality is elusive. The guide is a work of much shoe leather, and it invites thoughtful walking in a ruined and neglected city, torn by indiscriminate auto domination and social change, whose rehabilitation is being addressed today in a variety of dubious projects from the development of Pennsylvania Avenue to the Metro itself. To these, the visitor will have to bring his own critical equipment. The guide will tell him what to look for and how to get there, but it doesn't go further. Its concern is with architectural merit, not history (except in Lethbridge's introductory essay) or urbanism.

And along the way, in these intelligently planned tours, there will be the rewards of discovery and surprise in new buildings that have just arrived in this rapidly growing city, like the Brazilian Embassy, or others of scarcely inferior interest that have been shouldered aside by the exigencies of space. Frederick Gutheim, planning consultant and architectural historian, Washington, D.C.


This is a small book about big ideas. As the introduction modestly states, it is the first history of women in American architecture. It is not a history of women architects. In this regard, the book is disappointing to some people, but it contributes far more than would a compilation of named female players. To go by the usual rules of the success game would be difficult—that is, to show a collection of significant buildings with their female authors—but also it wouldn't add anything beyond a shrill "me, too!"

Instead, Ms. Cole has looked into the past in this country and has found what the contributions really were of women in architecture and that these were almost never accomplished under the heading of "architect." (One is reminded of Architecture Without Architects and wonders what part women may have played in the architecture of other cultures.) I, for one, found the book so engrossing that I read it from cover to cover with hardly a stop for a cup of tea.

This is not to say that the book has no shortcomings. First, the title. The tipi is included in the text (most interestingly), but where is the skyscraper? The book doesn't get that far. In the preface, Ms. Cole explains: "I have not shown more recent projects because...their (women's) participation is neither independent nor equal and their potential not yet fully developed...best illustrated through omission." This is a valid explanation, but the word "skyscraper" in the title is misleading.

Second, although Ms. Cole's criticism of the typical present-day office organization merits attention—I would hope that it might engender some soul-searching—the solution to the problem is not as apparent as the book seems to promise. When the statement is made, "In a nation that professes democratic procedures and representative government, the structure of the modern architectural office is a contradiction," the problem of liability is not faced nor is the fact that clients want to know who will be responsible for the design. Ms. Cole is right when she says that the "need for interdisciplinary collaboration and for the inputs gained from a diversity of experience and training is obvious," but this may be more a matter of attitude than of fact.

The present is harder to understand than the past, especially when one is wound up oneself in a period of transition. But, although Ms. Cole finds it difficult to express clear conclusions, a trend is indicated that shows a consistency in the contributions that women have made in American architecture—a trend that might be recognizable now or in the future as distinctly feminine.

From the Plains Indian women, who "designed, fabricated, erected and owned the tipis," and were responsible for choosing the locations of village sites, to the early American women in the 1800s who wrote the "etiquette" books, including treatises on heating, ventilation and plumbing as well as patented house designs and recommendations for stoves and furniture, the emphasis is always on "making her domains...pleasant, efficient and healthful" and on "economical, soundly constituted, well ventilated buildings conducive to the physical and mental well-being of the ordinary family." The horizon expanded so that the domain of women "encompassed the city, and her family became the entire citizenry."

Graduates of the Cambridge School of Architecture and Landscape Architecture will learn (as I did) more about the school than they ever knew before when they read the chapter on "Education of Women Architects." Looking back, the school seems all the more remarkable than it did at the time. Everyone loved Mr. Frost, founder and director of the school, but we didn't half appreciate his independence of outlook, which is only now beginning to be approached by architectural schools. I miss the names of Mr. Fulkerson and Mr. Simonson, but there must have been many other teachers whom I never knew.

Although the work of particular women architects is not much discussed, Mr. Frost's partner Eleanor Raymond, a graduate of Cambridge School, emerges as a star. In the 1930s, her house designs were way ahead of the time and were notable for their freshness and livability. In 1948, she designed with Dr. Maria Telkes a solar heated house that was built in Dover, Massachusetts. The Pillsbury residence in Duxbury, Massachusetts, was built in 1939 rather than in 1942. It should be credited also to Miss Raymond. Credit is erroneously given to me, but I merely worked on the design in her office. Being a student, I learned more from this tutelage than from anything else I ever did.

To summarize, the book does not do all that it sets out to do, and it flounders in the present. But it accomplishes what has never been done before, so far as I know. By the look into history, it begins to indicate some answers to the question of what the particular contributions of women in architecture (or any other field) might be.

Sarah P. Harkness, AIA


For more than 50 years, Antiques magazine has published articles on this nation's great houses. Here is a selection of the articles, plus a most perceptive introduction supplied by editor Constance M. Greiff. The book is lavishly illustrated with both black and white and color photographs. The houses range from log houses in Wisconsin to the elegantly beautiful Hampton House in Baltimore County, Md.


Pevsner's book is evidenced by the fact that Pevsner dedicated the first edition of this book in 1943 to his three children. The present edition as well is dedicated to them and also to his three children-in-law and nine grandchildren. This most readable history of European architecture has aged well. The only changes Pevsner has made since the edition of 1960 are in the bibliography. "As for the last chapter dealing with architecture today, nothing memorable has happened between yesterday and today," he writes. Anyone who wants to learn about European architecture, from the basilicas of Rome to 20th century highrises, would do well to acquire this book. Pevsner summarizes the book very well when he comments that it is "Western architecture as an expression of Western civilization, described historically in its growth from the ninth to the 20th century."
Ideal when you are planning a sophisticated setting. Whether it's a lobby, an office, or the grand entryway. The delicate shape in stainless steel tastefully tells that this fountain has been carefully selected to complement the luxury decor. Other finishes available in brushed bronze or anodized aluminum.

You'll be aware of the outstanding quality, and others will appreciate how far you have carried the mood of elegance. With a Haws remote water chiller neatly hidden between the walls, you can effectively add the refreshment of chilled water to this Haws Model 1005.

For details write Haws Drinking Faucet Co., 1441 Fourth Street, Berkeley, California 94710.
But the real Platonic problem here exists at a much larger but related scale. Plato’s absurd theory of knowledge was tortuously crafted to fill a void in his overall puzzle of reality, wherein only the ideas of things were perfect, and their earthy counterparts were shadows of the real McCoy.

Two consequences of such a theory are: 1) that the more elusive something is, the more likely it is to be nearing perfection (hence, Kahn) and that 2) for everything that exists, there is a best one, hence a book—and people and a value system—compelled to find the best architect. I submit that Plato was hardly ever right about anything but that his destructive influences are still very much at work. I submit that “best” is a corruptive word and that Conversations with Architects is about notoriety, not excellence, and that the “best” architect in America cannot surf the surface because he or she has no aspect or gifts for notoriety but only the will and ability to create humane and warm building in some forgotten corner of Illinois or Montana. Dave Clarke, Director, AIA Education Programs

Introduction to Earthquake Engineering.

Professor Okamoto deals with a wide range of topics related to earthquake engineering. Introductory material related to the earth’s structure, earthquake phenomenon, seismic waves and causes of earthquakes is included in the first two chapters. Seismic conditions in Japan and damages resulting from major earthquakes are discussed in chapters 3 and 4. Chapter 5 concerns the influence of ground conditions on earthquake ground motion. A general description of earthquake resistant construction is presented in chapters 6 through 8. The remaining 10 chapters discuss earthquake related problems for a variety of constructions including roads, railroads, bridges, port and harbor structures, gravity dams, arch dams, earthfill and rockfill dams, waterways, underground structures and buildings. An extensive bibliography follows each chapter.

Although the book deals mainly with Japanese experience related to earthquake engineering, the fundamental principles and concepts are applicable to the United States. The information is directed primarily toward practicing engineers with emphasis upon design and construction. Many practical examples are included which, in general, concern principles as opposed to detailed design examples.

In summary, the book concerns many facets of earthquake engineering and would be useful as an introductory text for practicing professionals. Charles Culver, Disaster Research Coordinator, Office of Federal Building Technology books continued on page 94
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This encyclopedic book, the final one in a four-volume work, is profusely illustrated and marked by the author's highly personal analysis. Several buildings are singled out to prove the point that European modern movements exerted influence on American architecture.

Jordy begins with an in-depth study of Rockefeller Center, a complex which lacked recognition during its early history. The traditional order of the mighty complex seems to help the general scale, and its civic design features are certainly still the best in commercial giantism.

These deductions, of course, cannot begin to tell of the multitude of anecdotal detail and historical narrative surrounding the center. The notion, however, that its concept can be traced to European modernism, particularly because of its slablike towers, seems totally unconvincing, even to Jordy. He also talks about similarities with the Monadnock Building in Chicago. My own impression has always been that the Rockefeller Center is an indigenous Manhattan product. Jordy discusses few other buildings within this context, except for Raymond Hood’s Daily News Building and the McGraw-Hill Building.

The key to Jordy’s thinking is his analysis of Howe and Lescaze’s Philadelphia Saving Fund Society Building, which he takes to signal American acceptance of the international style. This example serves as the pivotal point in the development of this country’s modern architecture.

In order to corroborate his point of view, Jordy harks back to European modernism as exemplified in the works of Le Corbusier, Mies van der Rohe, Breuer and Gropius who, incidentally, never favored the “international style” label. We have had this kind of analysis, of course, ever since Giedion’s Space, Time and Architecture, but now Jordy sees the PSFS Building as the demarcation line between the old and the new.

Lengthy chapters are devoted exclusively to the work of Breuer and van der Rohe, while Gropius and The Architects Collaborative are not treated with like generosity, except as background material in the form of the Bauhaus influence. Other American architects who fit into the picture are also mentioned and represented with a few photographs. There are references to Richard Neutra, who antedated Howe and Lescaze with the Lovell “Health House,” and to Eero Saarinen, Philip Johnson and Pietro Belluschi.

The only mention of Erich Mendelsohn is to his work in Germany. An essay on Louis Kahn’s medical research building at the University of Pennsylvania shows this architect’s originality which, nevertheless, can be tied in with the thoughts of European modernists and, as Kahn puts it himself, with an “archaic quality in architecture today.”

Jordy also discusses nonmodern influences of European architecture on contemporary design, i.e., the old Beaux Arts school. This only proves, to me at least, that all these influences—old and new—were pretty well absorbed into the American scene. The very nature of a building in its own surroundings thus looms larger than whatever the influences.

Only the essay on Frank Lloyd Wright, which emphasizes the Guggenheim Museum in New York City, seems not quite to fit into Jordy’s construct of the “impact” of European modernism on American architecture. In fact, Leonard Eaton’s ideas on Europe’s having been influenced by America became more significant when related to Wright. Much of what Europeans who came to the U.S. had to say had already been made redundant by Wright.

On the whole, the book suffers from too much formalistic treatment. For example, the notes and footnotes not only make for rough reading at times but also tend to obscure or omit the social origins of architecture. Also the reuse of published material does not help with the development of a cohesive point of view. The rich information nevertheless makes the book useful for reference. H. H. Waechter, AIA

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Animals as Builders: It is encouraging that my book titled Master Builders of the Animal World was reviewed favorably in the December issue.

The more I learn about animals and their behavior, the more amazed I am at the wide range of activities they have evolved for survival. Conversely, the more I see of modern cities, the greater is my disappointment at the monotony and mediocrity of so much "modern" architecture. For the past 40 years or so, we seem to have been searching for one absolute all-embracing solution, and now we find ourselves in a stranglehold.

Therefore, I am convinced that architects have more chance of finding both functional solutions and artistic stimulation in the natural world, which we have rejected, than in any ideological mannerisms.

I hope that architects will take a look at some of the works of animal "architects." It may some day lead to a more specialized book on their works by someone more able to do them justice.

David Hancocks, Architect
Seattle

No Time for 'Enclaves': The 1974 Lloyd Warren Fellowship, administered by the National Institute for Architectural Education, is a national competition for a diplomatic enclave in the Peoples Republic of China to contain administrative, security, residential, educational, recreational and general facilities. All seems reasonable except that the program calls for an enclave with all facilities for staff, presumably, behind a barbed wire fence or a wall to rival that surrounding the Forbidden City.

If our young student architects are encouraged to continue the concept of colonialism, which created American enclaves in the 19th and 20th centuries in Shanghai, Nanking and Peking, what hope is there for a real understanding and give-and-take between the programmed American Mission and the Chinese people?

When our oil companies went into Venezuela in the 1920s, similar enclaves were built which not only isolated our personnel from Venezuelans but continued the American idea of superiority. The Venezuelan government no longer tolerates such enclaves.

The real advantage that a child would have growing up with parents working in Peking or in Maracaibo would be the knowledge gained from the stimulus of two civilizations and their different languages. One does not glean that from servants.

If our security is so hazardous that one counts on a wall to protect mission mem-
The term "enclave" to us describes an area of territory belonging to the U.S. Diplomatic Mission in China. Nowhere in the program is there a requirement for a wall to be built around the project. Barnstone "presumes" either a "barbed wire fence or a wall to rival that surrounding the Forbidden City." Certainly, these are presumptions on his part, especially as we do not indicate any such philosophy, interpretation or intention.

Sidney L. Katz, FAIA
New York City
(Program co-author and member of the NIAE board)

The AIA JOURNAL encourages expressions of opinions from its readers.

Howard Barnstone, FAIA
Houston


events

Apr. 22-26: National Structural Engineering Meeting, Netherland Hilton Hotel, Cincinnati.
May 3: Conference on Building Codes and OSHA, Washington University, St. Louis.
May 20-26: International Federation of Hospital Engineering Congress, Athens.
May 27-30: International Symposium on Low-Cost Housing, Sir George Williams University, Montreal.

May 30-June 1: Environmental Design Research Association Conference, Milwaukee.
June 12-25: Summer Tour for American Architects and Students in Poland. Contact: Slavic Cultural Center, Inc., P.O. Box 206, Port Jefferson, N.Y. 11777.
June 16-29: Scandinavian Architecture and Urban Planning Seminar. Contact: The Danish Institute, Kultorvet 2, DK-1175, Copenhagen K, Denmark.
July 8-12: Principles of Color Technology Seminar, Rensselaer Polytechnic Institute, Troy, N.Y.
July 10-12: Associated Councils of the Arts Annual Meeting, Winston-Salem, N.C.

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Engineering Firms Increase Their Share of The Building $.

Over the past seven years, the average size of the engineering consulting firms in this country has remained about the same, but the firms now account for more construction dollars both in terms of total cost of construction and in terms of dollar value of their portion of the work.

The "Survey of the Profession on Business Practices," published in a recent issue of Consulting Engineer, provides a direct comparison with one published in January '67. Identical questionnaires were sent to each firm on the magazine's circulation list. Returns, by type of practice, were in much the same proportion: 77 percent engineering services only (ESO); 17.8 percent engineering and architecture (E/A); 3.1 percent engineering and construction (E/C); 2.1 percent engineering, architecture and construction (E/A/C).

Over the seven-year period:
- The value of construction projects has gone up 50.9 percent; the value of the firms' portion of the work has risen 40 percent. Expenditures for new construction have risen from $74.7 billion to $138.6 billion.
- Gross income for the firms has increased 55.6 percent; gross profit has gone up 73 percent.
- Gross salaries are up: principals' and other employees' salaries have increased 39.7 percent and 35.1 percent.
- Although the percentage of firms in each category is stable, the number of employees per firm in the four categories has changed. For example, the average number of people in E/C firms is less than half what it was; the E/A/C firms have increased their staffs by 76 percent.
- The only category of firms with more sole ownership is the E/A firm—up 2.4 percent. The E/A/C has decreased the number of sole ownerships by a dramatic 21.8 percent.
- Only E/A/C firms report more work for federal clients; where 1.6 percent of their income had come from federal work, it is now at 10.8 percent. For all the firms, work for local government is up 6 percent and for state governments up 0.7 percent.

Fresno Pins Hopes For Mall on Housing

Nine years ago Fresno, Calif., gained wide acclaim for developing the first downtown shopping mall under the federal urban renewal program. But today outlying shopping centers are taking a toll, and half the 300 retail outlets downtown have moved out. Sales volumes have dropped from $56 million in 1963 to $48 million last year.

Nevertheless, city officials believe that without the fountains, sculpture and landscaping of the eight-block mall there would have been an even greater decline in business. One way to bring in more shoppers, they believe, is to get more people to live near the mall. Under construction now is a highrise complex for the elderly, and still other apartment projects are in the planning stage. James Roberts, executive director of the Downtown Association, predicts that with the new housing the level of sales will reach about $75 million per year. If the housing broadens the base by getting more people to shop in the mall because they live close by, Roberts believes that the city's famed mall will once again be a pace setter.

Low on the Ladder

A 1973 survey of California architectural employees' salaries invited comparisons: Window washer, San Francisco $10,441
Fireman, San Francisco 16,535
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Walter G. Prack, Fort Lauderdale, Fla.
William Robertson Jr., Jersey City, N.J.
Le Roy W. Thompson, Elgin, Ill.

Newlines
The first residential door security standard is being developed by the Law Enforcement Standards Laboratory, National Bureau of Standards. Doors on most homes built since World War II can be easily entered with nothing more than a few kicks or an easily concealed screwdriver, accounting perhaps for the fact that 63 percent of all burglaries are residential in nature. The LESL has devised tests to determine whether a door can withstand varying levels of "attack." They are the basis for the standard which will be promulgated later this year after "industry review." It is hoped that manufacturers will "exercise a maximum of innovation in meeting the standards."

James Whitley, AIA, and William N. Whitley, AIA, of Shaker Heights, Ohio, have received the Ohio Prestressed Concrete Association's annual award of excellence.

Donald S. Nelson, FAIA, of Dallas has been awarded the National Sculpture Society's Herbert Adams Medal for outstanding service to American sculpture.

The first U.S. government periodical ever devoted solely to design is now being distributed. Titled Federal Design Matters, it is published by the National Endowment for the Arts and is aimed at letting federal decision makers know about what the government is doing in design. For example, the lead story in the first issue is on two new energy-conserving buildings planned for the General Services Administration in Saginaw, Mich., and Manchester, N.H. Nonfederal personnel may subscribe to the newsletter at the annual rate of $2.60. Remittance should be sent to the Government Printing Office, Attn. Mail List, Washington, D.C. 20402.

The suburbs are favored by low-income recipients of federal funds given to them directly to obtain their own housing, reports Dr. Gertrude Toote, assistant secretary for Fair Housing and Equal Opportunity, Department of Housing and Urban Development. Under a HUD pilot program, people are given a chance to "expand their options," and they move to the suburbs when given a choice.

Arthur C. Danielian, AIA, of Newport Beach, Calif., has been appointed to the 18-member editorial review board of the magazine Automation in Housing.

The work of women architects will be exhibited during the month of May at the headquarters of the New York Chapter AIA. The purpose is to "demonstrate the involvement of women in the architectural profession, whether as principals, project architects, designers or drafts-(wo)men."

Yale University's Art Library is the recipient of the personal library of Faber Birren, renowned color authority and author of many books and articles on color theory and psychology (see AIA Journal, Aug., Sept. and Oct. '72). The collection, called "one of the best in the country," includes items from the 17th century to the present.

John M. McGinty, AIA, of Houston, an Institute vice president, has been appointed by the AIA Executive Committee to coordinate efforts in the implementation of recommendations of the recently discharged National Policy Task Force.

The AIA student chapter, University of Miami, has published the first issue of a newspaper titled AIM: Architecture in Miami. Edited by student David Harper, it will be issued two to four times a year. Checks for subscriptions may be sent to Department of Architecture and Architectural Engineering, P.O. Box 248294, University of Miami, Coral Gables, Fla. 33124. The price per year is $1 to individuals or $5 to institutions.

America by night from a high altitude satellite shows the distribution of the nation's urban and rural population. A midnight blue map (30x20 inches) outlines urbanized areas in white; places outside the city areas are shown by white circles, squares and dots according to population density. Titled "Population Distribution, Urban and Rural" (G-E 70, No. 1), it may be obtained for 25 cents from the Superintendent of Documents, Washington, D.C. 20402.

Patience has its own reward. After a wait between issues, the Journal of Architectural Education was published in February (Vol. 27, No. 1). Edited by Arthur E. Hacker of the University of Houston, the magazine is published by the Association of Collegiate Schools of Architecture. The latest number contains provocative articles, book reviews and even a poem by Louis I. Kahn, FAIA. Subscriptions are $5 per year for the quarterly and may be initiated by writing directly to ACSA, 1735 New York Ave. N.W., Washington, D.C. 20006.
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