

U.S. ARMY CHIEF OF ENGINEERS DISTINGUISHED DESIGN AWARDS 1971

foreword

It is clear that the distinguished panels of judges who decided upon the awards for the 1971 Design Awards Program balanced environmental and aesthetic values against the practical engineering requirements of the various projects they selected for distinction.

For example in designating the only 1971 Award of Honor, the judges chose the South Creek Channel improvement project in North Carolina. In their words this project has produced a fine natural area, aesthetically attractive and useful for fish and wildlife and related recreation, yet still accomplishing the stated objectives of channel improvements and flood control. It is an asset to the environment.

Additionally the variety and types of projects selected for awards have again demonstrated the versatility and resourcefulness of the Corps and its Architect-Engineer firms.

The Corps of Engineers is indebted to the American Society of Landscape Architects, The American Society of Civil Engineers, Consulting Engineers Council of the United States, and The American Institute of Architects for the services of their members in this seventh annual Design Awards Program.

We hope and expect that the incentives provided by this competition will serve in some degree to provide an impetus toward continued striving by all concerned for improvement of the human condition.

A handwritten signature in black ink, appearing to read 'F. J. Clarke', written in a cursive style.

F. J. CLARKE
Lieutenant General, USA
Chief of Engineers

distinguished design awards program

The purpose of the Chief of Engineers Distinguished Design Awards Program is to recognize outstanding landscape architectural, architectural and engineering designs for Corps of Engineers construction projects. Awards of merit are made for the best designs in each category and class and, at the jury's discretion, an honor award to recognize exceptional achievement may be given. Each award category is open to Civil Works and Military Construction designs, regardless of the agency for whom the designs were made.

The objective of the program is to motivate consulting firms of the environmental design professions, as well as Corps of Engineers divisions and districts, to produce functional and

attractive designs of structures and area development that harmonize construction projects with their environment.

Each district office and designing division office is encouraged to submit entries of one or two projects for each award category and class. Awards may be given to the designing offices and consulting firms for entries in each category and class which are considered by the judges to be worthy of such recognition.

1971 design awards

Landscape Architectural Design

Conservation of Natural Beauty

Honor Award

South Creek Channel Improvement
North Carolina

Awards of Merit

Wrightsville Beach Protection
North Carolina

Outlet Recreation Area, Pomona Lake
Kansas

General Landscape Development

Awards of Merit

San Antonio Channel Improvement,
San Antonio River Texas

Lake Washington Ship Canal Trail,
Seattle Washington

Engineering Design

Awards of Merit

Regulating Structures (Miles 140-154),
Middle Mississippi River
Missouri and Illinois

C-5A Field Maintenance Hangar,
Dover Air Force Base Delaware

Broken Bow Lake, Little Red River
Oklahoma

New Dam Lock and Dam No 1,
Green River Kentucky

Architectural Design

Awards of Merit

102 Units of Family Housing, Presidio of
San Francisco California

Officers Open Mess, McGuire Air Force Base
New Jersey

Sacramento Peak Observatory, Vacuum
Telescope New Mexico

1971 landscape architectural design awards

Conservation of Natural Beauty

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San Antonio Channel Improvement,
San Antonio River Texas

Lake Washington Ship Canal Trail,
Seattle Washington



General Cooper

Mr. Freeman

Mr. Swain

Mr. Sasaki

Biographies of Jurors

RAYMOND L. FREEMAN

President, American Society of Landscape Architects, a Fellow of the Society since 1967, and Deputy Director for Field Operations, National Park Service, US Department of the Interior since March 1971. Mr. Freeman received his Bachelor's Degree in Landscape Architecture from Iowa State University in 1942. He attained the rank of Major in an Engineer Combat Battalion serving in the US and Europe during World War II. Mr. Freeman has been a visiting lecturer and conducted seminars at Texas A&M, Iowa State, Cornell and the University of Virginia Extension Service. He has prepared and presented many papers and articles concerning the park, recreation, and conservation fields. Besides membership in park and recreation organizations, he is a member of the Board of Advisors, Environic Foundation International, Inc., and a past member of the Committee on Urban Transportation of the Highway Research Board. He is a registered landscape architect in Kansas.

WILLIAM G. SWAIN

Principal in the landscape architectural firm of Criswold, Winters & Swain, Pittsburgh, Pennsylvania, and Second Vice President American Society of Landscape Architects. Mr. Swain attained the rank of First Lieutenant, US Army Infantry, during World War II. In 1952 he received a Bachelor of Architecture Degree from the Carnegie Institute of Technology, where he was elected to Phi Kappa Phi, National Honors Society, and to Tau Sigma Delta, National Honor Society in Architecture and Allied Arts; he also won the Carnegie Thesis Prize and the Scholastic Award of the Pittsburgh Chapter, AIA. He has been a visiting critic at several universities, is an associate member of the Pittsburgh Chapter, AIA, and a past president of the Pittsburgh Architectural Club. He is a registered landscape architect in Georgia, Michigan, Ohio, and Pennsylvania.

HIDEO SASAKI

Principal in the multi-disciplinary physical planning and design firms of Sasaki, Dawson, DeMay Associates, Inc., Watertown, Massachusetts, and Sasaki, Walker Associates, Inc., Sausalito, California, and a Fellow of the American Society of Landscape Architects since 1969. Mr. Sasaki received a degree of Bachelor of Fine Arts in Landscape Architecture with highest honors from the University of Illinois in 1946, and a Master of Landscape Architecture Degree from Harvard University in 1948. He taught at the University of Illinois, Department of City Planning and Landscape Architecture, 1948-53, and at the Harvard Graduate School of Design, Department of Landscape Architecture, as Instructor, 1950-52, Assistant Professor, 1953-55, Associate professor, 1956-59, Professor, 1959-70, and Chairman of the Department, 1958-68. His firms have won over 30 design awards for a wide variety of development projects throughout the country, and over 70 articles about these and other projects have appeared in professional and mass circulation magazines. Mr. Sasaki received the first annual award of the ASLA Medal for excellence in landscape design from the American Society of Landscape Architects in 1971. He is a registered landscape architect in 15 states from Massachusetts to California, and a registered planner in New Jersey (the only state with such registration).

honor award

South Creek Channel Improvement Project

North Carolina

DESIGN:
WILMINGTON DISTRICT

The South Creek project is a flood control channel improvement under the provisions of Section 205 of the 1948 Flood Control Act, as amended. The 30-square-mile South Creek project watershed is a tributary of the Pamlico River. It has improved 7.3 miles of the channel system to reduce inundation and saturation damages to crops, poultry, and buildings on lands adjacent to the four reaches of the project.

Improvement of South Creek began in August 1968, and was completed in July 1969. A permanent grass cover with a mixture of bermudagrass, Pensacola bahia, sericea lespedeza, and sudangrass was completed for all project locations at the time of project termination. In cooperation with the U.S. Fish and Wildlife Service and the North Carolina Wildlife Resources Commission, the following procedures were followed during design and construction :

1. Clearing was confined to one side of the channel, where possible.

2. Dredging activities were coordinated with important fish spawning periods.

3. Spoil banks were shaped and planted to wildlife food and cover crops.

Items 1 and 2 were carried out during the construction phase. Spoiling was confined to one side of the channel in several locations in the project.

Alignment of the improved channels follows the natural curvature of the existing creeks where practicable. This alignment minimized the amount of dredging required. It also took into consideration the natural aesthetics of the meandering stream versus similar projects in which a straight line route was selected as the shortest and most economical engineering solution.

The project is functioning well for the purposes and benefits for which it was designed and engineered.



Jury Comments

This project recognizes the values of natural resources. It is handled with a sensitive touch and with knowledge of how to reach a harmonious balance between natural processes and the project objectives. One of its commendable aspects is the recognition and value of cooperative assistance between people and organizations, with dredging activities, for example, being coordinated with important fish spawning periods.

This excellent undertaking has produced a fine natural area, aesthetically attractive and useful for fish and wildlife and related recreation, yet still accomplishing the stated objectives of channel improvements and flood control. It is an asset to the environment.



award of merit |

Wrightsville Beach Protection Project

North Carolina

DESIGN:
WILMINGTON DISTRICT

The Wrightsville Beach project at Wrightsville Beach, New Hanover County, North Carolina, is a beach erosion control and hurricane wave protection project. The shore protection project, which is 14,400 feet in length, was authorized under the provisions of Public Law 87-874 to protect the beach and its inhabitants from ocean storm surges and waves equal to those generated by Hurricane Hazel on 15 October 1954. It is basically a land conservation and dune restoration project which became necessary due to the destruction of the natural dunes by man's development and subsequent natural storm erosion. In this cooperative effort with nature, the beach has been widened, valuable property has been protected, and the recreation potential of Wrightsville Beach has been enhanced for the general public.

Construction of the dune, berm, and beach fill began in February 1965, and continued through

June 1965. One photograph depicts the before-construction condition of the beach strand. The 150,000,000 cubic yards of dredge-fill material were moved by hydraulic pipeline and were shaped by bulldozer on the ocean strand. The man-made dune project, with its artificial form and selected plant materials, has re-established an environment in which the natural dune-building process and ecological succession of natural plant materials can reoccur. In the broad context of Landscape Architectural and Engineering principles, this project represents a harmonious relationship between man's influence and nature's dominant processes. 5,000 persons now utilize the beach strand on a summer day.



Jury Comments

The Corps of Engineers is commended for this prominent example of its extensive program of beach protection and restoration along a developed shoreline. The photographs illustrate the extent of dramatic results resulting from good understanding and management of such areas. In addition to these efforts, catwalks for pedestrians over the planted dunes would help to channel traffic and thus protect the essential continuity of the restored area.



award of merit

Outlet Recreation Area

Pomona Lake -Kansas

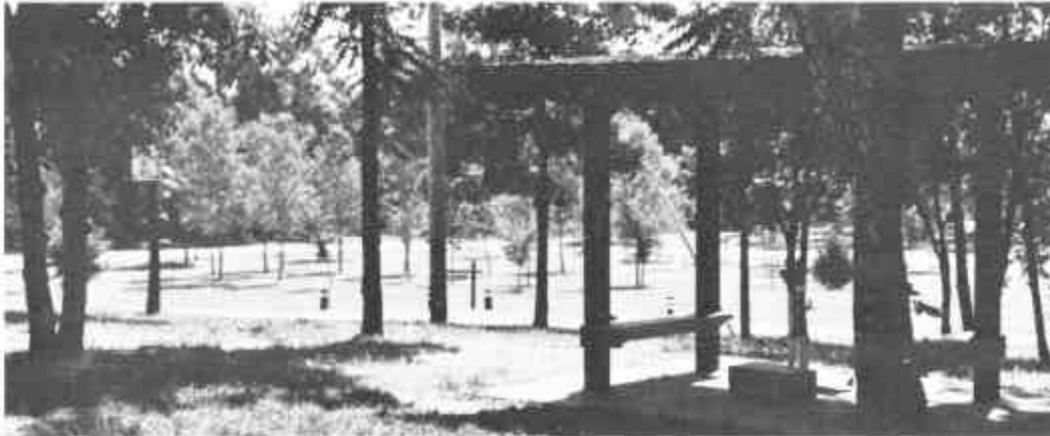
DESIGN:
KANSAS CITY DISTRICT

The Pomona Lake Outlet Recreational Area is located 18 miles west of the City of Ottawa, Kansas, and 80 miles southwest of Kansas City in the physiographic region known as the Osage Cuestas, a series of east-facing escarpments separated by gently rolling plains. The outlet area contains 67 acres of land and is located on the right side of the outlet channel extending downstream to the east and south Government property lines. This development provides an area for overnight camping which is controlled by one entrance. The interior loop roads are provided with camping turnouts equipped with outdoor grills and picnic tables. Two branch roads are provided that terminate with parking. The branch road adjacent to the outlet stream is provided primarily for visitors who desire to commune with nature in the adjacent wooded area. The natural animal habitat remains undisturbed in this wooded area that supports a good population of bobwhite, quail, mourning doves and numerous other species of birds as well as deer, fox

squirrels, raccoons, opossums and cottontail rabbits. A potable water supply and sanitary facilities are provided.

The requirement to provide accommodations for overnight campers was accelerated by heavy visitation of sportsmen who preferred fast water fishing in the river channel downstream. The area selected is unique because of its proximity to the stream and its tree cover which is a rarity in this geographic region. The area design utilized to the best advantage the scenic qualities, topography, and accessibility to existing roads, and followed the idea of achieving an economical area by selective clearing and minimum grading. The design was not intended to provide trailer parking for long-term stay.

The outlet area on the left side of the outlet channel contains 44 acres of land and has group picnicking and sanitary facilities. Extensive tree planting was accomplished in this sparsely covered area by the State Forestry Service.



Jury Comments

The design of this area fully recognizes the program of recreational use with admirable restraint in controlling the intensity of use to fit the carrying capacity of the land. The design presents an appropriate use of space without overdevelopment.

The road alignment is adapted to the contours of the land. The circulation system is simple, workable, and serves the intended purpose. The single entrance with controlled access is an excellent design concept to meet the needs and problems of managing the area.

Campsites are well located in the wooded areas with an excellent relationship to the open spaces and properly located planting screens. The architectural features, such as signs, shelters, picnic tables, and comfort stations, are in harmony with the landscape and are of sturdy and simple design.



award of merit

San Antonio Channel Improvement Project

San Antonio River-Texas

DESIGN: FORT WORTH DISTRICT

The Corps of Engineers initiated the construction of the San Antonio Channel Improvement project in 1957. The project has covered 33 miles along the San Antonio River and its tributaries: San Pedro, Apache, Alazan and Martinez Creeks. This part (King William Area) consists of an 1800-foot reach of the San Antonio River in the immediate downtown area of San Antonio.

The San Antonio River traverses the entire length of the city of San Antonio and its course past the historic missions of the city has made it the focal point of the city's heritage. Although flood protection measures have been urgently needed in the city, beautification and preservation measures along the river have held an important place in the city's planning efforts. The downtown section of the San Antonio River was beautified over 30 years ago under a WPA program. The city extended this part of the channel to serve the grounds of the

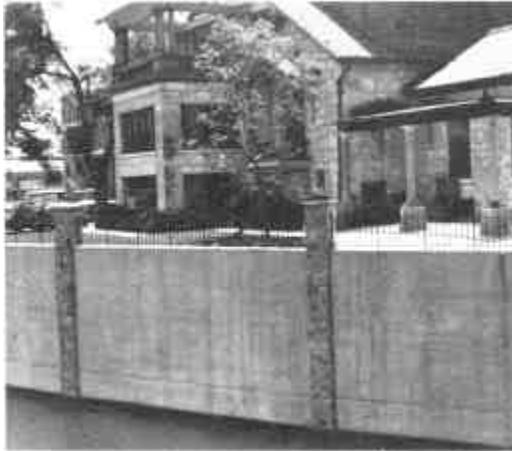
1968 Hemisfair Exposition. The King William Area embodies a near downtown residential and light industrial section which features stately homes of Victorian vintage with many formal gardens, spacious lawns, and carriage house memorabilia. Numerous cypress trees abound along the banks of the river in the area. Preservation of historical landmarks and valuable landscaped areas, as well as the flood control integrity of the project, required the greatest discretion in design procedures.

In addition to leaving trees along the channel banks, the channel was widened in several places to permit maintaining valuable cypress trees. The originally proposed channel alignment was shifted and a new bridge constructed at Alamo Street by local interests in order to retain cypress trees along the bank immediately below Alamo Street. Local interests also constructed a protective retaining wall around these cypresses.

Channel Improvement through the King William Area provided for the construction of a concrete wall up to 45 feet in height and 960

feet long on the east bank of the river and a 45-foot-high concrete wall 1,147 feet long on the west bank of the river. A trapezoidal channel section with sloping banks was also provided on the west side of the river. Local interests placed decorative lights along the walls to reflect into the waters of a lake extending upstream. Local interests also constructed walkways along the earthen trapezoidal channel sections to enhance enjoyment of the river features, and a tree planting program was inaugurated in the area. In addition, the channel was realigned to preserve valuable landscaped areas and historical landmarks.

Construction of the project was completed 10 October 1968. Complimentary remarks were received from the San Antonio Conservation Society regarding the efforts which were expended in the design of the area to provide a scenic river project. This portion of the channel is being incorporated in the city's feasibility study for the beautification of the entire San Antonio River within the city of San Antonio.



Jury Comments

Although the principal objective of this project is flood control, the additional measures taken to preserve the natural and historic values are commendable. The pools create a continuous water surface, and the occasional walking and sitting areas at the lower level make it possible for people to come in close contact with the water.

The continuity of the channel banks might have been improved by a more continuous landscape park or pedestrian right-of-way placed alongside the waterway. Such a linear park development would have been in the tradition of San Antonio, and the jury felt that this lack of continuity may constitute a missed opportunity.



award of merit

Waterside Trail -Lake Washington Ship Canal

Seattle - Washington

DESIGN:
SEATTLE DISTRICT

The Lake Washington Ship Canal is within the heart of the Seattle metropolitan area. The project consists of the two canals and one locksite which connect Lake Washington and Lake Union with Puget Sound. The Waterside Trail borders the Montlake Cut, which is the canal that connects Lake Washington and Lake Union.

The Waterside Trail serves as a connecting link between the existing Arboretum Waterfront Trail to the east and an existing City Park to the west. The Waterside Trail also connects the University of Washington Campus to these existing facilities. The Inland waterway is used extensively for recreation boating and moorage. Local civic groups have long recognized the scenic and recreational potential of the waterway and have encouraged private and public improvement of adjoining lands. Consequently, the U.S. Army Corps of Engineers has embarked on a program to provide recreational facilities and trails. The waterside trail is the first completed step in this program.

Included also was landscaping along the Fremont Cut.

The Waterside trail includes a rustic foot bridge, observation deck, fishing pier, and plantings. The north side of the Montlake Cut was landscaped west from the University Canoe House, plus the north and south sides of the Fremont Cut west of the Fremont Bridge. Walking surfaces and view decks are planned for the Fremont Cut. Ample parking for trail users is available on adjoining streets and other public facilities.



Jury Comments

The uses of this delightful pedestrian corridor are admirably reflected in the overall continuity of its design it is refreshing to see that topographic variety has led to a series of uniquely suitable, yet related, techniques. Materials and textures have been employed with a high degree of sensitivity to human scale. This is a fine demonstration that good design may be economically achieved.



1971 engineering design awards

Awards of Merit

Regulating Structures (Miles 140-154),
Middle Mississippi River
Missouri and Illinois

C-5A Field Maintenance Hangar,
Dover Air Force Base Delaware

Broken Bow Lake, Little Red River
Oklahoma

New Dam Lock and Dam No 1,
Green River Kentucky



Mr. Moore

Mr. Sowers

Mr. Baxter

General Rollins

Biographies of Jurors

CHARLES W. MOORE

In 1947 Charles W. Moore was graduated from the University of Michigan, with the degree of Bachelor of Architecture. He then received the Master of Fine Arts and Ph.D. degrees from Princeton University. He has served as Assistant Professor, Princeton University; Associate Professor, Department of Architecture, University of California, Berkeley; Partner, Moore-Turnbull-Whitaker; Chairman, Department of Architecture, University of California, Berkeley; Chairman, Department of Architecture, Yale University; Partner, Moore-Turnbull; Dean of the Facilities of Design and Planning, School of Architecture, Yale University. He is presently Chairman, Charles W. Moore Associates. Mr. Moore has served on the Board of Consultation, Southern Illinois University; U.S. State Department Foreign Buildings Office Board of Consultants and as Consultant, National Endowment for the Arts. Mr. Moore has authored 21 books and 20 articles on subjects in his field. Additionally, Mr. Moore has received 28 Awards and Citations for outstanding achievements in architecture.

SAMUEL S. BAXTER

Former Commissioner of the Philadelphia Water Department, Mr. Baxter is a Drexel University graduate in municipal engineering. He received an honorary degree of Doctor of Engineering from Drexel University, 1967. Registered as Professional Engineer in Pennsylvania, Mr. Baxter also is a diplomate in the American Academy of Sanitary Engineers. He has served as City Emergency and Disaster Coordinator since 1954. Major in U.S. Army Corps of Engineers, 1942-45, assigned to Manhattan Project, Oak Ridge, Tennessee, and other locations in charge of design and construction of town of Oak Ridge, and served as its first town manager. President of American Society of Civil Engineers, 1970-71, national director, 1959-62 and president of Philadelphia Section, 1951. Past president of Philadelphia chapter, American Society of Public Administration.

WILLIAM A. SOWERS

Mr. Sowers received a Bachelor of Science degree both in Civil Engineering and in Architectural Engineering from Virginia Polytechnic Institute. He is a Registered Professional Engineer in Virginia, North Carolina, Tennessee, West Virginia, and Maryland. President of the Consulting Engineers Council of the United States, June 1971. Partner in firm of Sowers, Rodes & Whitescarver, Roanoke, Virginia. Mr. Sowers is also a member of the National Society of Professional Engineers. Past President of Roanoke Chapter, Illuminating Engineering Society. Served as Secretary-Treasurer of Blue Ridge section.

award of merit

Regulating Structures (Miles 140-154) Middle Mississippi River- Missouri and Illinois

DESIGN:
ST. LOUIS DISTRICT

The regulating structures between miles 140-154 Middle Mississippi River include existing bank revetment works and 51 newly constructed stone fill dikes which reduce the width of the river to 1,200 feet. To reduce the cost of construction, dike elevations were built to slope downward from the bank-line or the ends of previously constructed dikes so that the riverward ends of the 51 new dikes were at an elevation equivalent to 5 feet on the St. Louis gage. Now due to the construction of regulating structures similar to those constructed between miles 140 and 154, the banklines have been stabilized and a dependable navigation channel has been developed. This reach of the middle Mississippi River has been converted through a period of more than 100 years from a slow moving, shallow, meandering stream, unpredictable and hazardous to navigation, into a controlled channel of adequate depth and national importance over which millions of tons of bulk freight are handled annually.



Jury Comments

The basic consideration for making this award is the combination of model studies and actual field construction to provide a better channel in the Mississippi River. This prototype construction may well serve as a guide for future construction at other locations.



award of merit |

C-5A Field Maintenance Hangar Dover Air Force Base - Delaware

*DESIGN
R AND D CONSTRUCTORS, INC
PARK RIDGE, ILLINOIS*

*DESIGN SUPERVISION:
BALTIMORE DISTRICT*

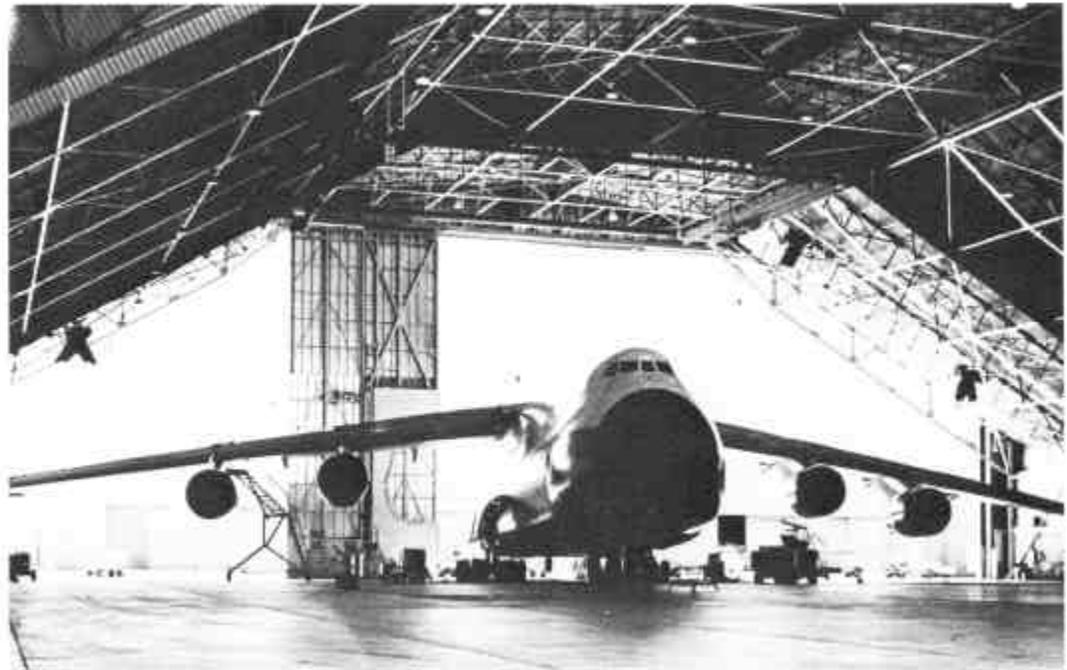
The hangar was designed for general maintenance of aircraft with the primary capability of housing one C-5A aircraft. The aircraft can enter and leave in a forward direction. The secondary capability is to accommodate 2 C-5A aircraft in a docking position with the wings and forward fuselage completely covered and enclosed. The tertiary capability is to accommodate a number of smaller aircraft. The hangar is 336 ft. wide by 328 ft. long with inside clear dimensions of 264 ft. wide by 300 ft. long. The clear inside height is 74 ft. for a center width of 96 ft. This clear height and width are necessary to accommodate and service the high horizontal stabilizer of the C-5A aircraft tail empennage. The building is fram-

ed with structural steel and covered with a skin of Insulated light gage metal Hangar doors at each end are 76 ft. high and are composed of 8 rolling leaves 34 ft. wide The center leaves have movable aperture openings, shaped with soft urethane gasketing material, to fit around the aircraft fuselage with the aircraft in the docking position.



Jury Comments

This maintenance hangar is an economical space and elegant solution to a demanding structural problem. In its provision of a long span covering the precise silhouette required for planes to be serviced the hangar achieves an admirable clarity of structure and a high level of visual delight.



award of merit

Broken Bow Lake

Little Red River-Oklahoma

DESIGN:
TULSA DISTRICT

Broken Bow Lake is on the Mountain Fork River in the Ouachita Mountains of southeastern Oklahoma. The dam creates a lake of 14,000 acres with a potential of unusual beauty and scenic appeal. The dam consists of an earth embankment, spillway located in a natural saddle about one mile west of the main dam, and power facilities, including a regulation structure 8.7 miles downstream of the dam. The powerhouse is located 2,000 feet downstream from the power intake structure thus gaining 20 feet additional power head developed by the natural fall of the river.



Jury Comments

A sound engineering solution to an ordinary type of project which was executed in a most unordinary manner by introducing a minimal amount of visual detracton from the natural beauty of the area.



award of merit

New Dam - Lock and Dam Number One Green River - Kentucky

The original Dam No. 1, Green River, a rock-filled timber crib dam, was constructed in 1835-1840. In the early 1900s a concrete shell was placed over the cribs. In 1956 a new lock was constructed and during this construction it was found that considerable deterioration had taken place in the rockfilled cribs of the dam. New construction of Dam No. 1, Green River, Kentucky, was completed 11 November 1970 about 135 feet downstream from the original dam. The dam is constructed of concrete-filled sheet pile cells driven into rock. All overburden was removed within the cells before concrete was placed. The cells are about 20 feet high in

the crest section, about 30 feet high in the abutment section and 25-1/2 feet in diameter. Additional concrete was placed on the riverward side of three monoliths of the river wall of the new lock. The concrete was required because the original stability design of the lock river wall did not provide for an upper pool at this section. This type of dam was considered unique because it did not require any cofferdams to construct it.



Jury Comments

This award is made for a direct and economic approach to the renewal of an old facility. It permitted the continuance of navigation without substantial temporary construction, and had the additional merit of using surplus material for the sheet pile concrete filled cells in the dam.



1971 architectural design awards

Awards of Merit

102 Units of Family Housing, Presidio of
San Francisco California

Officer's Open Mess, McGuire Air Force Base
New Jersey

Sacramento Peak Observatory, Vacuum
Telescope New Mexico



Mr. Hastings

General Clarke

Mr. Blake

Mr. Caudill

Biographies of Jurors

ROBERT F. HASTINGS, F.A.I.A., P.E.

The recent President of the American Institute of Architects, Mr. Hastings has served the Institute in many capacities. He is a graduate with high honors from the University of Illinois and is a registered architect and professional engineer in several states. He has presented numerous papers on various phases of architecture for both technical magazines and conferences and has served on the Advisory Committees to Schools of Architecture at the Universities of Illinois, Syracuse, Detroit and Kansas State. Mr. Hastings is the Chairman of the Board and Chief Executive Officer of the Detroit architectural, engineering and planning firm of Smith, Hinchman and Grylls Associates, Inc.

PETER BLAKE, F.A.I.A.

Mr. Blake is a graduate with honors from the Pratt Institute School of Architecture and is a registered architect in New York. Having received numerous professional awards during his career, he was made a Fellow in the American Institute of Architects in 1970. He has been visiting critic and lecturer at many schools, Universities, and museums in this country and abroad and has participated in several international design conferences. Among his writings are *The Master Builders Le Corbusier, Mies van der Rohe, Frank Lloyd Wright and God's Own Junkyard*. Mr. Blake has been associate editor, managing editor, and is now editor of *Architectural Forum*.

WILLIAM W. CAUDILL, F.A.I.A.

After receiving his Bachelor of Architecture in 1937 from Oklahoma State, Mr. Caudill continued at Massachusetts Institute of Technology and received his Masters in Architecture in 1939. He is registered in 36 states and the District of Columbia and has been on several research and advisory panels. Mr. Caudill has received more than thirty-five national awards and in 1970 was given the 1970 Planner of the Year award from the Council of Educational Facilities Planners. He has written several books, the latest being *Architecture by Team*, 1971. Among his various other activities, he has served on juries for twelve National Architectural awards competitions. Mr. Caudill is the principal of the Houston firm of Caudill, Rowlett, Scott, Inc.

award of merit

Family Housing

Presidio of San Francisco - California

DESIGN:
GEORGE MATSUMOTO AND
ASSOCIATES, ARCHITECTS
SAN FRANCISCO, CALIFORNIA

DESIGN SUPERVISION:
SACRAMENTO DISTRICT

The 102 family housing units consist of duplexes and quadraplexes located on two sites. A typical unit contains three bedrooms, two and one half baths, a living-dining area, and a family room. Portions of the living-dining area are two stories in height with windows the full height, giving a feeling of openness. Patios and sundecks encourage outdoor activities consistent with the moderate San Francisco climate

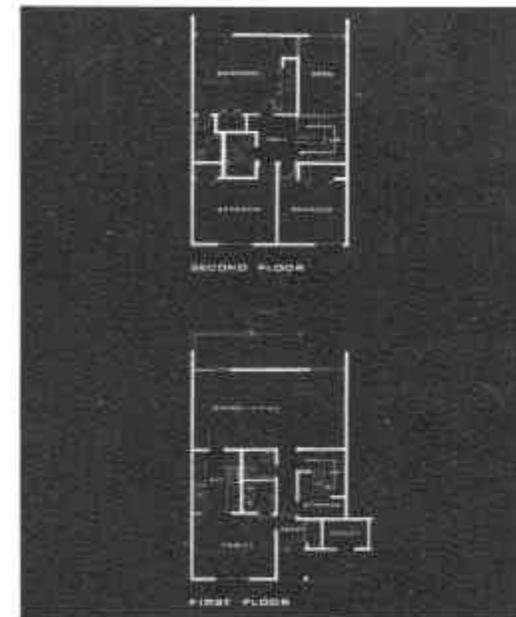
Careful planning minimized earthwork and tree removal, resulting in little ecological damage to the existing environment

Materials used in construction reflect economy as well as resistance to the damp, salty atmosphere of San Francisco. The exterior walls are predominantly stucco with exposed redwood used to define unit limits and emphasize the vertical and horizontal elements. Interior ceilings have a sprayed-on textured vermiculite plaster over gypsum board to improve the appearance and accoustical absorption, as well as reduce cost.



Jury Comments

The jury felt the complex was well sited and took maximum advantage of the spectacular view of San Francisco and the Bay. The design was especially praised for the use of a few, simple materials and the lack of superfluous embellishments. The floor plans were efficient and livable, and the jury stated it is encouraging to see a design for military housing superior to that of many comparable civilian projects.



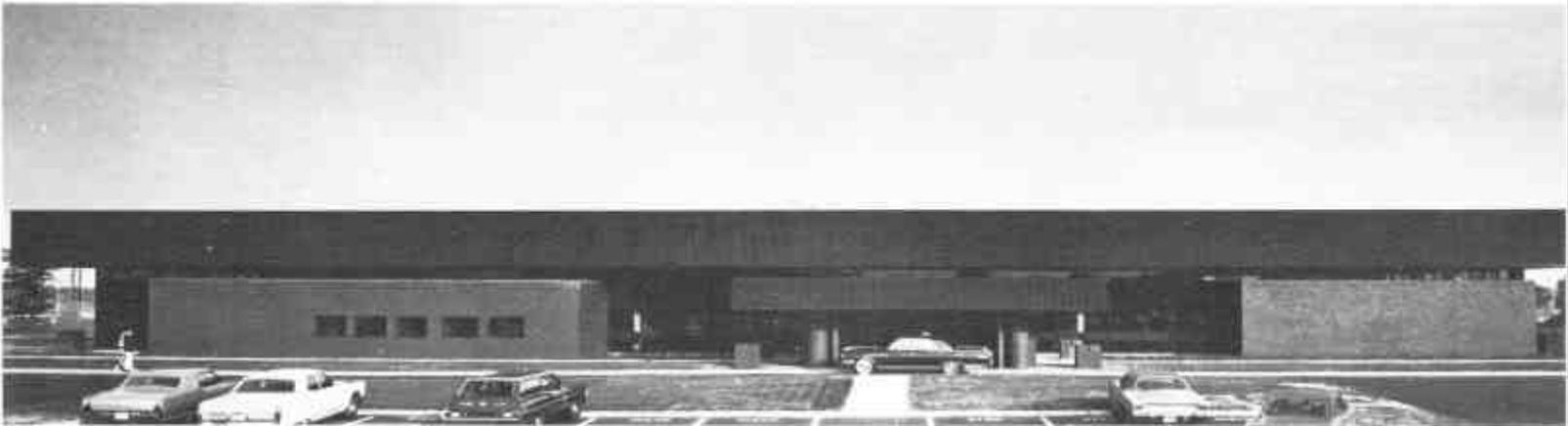
award of merit

Officer's Open Mess McGuire Air Force Base -New Jersey

*DESIGN:
NOLEN AND SWINBURNE PARTNERSHIP
PHILADELPHIA, PENNSYLVANIA*

*DESIGN SUPERVISION:
NEW YORK DISTRICT*

The Officer's Open Mess was designed around its function, a group of spaces supplied by food and drink, accessible to guests and staff. The plan developed as a linear spine, eliminating cross traffic by having service enter from one side and guests from the other. The 75 feet clear span with steel trusses affords maximum flexibility on the interior. The low horizontal design was derived from the character of McGuire Air Force Base, the warm brown brick, steel, and tinted glass contrasting with the predominantly light green adjacent structures. Lighting emphasizes the design features with exterior illumination of the soffit at night having the effect of causing the roof to float above the space below. All mechanical equipment is concealed in the deep roof trusses. The contemporary design employs new materials and construction methods providing an attractive center for social activity.



Jury Comments

The design was commended for its good overall balance in reconciling the form of the building with its functional plan. A dominating roof form was used to pull the whole together and provide visual unity rather than providing artificial symmetry in developing the mass of the structure. The jury also gave commendation to the reserved approach used by the architect in the choice and use of materials.



award of merit

Vacuum Telescope (Solar Observatory)

Sacramento Peak Observatory

- New Mexico

DESIGN:
ROCHLIN AND BARAN, A.I.A.
ASSOCIATES
LOS ANGELES, CALIFORNIA

AND

CHARLES W. JONES ENGINEERING
LOS ANGELES, CALIFORNIA

DESIGN SUPERVISION:
ALBUQUERQUE DISTRICT
FORT WORTH DISTRICT

The observatory portion of the solar vacuum telescope includes a concrete lined, excavated shaft 221 feet below the main floor, a concrete tower 136 feet above the main floor, and a laboratory building. The optical components of the telescope include a turret assembly at the top of the tower, a vacuum tube, and a mirror at the bottom of the shaft. Starting from an octagonal base 56 feet across the flats, the tower tapers uniformly to a 5 feet radius circle at the apex. The north side is distorted to accommodate an elevator going from the bottom of the shaft to the top of the tower.

Concrete was chosen instead of steel because of the high mass needed, the good damping

effect and the low cost. Also concrete provided thick walls for the rigid support of the telescope. The design features protect both the materials of the telescope and its image transmission system against the heat from the sun, the main problem encountered at a solar observatory.

The observatory location is Sunspot, New Mexico in the Sacramento Mountains.



Jury Comments

The jury commended the dramatic and sculptural shape of the tower which is used to house such a highly specialized piece of equipment having rigid functional requirements. The attached horizontal administrative building was also commended for its relationship with the vertical tower.

