U. S. ARMY
CHIEF OF ENGINEERS

DISTINGUISHED DESIGN AWARDS

1973

FOREWORD

In the rush of events which are so much a part of our complex modern society, it is refreshing to pause and recognize those who have excelled.

This brochure, for the Chief of Engineers Ninth Annual Design Awards Competition, will make that recognition a matter of record and, we hope provide an added incentive to those who are engaged in Corps programs for improvement of the human condition.

This year, the only Award of Honor among a total of 10 Awards was won by the Omaha District for its outstanding project at the Group Camping Area, Perry Lake, Kansas. In making this Award the judges commented: The compatible use of gravel road, wood shelter, and log furniture, heightens one s perception of nature through reinforcement and not through alteration.

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

The Corps of Engineers is indebted to those officers and senior representatives of the American Society of Landscape Architects, The American Institute of Architects, The American Society of Civil Engineers, The American Consulting Engineers Council and the landscape architecture faculty of the City College of New York who so generously contributed their talents in judging this contest.

We hope that the incentives provided by this annual competition will continue to bring forth the best in all who are associated with the Corps.

W. C. GRIBBLE, JR.
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 architectural, engineering and landscape architectural designs for Corps of Engineers construction projects. Awards of merit are made for the best designs in each category 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. Awards may be given to the designing offices and consulting firms for entries in each category which are considered by the judges to be worthy of such recognition.

1973 DESIGN AWARDS

ARCHITECTURAL DESIGN

Awards of Merit

Moncrief Army Hospital
Fort Jackson, South Carolina

Weapons Training Facility
Fort Knox, Kentucky

Overlook Shelter, Cochiti Dam
Sandoval County, New Mexico

ENGINEERING DESIGN

Awards of Merit

Local Protection Project
Athens, Ohio

Grandad Bridge
Dworshak Reservoir
Idaho

Aircraft Shelter
Sawyer Air Force Base
Marquette, Michigan

LANDSCAPE ARCHITECTURAL DESIGN

Honor Award

Old Military Trail Group Camping Area
Perry Lake, Kansas

Awards of Merit

Cliff Walk Shore Restoration
Newport, Rhode Island

Stockton Lake, Missouri

Corte Madera Creek Flood Control Project
Marin County, California

1973
ARCHITECTURAL DESIGN AWARDS

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Moncrief Army Hospital
Fort Jackson, South Carolina

Weapons Training Facility
Fort Knox, Kentucky

Overlook Shelter, Cochiti Dam
Sandoval County, New Mexico

Gen. Kelly Mr. Turnbull Mr. Moore Mr. Ferebee Gen. Gribble

Biographies of Jurors

WILLIAM TURNBULL, JR., A.I.A.

Mr. Turnbull was one of the founding partners of the San Francisco, California firm of Moore, Lyndon, Turnbull, Whitaker and in 1970 became President of MLTW/Turnbull. He graduated from Princeton University in 1959 with a Master of Fine Arts degree and has served as visiting professor at the University of Oregon and as lecturer at the College of Environmental Design at the University of California at Berkeley. Two of Mr. Turnbull's projects, a house in Santa Cruz and the *Sea* Ranch Swim and Tennis facility were given National Honor Awards by the American Institute of Architects. His firm was responsible for the west campus masterplan of the University of California at Santa Cruz where they also designed Kresge College. Mr. Turnbull served on the design group for the Presidents Advisory Council, Pennsylvania Avenue, in Washington, D.C. and was a member of the Citizens Technical Advisory Committee to the California Joint Legislature Committee on Open Space Lands. He also has served as design consultant to the urban renewal agency in Kansas City, Kansas. In 1968 he served on the Southwestern Washington A.I.A. Honor Awards Jury and in 1969 he was a member of the National A.I.A. Honor Awards Jury.

ARTHUR COTTON MOORE, A.I.A.

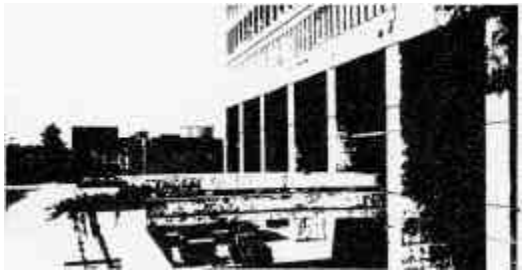
Mr. Moore received the Master of Fine Arts degree from Princeton University in 1960 and has been in the private practice of architecture in Washington, D.C. since 1965. His firm, Arthur Cotton Moore/Associates has received design awards from the Potomac Valley Chapter and the Middle Atlantic Region of the American Institute of Architects, from the Citizens Association of Georgetown, the Washington Board of Trade, and the *Architectural Record* magazine. He has been contributing editor on urban affairs for the *Washingtonian* magazine since 1965 and has written articles for several local and national publications. Much of his writing is directed to airport development and the related ground surface transportation needs and with the development of the Washington, D.C. waterfronts. He has participated actively in community organizations and has served on numerous committees of the American Institute of Architects on both the local and national levels. Mr. Moore has developed some challenging alternatives for urban areas scheduled for demolition, including the Old Post Office building on Pennsylvania Avenue in Washington, D.C. In 1972, Mr. Moore was chairman of the Jury on the Presidential Reviewing stand.

S. SCOTT FEREBEE, JR., F.A.I.A.

Mr. Ferebee, President of the American Institute of Architects for the year 1973, has also served in many other state, regional and national offices of the Institute. He was elevated to Fellowship in the Institute in 1968. In his private practice he is president of Ferebee, Walters and Associates, a multi-disciplinary professional association of architects, engineers and planners in Charlotte, North Carolina. His firm has pioneered in the application of management and business procedures to the small architectural practice. The firm's practice is predominantly in the fields of community planning, housing, educational facilities, shopping centers, office buildings and churches.

A graduate of North Carolina State University in 1948, Mr. Ferebee served as President of the North Carolina Design Foundation at the University from 1966 to 1968 and was a member of the University's twelve man Development Council at the same time. He served as Chairman of a special committee of the North Carolina Chapter that was successful in getting the State Legislature to establish a new school of architecture at the University of North Carolina in Charlotte in 1969 and is currently Chairman of the Advisory Committee to the new school.

Mr. Ferebee was a paratrooper in the 101st Airborne Division in World War II and has remained active in the Army Reserves. He currently holds the rank of Major General.



AWARD OF MERIT

Moncrief Army Hospital

Fort Jackson, South Carolina

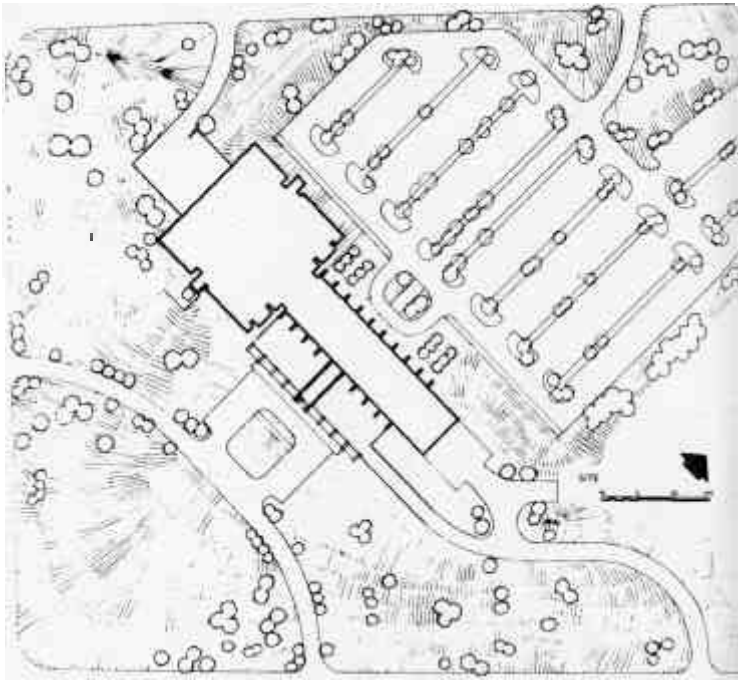
This is a 435-bed general hospital to serve both active and retired military personnel throughout the state of South Carolina. The architect took advantage of the sloping site by locating the emergency and outpatient entrances one level below the entrance serving the administrative areas. Ideal control with a minimum amount of staff during off duty hours was gained by placing the emergency entrance and clinic just opposite the outpatient room entrance. Patient nursing units of one, two and four beds each are located on floors six through eleven and have been given a residential atmosphere through the use of muted colors with strong color accents. Six surgical units and 34 intensive care beds are located on the twelfth floor. Surgery and recovery units are located away from the main traffic flow to maximize the sterile environment. Construction is reinforced concrete with the exterior a color controlled mixture of red sand and buff cement.

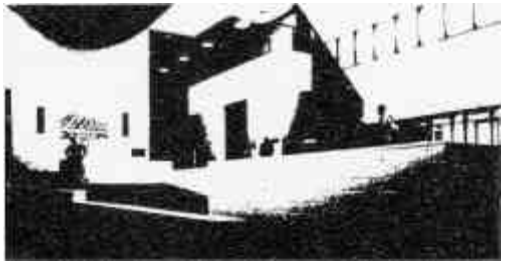
JURY COMMENTS

The design of the hospital was very well executed in terms of the construction method used and in terms of the detailing. Also, the building presents a good site solution.

DESIGN: Lyles, Bissett, Carlisle and Wolff, Architects, Columbia, SC

SUPERVISION: Savannah District Corps of Engineers





AWARD OF MERIT

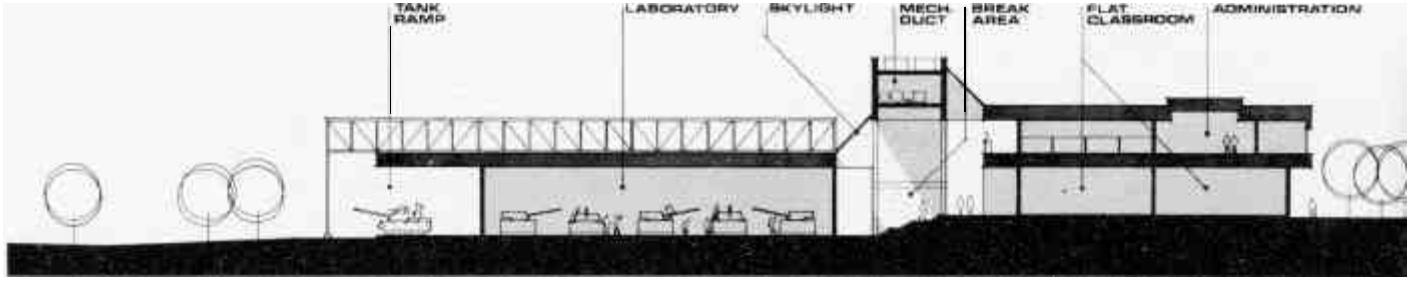
Weapons Training Facility

Fort Knox, Kentucky

A complex set of functions which were formerly housed in 26 buildings were consolidated into this single training facility. A linear building scheme was developed around a major circulation spine. Exposed 105-feet-long roof trusses on one side of the spine provide large unobstructed work spaces for training labs and also cover an exterior tank ramp. Two large tiered classrooms and a two-story classroom-administrative unit are located on the opposite side of the pedestrian spine. Within the linear circulation spine are located skylighted gathering places for use during breaks. The circulation spine, tank ramp and lab area curve around the two tiered classrooms at one end of the building to provide logical access for students and for vehicles from two streets. Exposing the trusses reduced the height of exterior walls and resulted in less area to heat and maintain.

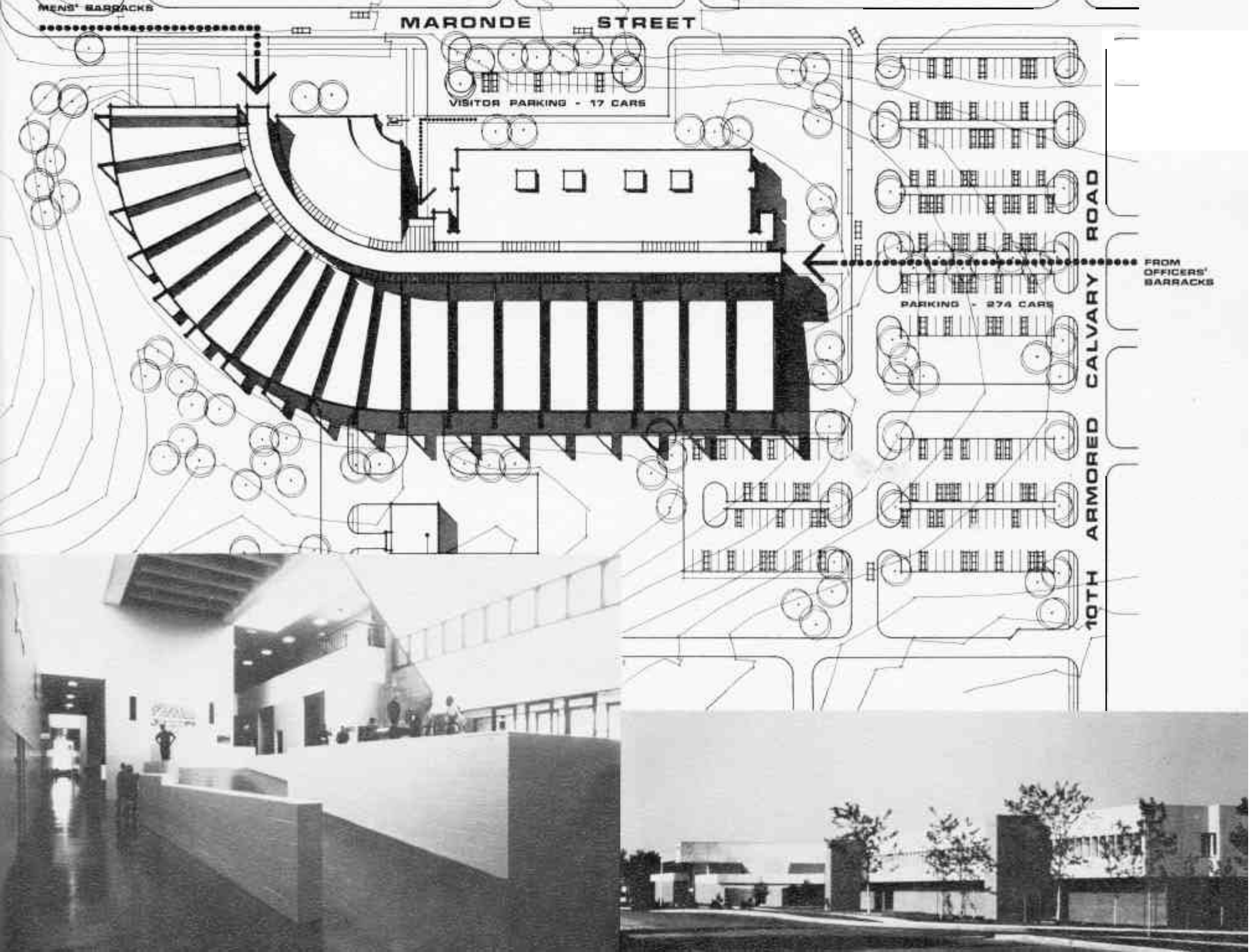
JURY COMMENTS

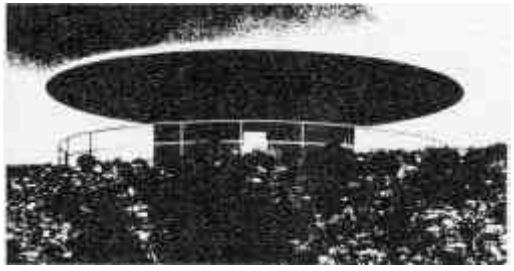
The design presents a thoughtful concept with a creative plan solution. A good understanding of light and interior spaces is indicated. The solution is especially commended for design clarity of the tank ramp as contrasted with the exterior treatment of the rest of the building.



DESIGN: Sverdrup and Parcel and Associates, Inc., St. Louis, MO

SUPERVISION: Baltimore District Corps of Engineers


MENS' BARRACKS
MARONDE STREET
VISITOR PARKING - 17 CARS
FROM OFFICERS' BARRACKS
PARKING - 274 CARS
10TH ARMORED CALVARY ROAD



AWARD OF MERIT

Cochiti Dam Overlook Shelter

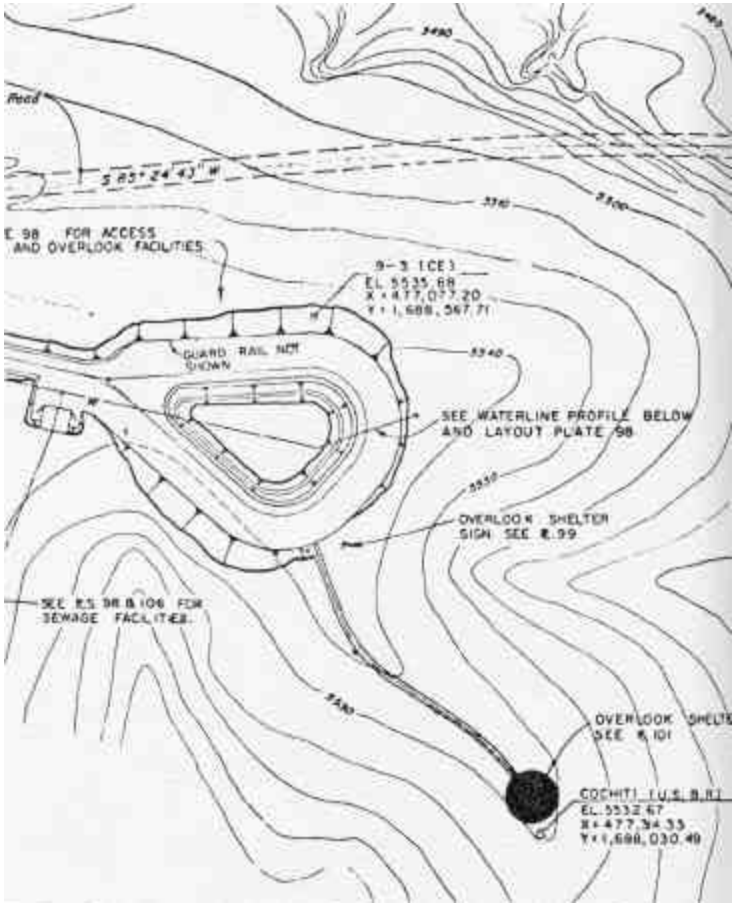
Sandoval County, New Mexico

This project provides a shelter overlooking the Cochiti Dam and Lake along with the necessary parking and comfort facility. The design solution is a circular structure permitting 360-degree viewing with seating on the side facing the lake and with columns for informational displays. A tape record player is located in one of the columns. The structure was sited to provide excellent views while its design maintains a low profile and preserves the natural vegetation of the site. Reinforced concrete with sandstone facing on the columns was used for the construction.

JURY COMMENTS

The jurors were impressed with the sympathetic response to the landscape shown in the design solution to this rather unique project. They felt that the architect produced a solution of elegant simplicity which was sensitively restrained.

DESIGN:
Albuquerque District Corps of Engineers



1973
ENGINEERING DESIGN AWARDS

Awards of Merit

Local Protection Project
Athens, Ohio

Grandad Bridge
Dworshak Reservoir
Idaho

Aircraft Shelter
Sawyer Air Force Base
Marquette, Michigan

Mr. Rinne Gen, Kelly Mr. Holway Gen. Rebh Mr. Stubbins

Biographies of Jurors

JOHN E. RINNE, PE

Since November, 1969, Mr. Rinne has been a Vice President of the Consultant Engineering Firm of Earl and Wright, in San Francisco. He was President of the American Society of Civil Engineers in 1972-73. Among his other affiliations with professional organizations he has served as President of the Structural Engineers Association of California, the Earthquake Engineering Research Institute, and the International Association for Earthquake Engineering. Mr. Rinne received his Bachelor of Science and Master of Science Degrees in Civil Engineering with high honors from the University of California, Berkeley. Prior to his present affiliation with Earl and Wright, he was associated with the Standard Oil Company of California for many years.

WILLIAM N. HOLWAY, PE

Mr. Holway is President and Director, W. R. Holway and Associates, Inc., Oklahoma City. He is Senior Vice President of Benham-Blair and Affiliates, Inc., President of the American Consulting Engineers Council for 1973-74, holds memberships in the American Society of Civil Engineers, American Water Works Association, American Concrete Institute and Society of Professional Engineers. A graduate of Massachusetts Institute of Technology with Bachelor of Science degree in Civil Engineering, he has been principal in charge of water supply, treatment, and distribution works, City of Tulsa, and hydroelectric developments for Grand River Dam Authority (115,-000-KW Markham Ferry Project and 230,000-KW Salina Pumped-Storage Project).

HUGH STUBBINS, FAIA

Mr. Stubbins, a Fellow in the American Institute of Architects, is President and Principal of Hugh Stubbins and Associates, Cambridge, Massachusetts. The high caliber of his design is indicated by his selection in 1955 to design the Congress Hall in West Berlin. In 1967, the American Institute of Architects selected Hugh Stubbins and Associates, Inc. to receive its highest honor for a firm, the Architects Firm Award. Besides taking a leading role in the creative efforts of his firm, Mr. Stubbins is active in both civic and professtonal affairs. He was Vice President of the American Institute of Architects, a member of the Arts and Architecture Committee for the Kennedy Memorial Library, Chairman of the Design Advisory Committee for the Boston Redevelopment Authority, and a Fellow of the American Academy of Arts and Sciences. He received his Bachelor of Science in Architecture from Georgia Tech and Master in Architecture from Harvard Graduate School of Design

AWARD OF MERIT

Local Protection Project

Athens, Ohio

The city and the relatively flat surrounding flood plain, occupied by a large university campus, numerous residences, businesses and industries, had suffered four major damaging floods within five years prior to the project. While the business district is located on high ground, scarcity of building sites forced development on the flood plain area. Extremely sandy soils made total protection infeasible.

An historic 150 year old Mill Dam and its plunge pool mark the beginning of the project and were undisturbed. Immediately downstream, the channel was realigned to accommodate a new highway and hospital, under construction concurrently with the project.

A 6,000-feet-long ox-bow in the river was short-cut and partially filled, permitting land reclamation within the campus and transforming the deep, gorge-like channel into a grassy draw with meandering brook, which doubles as ponding area during flooding.

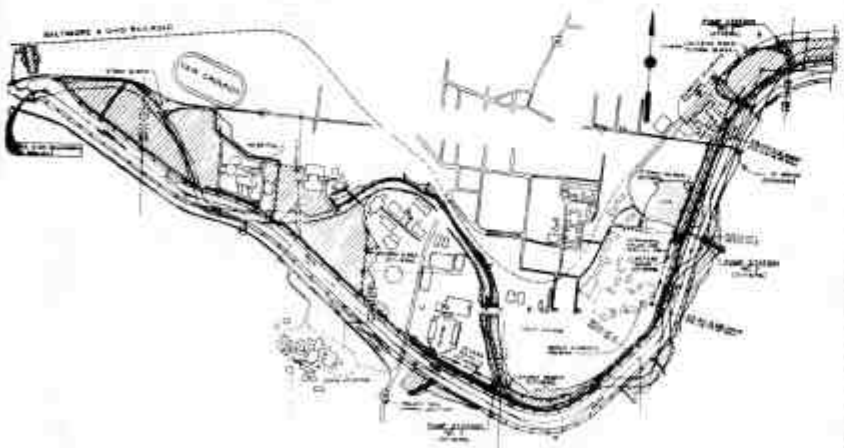
A 7,850-feet-long spoil embankment provides flood protection for a large area against short duration flooding.

The project has opened large areas for much needed building expansion by the university, never before feasible, as well as providing additional room for residential and business development.

JURY COMMENTS

An economic solution was effected to solve the flood control problem. Land was reclaimed without degradation of the environment. The natural landscape was preserved.

DESIGN: Huntington District



AWARD OF MERIT

Grandad Bridge
Dwovshak Reservoir

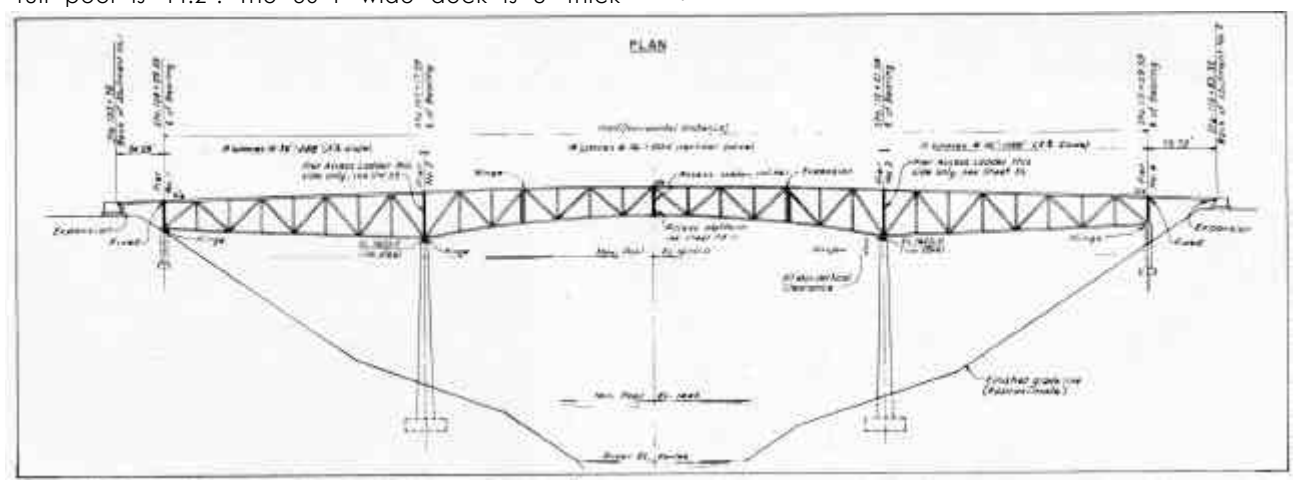
Idaho

Due to the reservoir rising behind a new dam located 37 miles downstream, a bridge became imperative as part of a network of relocated roads made necessary by the dam and reservoir resource. While this bridge is currently *used* mainly for logging activities, it also complements fire fighting capabilities in this thickly forested area of river canyons. Increasing traffic for recreational and general use will continue as the area develops its full potential in meeting the demands of leisure activities.

The bridge is a steel cantilever deck truss structure resting on four reinforced concrete piers of hollow box construction. Total bridge span is 960 feet, the center span being 504 in length and the two shore spans each 228 long. Mid-height of the bridge above full pool is 44.2 . The 30 4 -wide deck is 8 -thick reinforced concrete. To provide protection from heavy logging traffic, two coats of Thiokol Polysulfide liquid polymers and epoxy resins were applied to the roadway surface of the bridge, For economy of maintenance, ASTM A588 self-rusting steel was used in the superstructure. Fasteners are ASTM A325 high-strength bolts. Design loading is ASSHO truckload (HS20-44) with allowance for mammoth 110-ton log trucks.

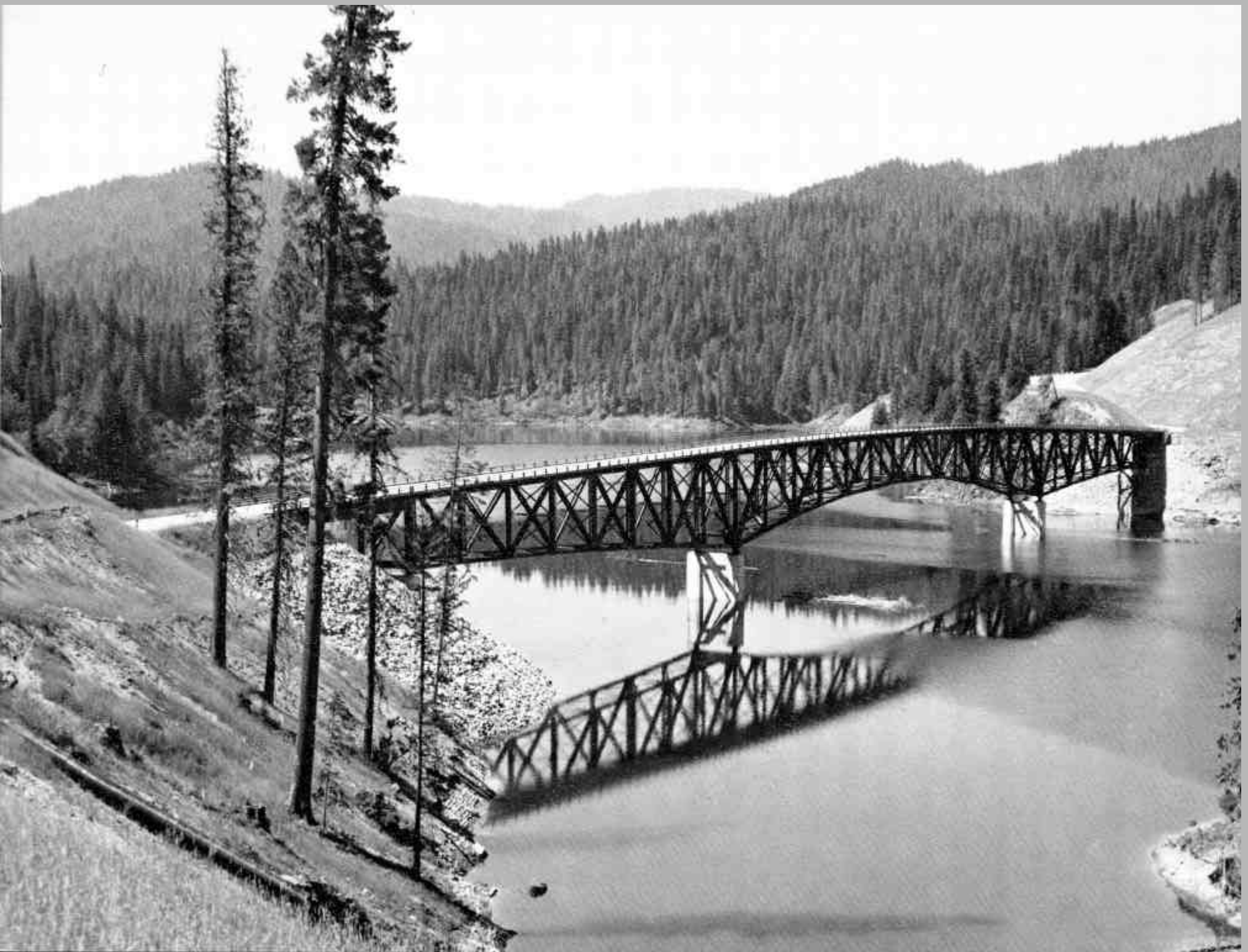
JURY COMMENTS

This bridge is an excellent design for the site, very appropriate for the topography and the wilderness area. Materials of construction were well chosen to harmonize with the environment. The bridge is esthetically pleasing and the low maintenance cost objective was achieved.



CONCEPT DESIGN: Tudor Engineering Company, San Francisco, California

DETAILED DESIGN: Walla Walla District



AWARD OF MERIT

Aircraft Shelter

Sawyer Air Force Base

Marquette, Michigan

The Air Force needed an open-ended 100-feet-square building whose major function was sheltering the aircraft from rain and snow. It was determined that a rigid frame structure would be the most suitable type of shelter. Since the alert apron where the shelters were to be located slopes 1/8 inch per foot, if the shelters were to be plump, a curb varying in height from zero inches to 12 inches would be necessary. A curb of this character would not be readily removable, since it would have to be reinforced to take the kick from the rigid frames. To eliminate this problem, the rigid frames were anchored directly to the slab. Therefore, no column is plumb; all frames are instead perpendicular to the pavement. Since there is no curb to deflect rain water, a two-inch gap was left between the pavement and sheathing to permit passage of water.

All rigid frames exert a horizontal thrust upon their supports which is usually overcome with tie-rods between the legs or columns. Since these shelters were being placed directly on existing pavement, and it was desirable not to cut up and patch the pavement, another method was needed. The solution was to site each shelter far enough from the edge of the pavement so that the mass of the concrete and the subgrade friction between the soil and the concrete would overcome the thrust from the frame.

JURY COMMENTS

Design is an excellent solution to meet requirements. Temporary in nature the structures are mobile, low cost, well proportioned, simple and well laid out. The existing airport slot was utilized effectively. The project was completed in a very short time.

DESIGN: Omaha District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1973 LANDSCAPE ARCHITECTURAL DESIGN AWARDS

Honor Award

Old Military Trail Group Camping Area
Perry Lake, Kansas

Awards of Merit

Cliff Walk Shore Restoration
Newport, Rhode Island

Stockton Lake, Missouri

Corte Madera Creek Flood Control Project
Marin County, California

Mr. Scruggs Gen. Raymond Mr. Swain Mr. Friedberg

Biographies of Jurors

JOHN DUDLEY SCRUGGS, FASLA

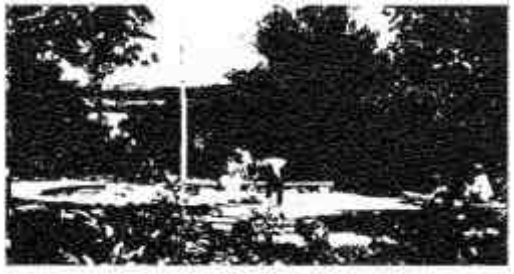
Mr. Scruggs is a principal in the landscape architectural firm of Scruggs and Hammond, Inc., Lexington, Kentucky, and has been a Fellow of the American Society of Landscape Architects since 1969. His firm specializes in large scale land planning and park and recreation projects, and has received numerous design awards. They have other offices in Peoria, Illinois, and Columbus, Ohio. Mr. Scruggs received a Bachelor of Arts Degree from Berea College in 1933, and a Master of Landscape Architecture Degree from Harvard University in 1938. He is a past chairman, ASLA Publication Board, which publishes LANDSCAPE ARCHITECTURE QUARTERLY. He is a member of the Kentucky Landscape Architectural Registration Board, and is a registered landscape architect in Alabama, Kentucky, Ohio, Pennsylvania, Tennessee and West Virginia.

WILLIAM G. SWAIN, FASLA

Mr. Swain is President of the American Society of Landscape Architects, has been a Fellow of the Society since 1972, and is a principal in the landscape architectural firm of Griswold, Winters, Swain and Mullin, Pittsburgh, Pennsylvania. He attained the rank of First Lieutenant, U.S. 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. Mr. Swain 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.

M. PAUL FRIEDBERG, ASLA

Mr. Friedberg is a principal in the landscape architectural/urban design firm of M. Paul Friedberg and Associates, New York, N.Y., Director of the Urban Landscape Architectural Program of the City College of New York and a member of the American Society of Landscape Architects. He received his Bachelor of Science Degree from Cornell University in 1954 and served as a First Lieutenant in the U.S. Army from 1954 to 1956. As an innovator of play equipment and playground design, Mr. Friedberg has received numerous design citations and is the author of three major books on recreation design. He has been a guest lecturer and critic at 18 universities, radio and TV speaker, and panelist at many design conferences, including the First Federal Design Assembly, Washington, D.C. in April 1973. He serves as Landscape Architecture Commissioner on the Art Commission of the City of New York and a member of the following groups: Advisory Board of the Environmental Monthly; National Action Council for Urban America; U.S. National Committee for Early Childhood Education. He is a registered landscape architect in Connecticut, New York and Pennsylvania.



HONOR AWARD

Old Military Trail Group Camping Area

Perry Lake, Kansas

The entire Perry Lake project lies in the western half of Jefferson County, Kansas, and the dam was constructed on the Delaware River. Old Military Trail Area was sited at the head of a cove on the east side of the lake, just south of the Delaware River crossing of the actual Old Military Trail which connected Fort Leavenworth with Fort Riley

The project requirements were to create camping areas for public groups with maximum preservation of unique and important ecological, esthetic, and cultural values. Clearing was restricted to that necessary for placement of the facilities, and the areas immediately adjacent were not disturbed to preserve the natural flora and fauna of the area. Structures were designed to blend with the natural surroundings. Restricted access for landscape preservation was accomplished by an entry gate and fencing. Use of the area is by reservation only for short-term group camping by qualified organizations interested in hiking, nature studies, et cetera.

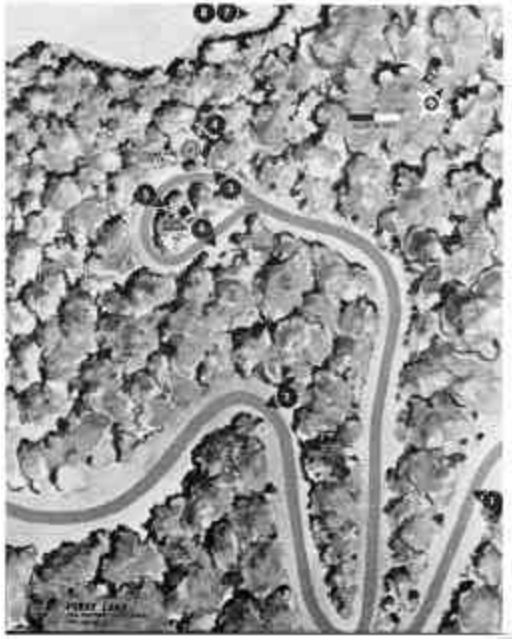
Each of three campsites includes gravel-surfaced camping pads with fireplaces, a picnic shelter with fireplace, a group campfire circle and vault toilet. Provision of a potable water supply is one of several planned future projects. Access is provided over a network of bituminous roads with minimal cutting and filling. Parking areas at the campfire circle, the picnic shelter, the vault toilet, and the several camper pads are of crushed rock. Gravel paths connect the campfire with the picnic shelter and the vault toilet.

The picnic shelter and vault toilet were built on concrete bases, with on-grade floors, rough-sawn framing, panel and trim lumber stained with colors simulating basic tones of the surrounding wilderness. The campfire circle was poured concrete, and the benches hand-adzed from halves of split logs for seats and supports. The flagpole also was hand-adzed from timber salvaged from disturbed areas.

JURY COMMENTS

Designers of the Old Military Trail Group Camping Area expressed an understanding and sensitivity of their delicate role by responding to the organic natural form in selecting the road alignment and in locating campsites and overlooks. When the function of toilets and shelters required defined geometric forms, they relied on simplicity and understanding, and they screened such elements as cars and camp trailers over which they had little visual control. The compatible and harmonious use of such materials as wood shelters and log furniture further attests to the implied philosophy that design can heighten one s perception of nature through reinforcement and not alteration.

DESIGN: Kansas City District



AWARD

OF MERIT

Cliff Walk Shore Restoration

Newport, Rhode Island

Cliff Walk is located in Newport, Rhode Island. It faces the Atlantic Ocean near the mouth of Narragansett Bay on the south side of Aquidneck Island.

Unique in this country is the clause in the Rhode Island Constitution, which dates back to the original King Charles Charter, that the people shall continue to enjoy and freely exercise all the rights of fishery and privileges of the shore . To recognize this privilege, yet protect their own spacious lawns, the owners of Newport s palatial estates many years ago built paths along their borders by the sea. The three and one half mile path from Memorial Blvd. to Bailey s Beach is famous as Newport s Cliff Walk and has been traversed by countless thousands of visitors. Public access to it is available from both city and private streets.

The 1938 hurricane washed out long stretches of the walk. Some property owners repaired damaged sea walls and walks, and the city also did some repair work. The problem at Cliff Walk consisted of continued erosion and retreat of the cliffs caused principally by wave action during coastal storms accompanied by high tides. Unprotected glacial till bluffs and cliffs composed of soft rock have been eroded by wave attack.

Project improvements included intermittent reaches of backfill, dumped rip-rap, stone mounds, stone slope revetment, concrete toe walls, and repairs to existing structures. Restoration of the walk required grading, surfacing, providing proper drainage, replacement of private plantings disturbed during construction, and planting of native shore vegetation to blend with existing flora.

The major environmental resources of the site fall into five major categories: geologic features associated with a marine headland; specialized upland vegetation which has adapted to this seashore environment; tidal zones at the base of the headlands containing fish and simpler forms of marine life; extensive formal and informal private landscape planting, which is an important visual ingredient; Cliff Walk itself, providing the only means of public access to the unique geological and biological features of the site.

JURY COMMENTS

By preserving the fundamental right of access for all people to this magnificent coast, the Cliff Walk project stands as a significant undertaking. Here, in an area which would normally have been preempted by private development of extraordinarily exclusive character, the contrasts of that development with the natural shore may be viewed and its historic value enjoyed.

When we examine in closer detail the ways in which the work was accomplished, we come to appreciate and understand the actual design. The variety of needs have been met with a variety of solutions, all consistent with the scene and the geology of the region, and responsive to the natural forces which have shaped and re-shaped this rugged coastline. The wisdom of the original charter, which held this water s edge to be the rightful heritage of all, has been matched in the execution of its physical preservation.

DESIGN: New England Division

AWARD OF MERIT

Stockton Lake, Missouri

Stockton Lake is located in southwest Missouri, with its dam, outlet works, and about 75 percent of the lake surface in the southeast corner of Cedar County. The Little Sac arm of the lake extends east into Polk County, and the balance of the lake reaches south into Dade County.

Development and management of the lake are predicated on the importance of preserving ecological, esthetic, and cultural values, and conserving the lake s natural resources. Because of the vast scope of the area covered by the project, the design solution is involved primarily with preserving the natural beauty of this Missouri Ozark Mountain area. Twelve sites were selected for their primitive character and designated for outdoor recreation development with a maximum effort exerted toward preserving the natural setting. While the character of each area required individual study, an overall theme of development established a co-relationship between the areas, wherein like materials and similar design among the miscellaneous units were employed.

The public use areas contain more than 9,500 acres with a variety of outdoor recreational facilities for public use and enjoyment. These areas afford safe access to the lake for boating and swimming, and provide modern sanitary facilities, including showers, safe water supplies, campsites, and picnic areas with tables, grills, and shelters. Two concession areas offer such items as boats, motors, gasoline, boat storage, fishing tackle, snacks, and other essential items to the public.

JURY COMMENTS

The jury cited this project for affording a broad range of public activities through inventive design without violating the environment by overdevelopment. The following examples illustrate how this was accomplished: a large floating marina that tentatively touches the shore; campsites carefully sequestered into the wooded areas and screened from waterfront activities; three developed beaches of limited scale and many natural beaches. Such treatment serves to disperse camping as well as bathing and other waterfront activities, thereby limiting intensive use and preserving the natural beauty of the environment.

DESIGN: Kansas City District

AWARD OF MERIT

Corte Madera Creek Flood Control Project

Marin County, California

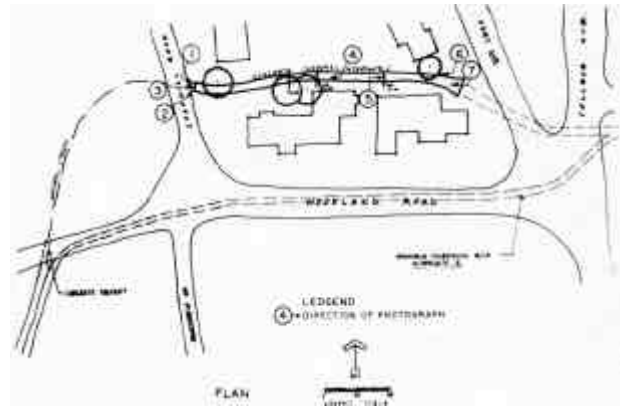
The Corte Madera Creek Flood Control Project is located in a developed housing area of Kentfield, Marin County, California. The project requirement was to design a flood control channel capable of alleviating flood damage to surrounding residential property and still maintain the esthetic qualities of the creek itself. This was accomplished in several ways:

1. Changes in alignment of the channel in order to leave existing specimen trees.
2. Elimination of conventional white curing compound and use of an additive to darken the natural concrete color.
3. Use of a design motif on the concrete channel walls.
4. Installation of a Redwood grapestake fence along the rights-of-way.
5. Selection of plant materials to harmonize with the adjoining residential properties.

The required basic design for the flood control works of this reach of Tamalpais Creek was a ten-feet-wide, open, rectangular concrete channel with five-feet-high walls. The concrete bottom was V-shaped to provide a low flow channel for migrating fish. The rock masonry design motif on the wall surfaces was secured by the use of plastic form liners. The four-feet-high, meandering Redwood grapestake fence was designed in place of conventional chain link fencing to harmonize with the adjacent valuable residential properties. In like manner, the landscape planting was designed to blend with contiguous shrub and tree growth and produce a harmonious landscape effect.

JURY COMMENTS

The jury felt this project to be of unique character and scale. Attention given to the character of the residential neighborhood and the obvious care required and furnished in both design and execution are commendable. Delicacy of treatment of the concrete surfaces and their relationship with other materials show a concern which goes well beyond simple function. The pleasant sweep of the curves employed in the design, while related to the saving of major vegetation, exhibits sensitivity not ordinarily apparent in solving similar needs.



DESIGN: San Francisco District