# ARCHITECTS' REPORT

BALTIMORE . WASHINGTON

AMERICAL INSTITUTE

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FALL 1959

# GOOD DESIGN PAYS

pleasing. The nub of this question is not isolated opinions about architecture, but what the architectural profession, as a democratic force in the community, has to offer to the client-be it the individual house-builder or the municipal engineer. And the answer to this is that above all else the architect stands foursquare on the principle that good design pays. It pays the private entrepreneur. It pays the municipal government. And, in this sense, it likewise rewards the taxpayer who,



# people in architecture



Richard L. Steiner, a graduate in City Planning from Yale and MIT, became Director of the Baltimore Urban Renewal and Housing Agency on August 1, 1959, and thus returns to his native city. He comes directly from five years in Washington where he was successively Deputy Commissioner, Acting Commissioner and Commissioner of the Urban Renewal Administration. This is the agency of the Federal Government through which all Federally aided local urban renewal projects are channeled for approval and financing. Mr. Steiner, perhaps more than anyone else in America, can predict what's in store for America's cities.



James J. O'Donnell, newly appointed Director of The Planning Department of the State of Maryland, is unusually well qualified for his new job. A native of Baltimore, graduate of the Naval Academy, he is not only a registered engineer but also a member of the bar. After wartime service in the U. S. Navy he joined Department of Public Improvements upon its inception and rose to be its Director from 1955 to 1959. He is active in the Engineers Club and Past President of the Maryland Society of Professional Engineers. The State is fortunate in having Mr. O'Donnell to supervise the vital activities of The Planning Department.



Daniel Carlysle MacLea. Chairman of the Board of the MacLea Lumber Company, has done much more for the cultural advancement of his community than to supply the fine architectural woods and plywoods for some of its outstanding buildings. His interest in the fine arts is evidenced by his long service as President of the Maryland Institute of Art, Director of the Lyric Co. and Trustee of Western Maryland College (his alma mater) where he serves as Chairman of the Building Committee. His industry has honored him as President of the National Hardwood Lumber Association and also of the Lumber Exchange of Baltimore.



Albert P. Backhaus, the newly appointed Director of the Department of Public Improvements of the State of Maryland, has a record that qualifies him preeminently for his new job. He has served previously in this department as Chief Buildings Engineer and just recently completed a four year term as Deputy Director of Public Works of Baltimore City; he is the Chief Architect of the current building codes of New York State, State of Maryland and Baltimore County. In recognition of his efforts he was elected Vice-President of the Building Officials Conference of America and President of the Baltimore Chapter of the National Society of Professional Engineers.

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- a. An Advisory Board, consisting of four members of the Baltimore Chapter, A.I.A., appointed by the Executive Committee, in addition to other duties, shall sit as outlined below to screen all photographic exhibit and advertising material intended for publication in the ARCHITECTS' REPORT.
- tising material intended for publication in the ARCHITECTS' REPORT.

  b. The Advisory Board, when sitting as a screening jury, will have as its special Chairman an out-of-state Architect. Since it is the intent that the ARCHITECTS' REPORT be of the highest possible standard and that anything published therein be of credit to the profession, the instructions to the screening jury are to identify material acceptable for publication on the basis of quality, both architectural and photographic, keeping in mind the Editor's intent to display varying categories of work from different parts of the broad area of Maryland and the District of Columbia. It is further intended that acceptance by the screening jury will not in any way imply premiation of Material approved.

  c. The screening jury will further be empowered to make recommendations
- c. The screening jury will further be empowered to make recommendations modifying exhibit material if, in its opinion, such modification improve the standard.
- d. Material which is accepted by the screening jury shall be considered suitable for publication whether included in the next succeeding issue of the Architects' Report or not. Material accepted will be returned so noted to owner.

By following the above policy, we have in four issues, presented projects by 27 different architectural firms representing 52 principals and over 95 corporate members of the AIA.

"The least expensive item in any building—
and most important—
is good design and planning"

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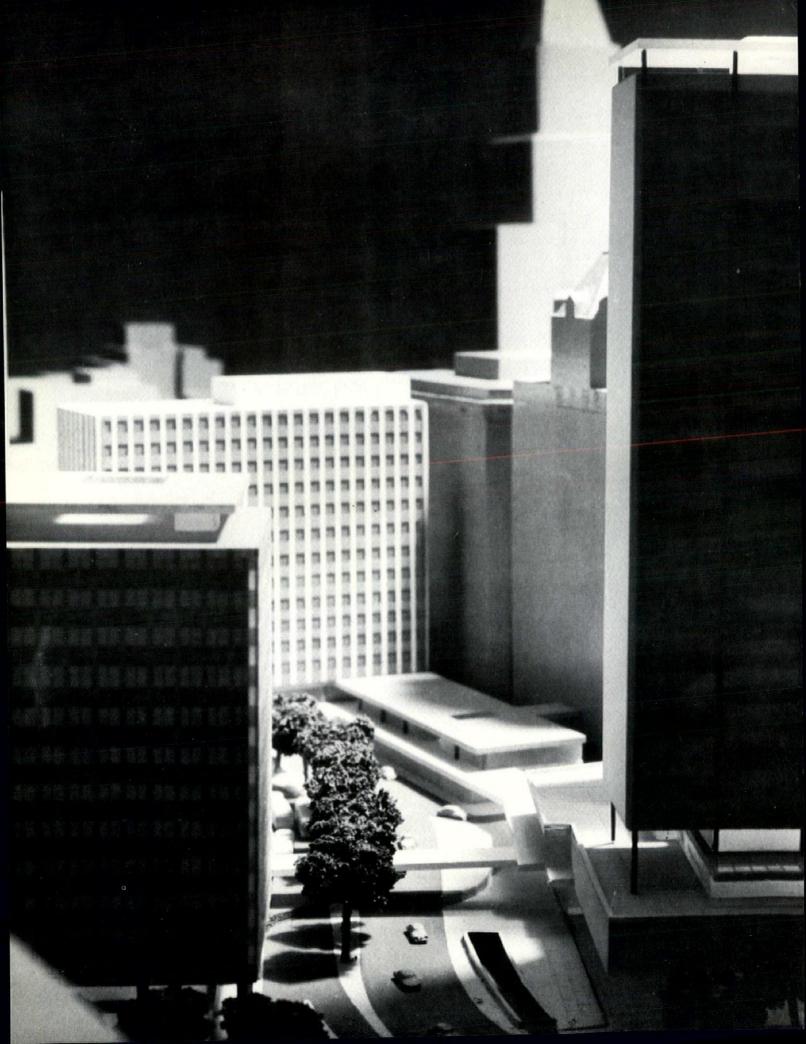
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# GOOD DESIGN PAYS

Now that the "dog days" of summer are behind us, we want to reflect on a question of principle which, somehow or other, wound up as a question of rebuttal when a mild controversy about the aesthetics of our public buildings developed in the public press in late August. The principle is, to wit, that it is good to have professional architectural opinion exercised on the plans for new public structures to make certain that they are economical, embody the best principles of design and are indeed suitable for their sites. This seemingly uncontroversial principle became the pinwheel for discussion when, in the words of one public official, there appeared to be some question about the quality of architectural service received by the City of Baltimore in years past. To this questioning note was added the further fear that an architectural review board, such as that proposed to the City, could as easily be bad as it could be good for the city-good if it stimulated municipal officials and taxpayers to be aware of design and architecture, but bad if it merely presented a roadblock to plans and improvements. What concerns us, as professional architects, is not this specific question. What really disturbs us is the underlying misconception, even suspiciousness, of architecture which it represents. The superficial debates about the superiority of one building to another will always be present; to translate that familiar Latin proverb, "about taste there can be no dispute." And, so long as the architectural profession remains a free, unfettered and unregimented art, it's certain that one architect, seeing the problem through his own eyes, will design his structure quite unlike his fellow architect might design his. Further, it is pure nonsense to say that "bad architecture" inevitably stems from "low budgets," for any responsible architect is competent to achieve economical and workable buildings which, notwithstanding, are aesthetically pleasing. The nub of this question is not isolated opinions about architecture, but what the architectural profession, as a democratic force in the community, has to offer to the client-be it the individual house-builder or the municipal engineer. And the answer to this is that above all else the architect stands foursquare on the principle that good design pays. It pays the private entrepreneur. It pays the municipal government. And, in this sense, it likewise rewards the taxpayer who, after all, pays for public construction and has to live in it, work in it, and look at it long after the architect has departed the scene.



# COMMERCIAL REHABILITATION



One of the dramatic features of the Charles Center Plan, as enunciated by the farseeing Planning Council, is the provision for some 2,000,000 square feet of rentable office in downtown, above and beyond what is there at present. But in characteristically sensible fashion these planners do not beseech us to demolish all of the old to make way for the new. Instead, they recommend that three major office structures (The B&O, Fidelity and Lexington Buildings) remain, while eight new office towers are erected in Charles Center. No one, of course, would dispute the urgent need for the new office space, and all who really believe in the rebirth of downtown welcome it. But it is significant to Baltimoreans that the professional planners recognize the intrinsic worth of the older office structures (those in Charles Center and around it), even admitting certain inadequacies in lighting, office arrangement and such modern phenomena as air conditioning. Nearly all of the major office buildings in downtown date back no further than the Great Fire that levelled the heart of the city in 1904—and few have been built since 1931. They are, for the most part, tall,

spacious and of substantial construction-with many years of life in them yet. Another striking characteristic about them, not widely known, is that in many cases these older buildings were built with the idea that additional floors could be added when, and if, the appropriate time ever came. It seems to us that the when is now upon us. These older structures, representing millions of dollars in important investments, should be rehabilitated, not only for their own sake, but to make them compatible with the competitive office space that is soon to rise in Charles Center. For each old office structure in the Charles Center area there are dozens worth saving-and rehabilitating-in the wide circle of C.B.D. and the fringes of the immediate downtown area. Considering the investment and the potential yield from it, there is no if-the rehabilitation job must be done. In this section of this issue, there are some convincing examples of what can be done with obsolescent office buildings, and there is included the one notable demonstration of the addition of floors to an older structure in the rehabilitation of the Federal Reserve Bank Building.

Architect:
Cochran, Stephenson & Wing
Baltimore, Maryland



Ben Schnall



ROUSE COMPANY BUILDING. 14 West Saratoga Street, Baltimore, Maryland. (Now the offices of The James R. Rouse & Company, Inc.) Area: 10,300 square feet. Cost: \$120,000. Cost per square foot: \$11.50. Completion Date: June 1953. Lighting: Kenneth Welsch. Planting: Dan Kiley. General Contractor: Charles R. Scrivner.

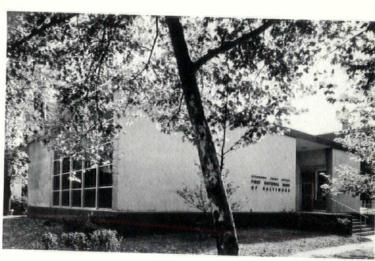
after



after

FIRST NATIONAL BANK. Sparrows Point, Maryland. Area: 4,462 square feet. Cube: 71,390 cubic feet. Mechanical Engineer: Egli and Gompf, Inc. Structural Engineer: Perry, Lamprecht and Rickert. Contractor: John F. Rezendes, Inc. The demand for more space because of greatly expanded service made the remodeling of this bank (built in 1917) more of a rebuilding operation.





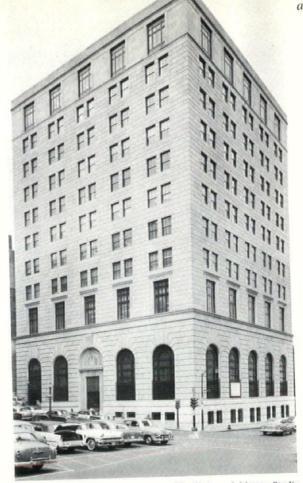
before blakeslee-lane, inc.



Architect: Taylor and Fisher Baltimore, Maryland

before





The Holmes I Mettee Studio

BALTIMORE, MD. BRANCH, FED-ERAL RESERVE BANK OF RICH-MOND. Alteration (including new elevators) in 1957. Cost: \$1,450,000 building; \$291,000 automatic four elevators. Mechanical Engineers: Mc-Neill & Baldwin. Structural Engineers: Crout, Snyder and Crandall. Contractor: John McShain, Inc. The original building was designed by Taylor and Fisher. As in other cities, buildings like the Federal Reserve Bank were designed to "take additional floors."

Architect: Cochran, Stephenson & Wing Baltimore, Maryland



ISAAC HAM-BURGER & SONS DOWNTOWN STORE. Complete remodeling including designing all store fixtures. Area: 6,000 square feet. Mechanical Engineer: Henry Adams, Inc. Builder: Goodman Construction Company. The open aluminum t-bar ceiling was dropped below the existing ducts, sprinklers and electric conduit, which were all painted out black. Fluorescent panels and spotlights hung.

PIPER & MARBURY LAW OF-FICES.. 900 First National Bank Building. Owner: First National Bank. Completion Date: February 1958. Engineers: Miller, Schuerholz & Gipe. Builders: Baltimore Contractors, Inc. Two floors of this prominent 35-year-old building were completely stripped of all non-structural materials and fixtures leaving them free for the development of modern sound-conditioned and air-conditioned office layout of about 10,000 square feet. The problem was to layout 24 private offices with individual secretarial space and easy and efficient access.

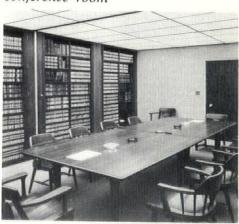
lobby



typical office



conference room



Hughes Co.



library



circular stairs



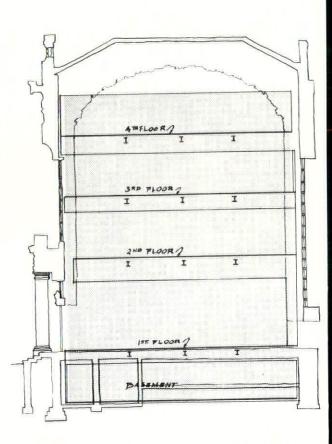
mail desk and corridor

Architect:
The Office of James R. Edmunds, Jr.
Baltimore, Maryland















Owner:

Provident Savings Bank Howard and Saratoga Streets Baltimore, Maryland

Problem: Insufficient space because of the growth of business.

Question: Move to new location or displace temporarily and re-build on same site, or alter existing building.

Decision: Stay or alter.

Requirement: (a) increase usable floor area from 3,500 to 14,000 square feet, (b) do not interrupt bank's business, (c) retain and enhance the monumental exterior of Sperry's 1904 design.

Solution: Insert three interior floors and dig out shallow basement; install elevator and air-condition the entire building.

Costs: \$500,000.

Designers: The Office of James R. Edmunds, Jr. Mechanical and Electrical Engineers: Henry Adams, Inc.

Structural Engineers: Crout, Snyder and Crandall. . Contractors: Consolidated Engineering Co., Inc.

blakeslee-lane, inc.



Architect:

The Office of James R. Edmunds, Jr. Baltimore, Maryland

Owner:

Savings Bank of Baltimore

Charles and Baltimore Streets Baltimore, Maryland







Problem: Insufficient and outmoded space. Re-(a) triple quirement: usable floor space, (b) do not interrupt bank's business, (c) retain and enhance the monumental exterior of the exterior building. Solution: Insert one additional floor and mezzanine. Expand building to east (unexposed side). Install elevator and air-condition entire building. Modernize interior, furniture and fixtures. Clean and accent light exterior. Cost: \$850,000.00. Designers: The Office of James R. Edmunds, Jr. Mechanical and Electrical Engineers: McNeill & Baldwin. Structural Engineers: Crout, Snyder & Contractor: Crandall. Consolidated Engineering Co., Inc.

# INDUSTRIAL ARCHITECTURE

If you accept the premise that clean, attractive and functional industrial facilities are as important to profitable operations and high worker morale as the tried-and-true conveniences of air-conditioning and regulated heat, then you must favor the current fad for the new factory complexes variously known as "manufacturing parks", "manufacturing centers" or "research institutes." Much in the manner of country clubs, they seem to spring up smack in our suburban residential communities, and the price of admission, it would seem, is their good looks in exterior design and surrounding landscaping. amenities notwithstanding, the true test of their worth, in profits and morale, must really be adjudged on what's inside, not on superficial good looks. And this is where many of these new industrial creatures fall short of the ideal. They appear to be clean, attractive and functional but they are not. Inside, they still echo that time-bound premise that "four bare walls, a roof and floor will, after all, serve almost any purpose." Only those which have been designed with the idea that form follows function can

be said to be making a contribution toward the goals of higher profits and better morale. And it is these which distribute dissimilar functions in an efficient manner, avoiding the temptation of putting air-conditioned offices, cafeterias, medical facilities, laboratories and computer centers in the same high-ceilinged rectangles as the loading docks and the assembly lines. There's a morale in this for the Baltimore metropolitan region, for we, unlike more developed industrial sites in Boston and Menlo Park, are just now entering this era of attractive suburban industrial parks. So right now, even before we're too far committed, we have the choice to make between superficial good looks, on the one hand, and good looks compatible with good design. As architects we have a stake in the Baltimore-Washington share of the more than 140,000,000 square feet of industrial floor space to be constructed in the U.S. this year, because upon us falls the obligation to help the manufacturers build their new suburban plants so that good working conditions are the natural environment for greater profits.

# BALTIMORE'S FIRST INDUSTRIAL PARK

# SHOT TOWER DISTRICT

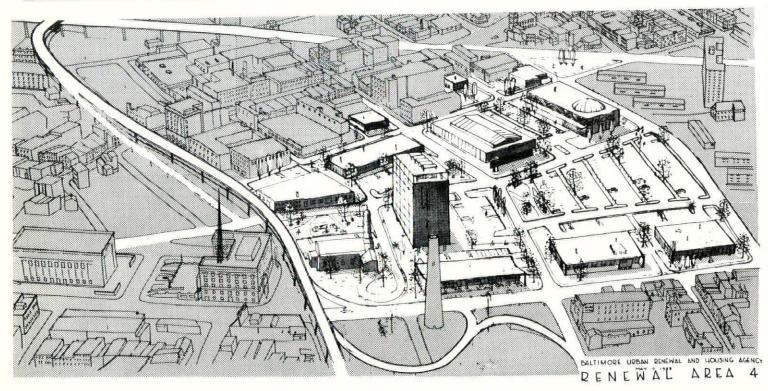




The recent trend of industry away from the crowded center of the city to the open, outlying districts has been a source of increasing concern to cities all over the country.

The reasons are many and valid: narrow streets, appropriate to the wheeled traffic of a century ago; unpleasant, blighted surroundings; loading and unloading space so scarce that it has to be captured and defended; change in industrial methods and techniques with accompanying change in requirements; parking headaches so acute that they throb. But good as these reasons are they offer no compensation for the tax dollars that are escaping the municipal coffers, the vacancies that augment the deserted blight of the city's core, or the job dislocation that is inevitable when an industry makes a radical change in locale

While it is both impossible and undesirable to try to detain in the city industries which have indefinite expansion needs or which require innumerable acres for opera-



tion, there are a number of light industries which actually prefer a central location with proximity to the business heart of the city. It is for these industries that urban renewal is trying to duplicate in the city the advantages that tempt them into the outlying areas.

The Baltimore Urban Renewal and Housing Agency has in prospect at the present time two planned industrial areas, known as industrial parks. One, which is 87 acres in extent, is located in southwest Baltimore. The other, much smaller in size, is situated in the neighborhood of the Shot Tower. The former, known as Camden Industrial Park, is still in the process of planning study and review and is not sufficiently definite in detail to be described in this article. However, the plan for the Shot Tower Area (Renewal Area 4) has already been approved by the City Council, appraisals are now in progress, and land acquisition is scheduled to start in the near future.

This irregularly shaped area immediately adjacent to the central business district is bounded roughly by the Fallsway on the west, Colvin Street on the east, Fayette Street on the south, and Low Street on the north. It is intended for wholesaling, warehousing, and jobbing as well as such light industry as printing, beverage bottling, clothing manufacture, food processing, upholstering, and dry cleaning.

The location of this area makes it both singularly unfit for residential use and singularly fit for light industrial use. The traffic artery on the west and commercial areas to the north and south make it an undesirable family neighborhood. On the other hand, the proximity of downtown, and the accessibility of routes that serve as distribution arteries to both the suburbs and east coast cities makes it well suited to industry.

Its 25 acres are so thoroughly deteriorated as to residential structures and so hopelessly obsolete as to street size and pattern that razing and redevelopment is the only practical course. The only buildings that are definitely scheduled to remain are the historically famous Church of St. Vincent de Paul, together with its rectory, and the municipal repair garage.

At this point it might be wise to define the term "Industrial Park". In general, it can be said to be an area set aside to house specific types of industry and developed in accordance with an overall plan, in conformity with certain standards and conditions.

Among the foremost of these conditions is that there be adequate loading facilities, that there be off-street parking in supply sufficient to the needs of the area, and that through traffic be routed, as far as possible, around the periphery.

Other conditions relate to the proportion of the land that can be covered by buildings, set-back lines, and aesthetic controls on the size and shape of the buildings. Still other requirements stipulate the percentage of the total area to be devoted to open landscaped space. There should be at least one public park and the buildings, themselves, must have landscaped settings.

While the Shot Tower Area is a good deal smaller than many industrial parks, all of these conditions will be met. Lot 9 (see plan) will be a public parking area which can accommodate approximately 200 cars. On the privately developed lots, a minimum of 25 percent of the land not covered by structures is to be used for off-street parking and loading and unloading facilities.

A number of changes will be made in the existing street pattern to provide ample circulation of traffic within the area and, insofar as possible, to restrict through traffic to peripheral streets. As can be seen from the plan, only one east-west street (Lexington) and one north-south street (High) run through the area.

In general, building coverage is limited to 40 or 45 percent of the lot, and a minimum of 50 percent of the vacant land must be appropriately landscaped with trees, grass, and shrubbery. Lots 8 and 20 will be developed as public parks.

Multi-story construction may be permitted on Lots 5, 6, 7, 12, 13, and 14, but no buildings will exceed 105 feet in height. On the other privately developed lots, buildings will be limited to two stories or 30 feet in height, whichever is less.

In disposal of the land, priority will be given to on-site business concerns which wish to remain in the area, provided they fall within the types of specified uses, and agree to develop in accordance with the high standards of the plan.

The Baltimore Urban Renewal and Housing Agency will hold to the following objectives in selecting redevelopers: 1) The best possible development; 2) the highest price for the land consistent with the best possible development; 3) the greatest tax return to the city.

The net project cost of the Shot Tower Area is estimated at \$3,048,286, of which \$2,286,214 will be borne by the Federal Government and \$762,072 will be borne by the City.

The current assessed value of the area is \$1,100,000. Anticipated assessment is \$2,000,000. The tax revenue from this area as of April 1959 was \$35,000. Anticipated revenue is \$80,000, which means that the City's investment is expected to be returned in full in 17 years.

There are additional benefits, quite as significant, which cannot be measured with any degree of accuracy. Instead of 25 acres of slums, the cost of which in city services is grossly disproportionate to the revenue they produce, there will be an area where business will have all the facilities necessary for efficient operation. Not the least of these facilities will be pleasant, attractive job surroundings, which, psychologists tell us, are known to have a direct effect on a worker's productivity. Furthermore, the proximity of the Shot Tower Area to downtown will support the improvements now in progress in that area. Warehousing, printing, machine repair—the services that complement business operations—all will be available to downtown concerns in the nearby Shot Tower Area, Baltimore's first industrial park.

# PLANNING FOR INDUSTRY IN THE METROPOLITAN AREA

by LESLIE H. GRAEF

Leslie H. Graef is a member of the Executive Board of the Baltimore Chapter of the American Institute of Planners and Chief of the Comprehensive Planning Division of the Baltimore County Office of Planning and Zoning. He has been engaged in land planning activities in the Baltimore area for the past seven years, both on the county and the regional levels.

September, 1959

The placement and appearance of industry in our cities and suburbs sets the character of the community in which it locates. The driving preoccupation of planners and architects overall is to establish the full potential of this character in an increasingly functional and efficient environment. Where industry is sensitive to the responsibilities it has to its community it plays a key role in giving stature, beauty and tone to the whole community pattern.

In planning for industry the planner deals primarily with "fitting" industry into the urban land use pattern. The architect's task has been, historically, restricted to designing an industrial unit (one building, an industrial park) within a given framework. Without better understanding and application of basic patterns and concepts of land use planning on the part of both planners and architects, our metropolitan areas will continue to be plagued with industrial misfits. Unless an industry belongs in its location, no amount of site planning and architectural excellence will overcome its misplacement.

What is the proper place for industry? Where does it fit—in or out of the city? There are three basic factors to consider in industrial development: Intensity of land use, transportation, and relation to adjacent non-industrial uses.

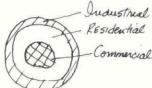
The intensity of land use indicates whether any use, and more particularly, an industry warrants a central or outlying location. Relating measures of industrial productivity to the amount of space occupied (horizontally and vertically) gives us the answer. Indices such as value added per acre, employees per acre, land coverage, and other measurements used together identify intensity of industrial land use. In the Baltimore region industrial employee density for the city is 60 per acre, while in Baltimore County it is 20, and in Howard County, only 2.

A fully functional urban land plan would have its maximum intensity land uses at or near the 100% location in the metropolitan area. Downtown business enterprises, playing on the crossroads stream of traffic, command the core location. Throughout the centuries industries have *not* occupied such a position. Maximum industrial use-intensity indices fall short of those for commerce.

In attempting to compare industrial, commercial and residential intensity of use we have developed, as a common denominator, assessed or actual value per unit of area. While this index is useful, greater strides must be made in refining it and also in inventing other measurements, and then greater use must be made of these statistical tools by planners and architects. Rare indeed is the case in which industrial land is proposed for a specific use where prior consideration has been given by its designers to the ultimate density of use.

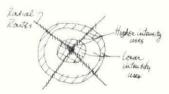
To produce a concept of an urban land use pattern we can agree on business uses at the center. Manufacturers of smaller products, such as watchmakers and clothing manufacturers, employing many people, use space almost as intensively as CBD uses. Such industries enjoy a close proximity to CBD location. In theory, therefore,

a simple pattern of urban land use is one in which the center is occupied by business, surrounded by a ring of industry, but also with a ring of residential use between, for, after all, the city is for people. This concept was portrayed in Ebenezer Howard's *Garden City*, its commercial center surrounded by a ring of residences, with industry encircling them on the town's edge.



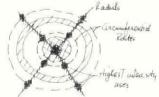
The pure concentric ring theory above would be spatially valid only insofar as transportation facilities radiated from the city center in all directions evenly. To accomplish this many radial routes would be needed. An alternative would be to provide fewer routes with greater "load" capacity. In most large cities the alternative has been found to be more economically feasible, offering also better traffic control, conservation of land space, etc. These major radial streets, providing access to abutting properties, are lined with higher intensity uses.

Therefore, the pattern of selected fewer routes serving radial traffic distorts the theoretical ring land use pattern, causing more intensive use on the access frontage, with less intensive use away from it.

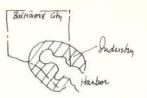


New York City (Manhattan) however, with its monotone gridiron system of streets for autos, buses and trucks, has been appropriately developed with a more "even" use intensity over larger areas, excepting where the subway system, which is radial in nature, superimposes higher intensity uses along its routes and at subway stops.

Adding to the radial traffic network a system of circumferential routes, established at various intervals from the city center, yields a nodal pattern of land use intensities. This conceptual form is basically useful in considering any land planning problem.



For each different mode of transportation in the metropolitan area we should find a pattern of industrial development which reflects the need for separate or combined traffic services. For example, Baltimore's port activity system has established the predominant shape of the area's industrial pattern.



The main railroad lines through the Baltimore area flow parallel to the coastal plain from New York and Philadelphia to Washington:



The major highway network, as in most metropolitan areas, is radial:



Interestingly enough, here we find that industry is not a prime user of land on our city's older radial streets. Commercial uses predominate.

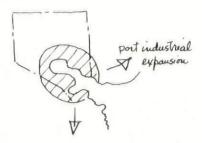
Prior to World War II Baltimore's industries were housed closer to the harbor, in the downtown fringe area, while a few appeared farther out, along the railroads. The postwar era has witnessed the surgence of private vehiculation and an expansion of the trucking industry, which has grown faster than new highways have been built. The resulting unplanned decentralization and scatteration of industry (as well as of business and residential use) make us aware of the impact that new forms of transportation will have, and the need to anticipate the types of land use changes they will cause.

Another factor to be considered in establishing industrial use is the relationship of neighboring land development. Where industry and homes are over-mixed, we find the full potential of the area for industrial purposes is held back—no clear direction of the area's development is possible. Furthermore, since people do not wish to live close to most industrial development, it makes more sense to have larger industrial concentrations, rather than to have smaller areas so scattered that they invade our residential neighborhoods. In today's planning we agree that industry should generally be located to provide for work opportunities within a half hour's travel time of home.

These criteria, i.e., intensity of land use, transportation services required, and relation to surrounding uses, then are the basic ingredients for judging the appropriateness of any new industry introduced into the metropolitan pattern.

In the future any new forms of transportation filtering into our way of urban life will be the key factor in deciding what our changing cities and their industrial patterns will be.

In Baltimore there is a trend toward the expansion of port serviced industrial land. Additional international trading, using larger cargo ships, will cause an increased need for waterfront land for many years to come.



Railroad serviced industries as a whole may be expected to maintain their present relative impact on the total pattern; however, with renewed emphasis to be placed on preservation of still vacant land along rail lines in order to accommodate an expected more normal increase of rail freight traffic—based, in part, on rail-truck "piggyback" operations.

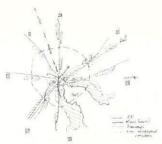
The freeway system of radials and beltways locally is set in fact or committed in plan even beyond 1980, which should continue the industrial decentralization process. Baltimore's highway planning has been pushed far ahead of planning for new industrial sites, although the demand and need for freeway oriented land rings loud and clear.

Of the utmost importance to expanding metropolitan areas for both rail and highway serviced industries, the next few years will tell whether we have moved fast enough to reserve sufficient suitable land for such use. In Baltimore, unless greater recognition is given to this valuable land commodity, industry will be starved for sites. It is perfectly clear that if industry is not given a sufficient number of selected sites to choose from, industry will either have to pre-empt residential land or not appear at all.

In the near future the trend toward use of airways will bear directly on the emerging industrial complex. With the use of helicopter and convertiplanes, as well as an increasing amount of industrial products hauled by large planes, we can foresee a clustering of industries around these air landing ports.

Further, it is not inconceivable that greater recognition of transportation service may be rendered by rapid mass transit in the future. While there is now no clear cut movement to surface or subway mass transit, there is an apparent need, as we run out of land for freeways and as population increases, for rapid transit to play a greater role in serving not only the in-town residential and commercial development, but the industrial labor force as well.

For major metropolitan areas in the future, I submit that the use of fixed wheel mass transit (radial and circumferential) may predominate in the inner portion of the city-suburb complex; buses, trucks and autos in the middle ring; and air mass transit, oriented to the metropolitan core, in the outlying area of the region.



Assuming that a functional location pattern has been developed for a given metropolitan area, the architect hired to help locate industry should not lose the opportunity to match the industrial development in any particular location with the planned characteristics of the community.

For instance, if a residential area is more openly planned (such as at two families per acre, or less) an industrial development nearby should be designed in the same spirit. The industrial site should be large enough to provide a sizable green area in addition to an open type of plant structure. Such outlying industries may therefore contribute to the "green space" separators which planners deem desirable between established or planned residential areas. The picture in the city would be the same with

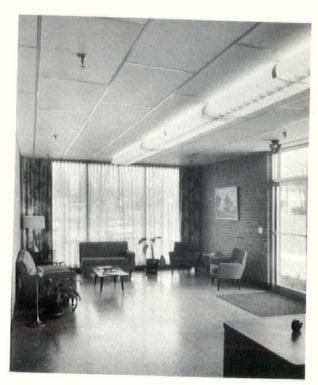


but a relative difference in the size of the industrial sites, land coverage and access to larger capacity freeways; the difference being exemplified by suggesting that one tree on an industrial site in an urban setting is as appropriate as 100 trees on the outlying site.

Industry, as land use within the community space separators (wherein freeways should also be located), can operate with greater freedom relative to nuisance emanations such as dust, smoke, noise, etc.; it will also enjoy its access from specially designed roads appropriate in alignment, gradient and speed controls, and not in conflict with residentially oriented traffic.

While it is recognized that no metropolitan development pattern will ever reach perfection, intelligent application needs to be made in siting industry according to the basic concepts and patterns of land uses. The concepts are practical because they present functionality and therefore efficiency in the urban daily life.

It is not enough for an industry to be close to its source of supply, its market, and its labor force, but it must fit harmoniously in all ways into its community. Where the architect can manage to participate in the site selection process he can fulfill an important decision-making role in properly accommodating new plants on new sites. To design an industrial building and site without understanding its locational suitability is to close one's eyes to the better designs possible for tomorrow's city.



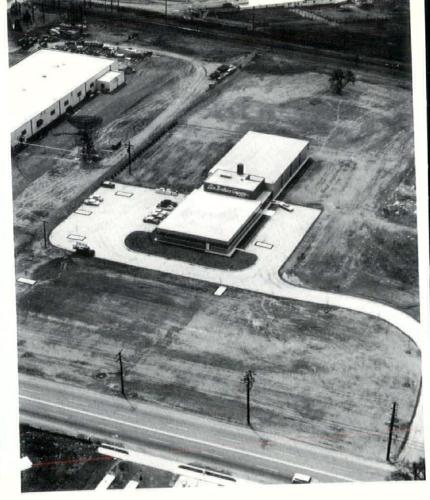
Park, Timonium, Maryland. Owner: Kilmarnock Associates. Area: 20,300 square feet. Cube: 270,000 cubic feet. Cost: \$10.00/square foot including sprinklers, air conditioning and landscaping. Structural Engineers: J. L. Faisant and Associates. Contractor: Frank F. Favazza and Son.

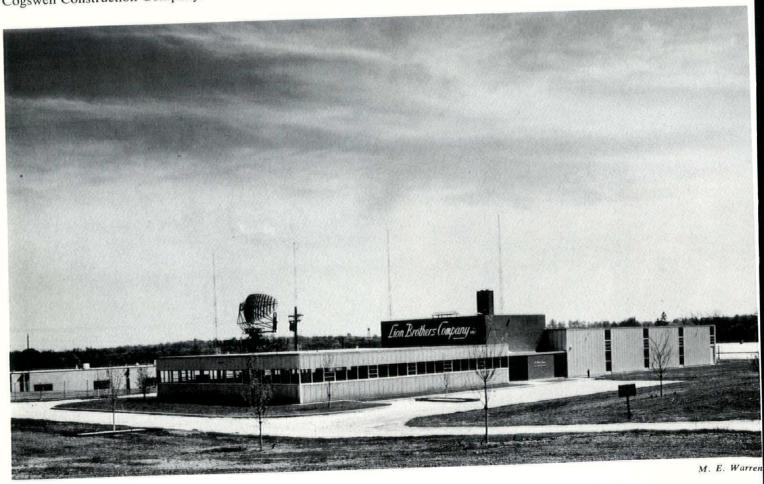


Greer, Inc.

Architect:
Cochran, Stephenson & Wing
Baltimore, Maryland

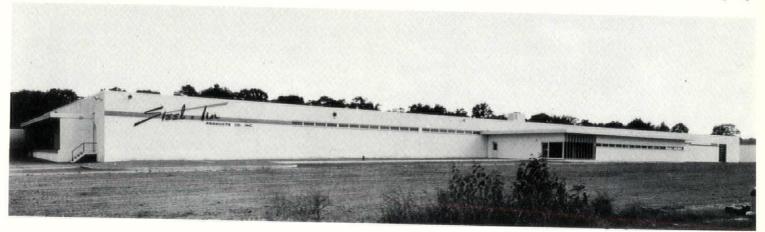
LION BROTHERS PLANT. Owings Mills, Maryland. (Located in one of Baltimore County's "Manufacturing Restricted Zones" on a railroad and a major highway, and adjacent to one of the finest residential sections.) Area: 27,000 square feet. Cost: \$7.94 per square foot. Mechanical and Electrical Engineers: Henry Adams, Inc. Structural Engineers: Van Rensselaer P. Saxe. Civil Engineers: B. E. Beavin & Company. General Contractor: Cogswell Construction Company.





STEEL AND TIN PRODUCTS COM-PANY. Pulaski Highway and Leed's Lane. Area: 65,685 square feet. Cube: 1,348,325 cubic feet. Cost: \$5.27 per square foot/\$.26 per cubic foot. (Contract included air con-

ditioning of office space, sprinkler system, roadways, curbs and rail sidings). Mechanical Engineer: Milford A. Niles. Structural Engineer: William E. Stevenson, Jr. Contractor: Colwill Construction Company.



Architect: John Henry Sullivan, Jr. Rockville, Maryland

John Henry Sullivan, Jr.

F. Tate



BUREAU OF STATE SERVICES LABORA-TORY AND WARE-HOUSE. Rockville, Maryland. Owner: Klimuth Company. Occupant: U. S. Department of Health, Education and Welfare; U. S. Public Health Service. Completion Date: December 1958. Area: 13,000 square feet. Cost (approximate): \$100,000.-00. Structural Engineer: Horatio Allison. Contractor: Muth Brothers. Building contains biologics preparation laboratory, photofluorographic lab and warehouse.

# **MODERNIZATION**

### **ELEVATOR DESIGN**

In keeping with remodelling of building the new elevators feature grained mahogany doors with cast bronze stars. Bronze jambs, kick plates and binding angles



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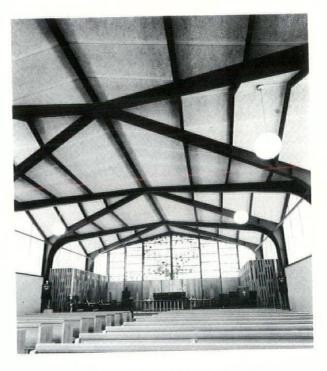
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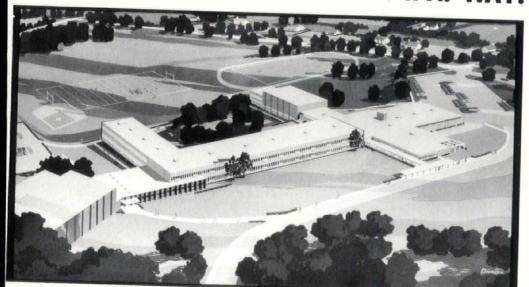
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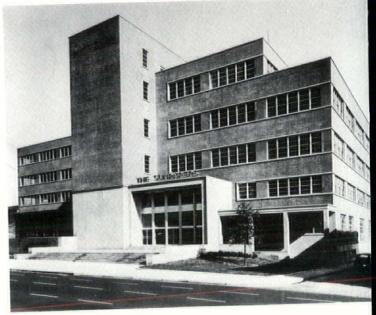
We would like very much to show you photographs of some of our recent office and banking room installations.

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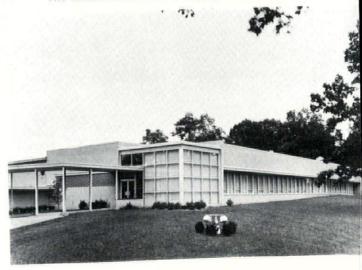
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THE SUNPAPERS' PUBLISHING PLANT. Calvert Street and Guilford Avenue. Architects: Palmer, Fisher, Williams and Nes. General Contractors: George A Fuller Co. Masonry: C. O. Struse & Sons. Materials: Cushwa's Machine Made, Standard Size, "Rose Red Range" Colonial Face Brick furnished by The Monumental Brick and Supply Co.

AMERICAN TOTALISATOR COMPANY. Hillen Road, Towson, Md. Architects: Bonnett & Brandt. General Contractors: Finglass Construction Co. Masonry: Gasper Botteon, Jr. Materials: Stone Creek's Smooth Gray Face Brick, Shade Range #675 furnished by The Monumental Brick & Supply Co.





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Conrad Protzman, Inc.

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- Stock at all times a representative inventory of finishing hardware in order to take care of shortages and minor extras without delay.

The Architect should exercise his rights (1) by requesting evidence that the subcontractor for finishing hardware meets the above requirements, and (2) insisting that his opinion in this regard be considered final.

# EXPERIENCE

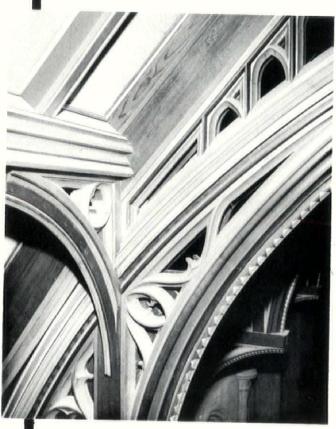
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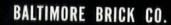


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# CHAPTER NEWS 8 NOTES:

## IN MEMORIAM



The Washington-Metropolitan Chapter of the A. I. A. on Monday, August 31, 1959 lost one of its most prominent members, **Dr. Thomas** H. Locraft, F. A. I. A.

**Dr. Locraft,** a Fellow of the Institute, was awarded many prizes and honors during his brilliant career. As a student at Catholic University he won the cov-

eted Paris Prize in Architecture in 1928. He returned to the Catholic University in 1931 and was appointed a member of the staff and his students won many medals, scholarships and prizes in nation wide competitions. Upon **Professor F. V. Murphy's** retirement in 1949 he became the Dean of the Architectural School.

His works include many of the buildings at Catholic University, St. Luke's Catholic Church, St. Joseph's Hall at Georgetown Visitation Convent, Holy Cross High School and The Washington Permanent Building Association Headquarters.

He was also active in civic affairs, serving on the Commissioners' Planning Council and the District Board of Examiners and Registrars of Architects as well as a term as President of the Washington-Metropolitan Chapter of the A. I. A.

His many students, his clients, his friends and his family all honored him while he was living, and carry with them into the future a loving memory of a fine gentleman, an outstanding scholar and a great architect.

We note with regret the passing of Frederick L. Thomas who had practiced architecture in Baltimore continuously for the past 40 years. Our deepest sympathy is extended to his family.

Dr. Richard Howland, President of the National Trust for the Preservation of Historical Buildings addressed the September Meeting of the Baltimore Chapter. After describing that the main premise of this private organization is to act as a clearing house and advising agency to some 3000 projects and 293 associated organizations throughout the country, he then used his slides to illustrate that some communities had failed to preserve their heritage and what others had done not only to preserve their historical buildings but to convert them into self supporting enterprises and economic assets to their communities. In closing he urged us to encourage the use of historical sites as focal points in Urban Renewal. It was a rewarding evening for the Chapter and its many guests.

The October meeting of the Baltimore Chapter represented the fulfillment of a cherished ambition of our energetic Program Chairman, Kelsey Saint, in that it was held in a distinguished example of architecture, the Church of the Redeemer on North Charles Street. The evening opened with a special service in the church at which we were able to observe how well this contemporary church serves as a "House of Worship". Dinner was served in the Parish House to an unusually large attendance of members and guests from the Baltimore, Potomac Valley and Washington Chapters. The Rev. Bennett J. Sims, Rector, spoke on the trials and tribulations and ultimate rewards of designing a contemporary church and Archibald C. Rogers, one of the architects responsible for its design conducted a tour through the entire complex.

The Baltimore Chapter extends a hearty welcome to the following new corporate members:

Roy H. Rhunka of Chestertown.

James B. Huntley, transferred from the Washington-Metropolitan Chapter and a new associate.

Thomas F. Graves of Meyer & Ayers.

Schwab and Jewell, Architects announce that L. Edward Wolf has been made a partner and the firm name changed to Schwab, Jewell and Wolf.

Arthur M. Weber and George C. Jacobs announce that Norman E. Kelly has been made a partner in their firm and the firm name changed to Weber, Jacobs & Kelly, Architects.

Howard G. Hall announces that John H. Sprinkle and Leo J. Ritter have been made partners in his firm and the firm name changed to Hall, Sprinkle and Ritter.

Robert R. Fryer, formerly of Smith and Veale has joined the firm of Rogers, Taliaferro and Lamb.

# APPOINTMENTS

Albert P. Backhaus, Director of Public Works has appointed the following to the State Board of Architectural Review:

Wilmer Chance
Peter G. Christie
Paul L. Gaudreau
Charles M. Nes, Jr.

Archibald C. Rogers has been appointed by Governor Tawes to a five year term to the Board of Examination and Registration of Architects to fill the vacancy necessitated by the expiration of the term of William F. Stone, Jr.

Our former member, Richard Shubert, who left the office of Alexander S. Cochran three years ago to return to Lexington, Kentucky, is now a member of the Mayor's Advisory Committee on Urban Renewal and President of the Citizens Association for Planning of Lexington.

# C.S.I.

Since the Baltimore Chapter of the Construction Specifications Institute was organized at an informal meeting, April 30, 1959, its membership has grown to more than thirty, with approximately two thirds being Architects and one third Manufacturer's Representatives.

Pending the granting of a Charter from the National C. S. I. the temporary officers listed below have been elected to set up the Chapter and establish regularly scheduled meetings and activities.

President-Alan M. Gershon

Vice-President-James R. Edmunds, III

Sec.-Treas.—Andrew B. Koppleman, 1025 St. Paul Street

Members of Executive Board—James I. Campbell & Murray Waters

# SOCIETY OF ARCHITECTURAL HISTORIANS

Led by Wilbur Hunter and F. Garner Ranney of the Peale Museum the Annual Tour of the SAH, August 21-24, was a great success. Seventy-five members and guests from as far away as Minneapolis, Cleveland, Boston and New York spent an interesting four days examining historical buildings in Baltimore, West Virginia, Frederick and Annapolis. A feature of the tour was a railroad trip to Harpers Ferry and on into Jefferson County, West Virginia. In this country, originally developed by George Washington's brothers and the site of his famous surveying expedition at the age of sixteen, the tour visited many colonial homes and spent the night in the quaint town of Shepherdstown. On the return trip stops were made at the three great Howard County houses: Glenelg (a palindrome), Folly Quarter and Doughroregan Manor.

# LET'S EAT!

The Baltimore Museum of Art announces the opening of a luncheon Cafe on its ground floor, open daily, except Sundays and Mondays, from 12 to 2 P. M.

# PRODUCERS' COUNCIL

Gene E. McCoy of the E. F. Hauserman Co., has been elected President of The Baltimore Chapter of the Producers' Council. Other officers are: 1st Vice-Pres., Leight M. Johnson; 2nd Vice-Pres., Byron L. Stephens; Sect'y., William B. Goldbeck; Treas., John B. Wilson; Asst. Treas., Richard D. Carson.

The aim of the Producers' Council, a group of 170 nationally advertised building products manufacturers, is to bring to the building industry the very latest information and know how on availability, the uses and the applications of quality building products and equipment. With this in mind they will sponsor a series of technical and informational meetings for architects, engineers, general contractors and public officials during the coming year.

# EVENTS OF SPECIAL INTEREST

### AIA MEETINGS

BALTIMORE CHAPTER

November 11-12:15-Park Plaza

Speaker: Richard L. Steiner, Director Baltimore Urban Renewal and Housing Agency

December 9-12:15-Park Plaza

Speaker: A. G. O'Dell, FAIA, Architect for the Civic Center.

WASHINGTON CHAPTER

November 3-12 Noon-Burlington Hotel.

Speaker: Robert H. Levi, Chm. Downtown Study Policy Committee, Federal City Council.

POTOMAC VALLEY CHAPTER

First Wednesday each month—12 Noon, Brook Farms Restaurant, Chevy Chase, Md.

### COMPETITIONS

TWELFTH ANNUAL PROGRAM OF NATIONAL HONOR AWARDS OF THE AMERICAN INSTITUTE OF ARCHITECTS.

November 23—Deadline for submissions.

R. S. REYNOLDS MEMORIAL AWARD.

Fourth Annual \$25,000 Competition.

December 7—Deadline for submissions.

## CONSTRUCTION SPECIFICATIONS INSTITUTE

WASHINGTON CHAPTER

National Housing Center, 1625 L St., Washington, D. C., N.W.

November 24—7:30 P.M.—Plumbing, Heating and Ventilation.

January 19-7:30 P.M.-Electrical Work and Illumination.

## BUILDING CONGRESS & EXCHANGE

PRODUCERS COUNCIL

November18-Meeting

November 20-6:30 P.M.-Lord Baltimore Hotel.

Annual Meeting and Election of Officers. Craftsmanship Awards. Imre Kovacs "It's Fun to be an American."

## ART EXHIBITS AND LECTURES

THE PEALE MUSEUM

November 8-Closing of exhibition of "Landmarks Worth Saving."

November 8-December 20-19th Annual Painting Show. "Live in Baltimore Today."

THE WALTERS GALLERY-25TH ANNIVERSARY

Hours-Mon. 1:30-5:00; 7:30-10:00. Tues.-Sat. 11:00-5:00. Sun. 2:00-5:00.

November 7-5 P.M.-WMAR-TV. "Creating a House." Baltimore Architects discuss creative approaches to house

November 9-8:15 P.M.—"The Architecture of Russia," by Prof. George Heard Hamilton, Chm. Dept. of History of Art-Yale University.

Opening exhibit of "Religious and Decorative Arts of Old Russia."

January 13-8 P.M.—"The Ideal City of the Renaissance," by Philippe Verdier.

BALTIMORE MUSEUM OF ART

Hours-Tues.-Sat. 11:00-5:00, Sun. 2:00-6:00.

November 22-December 27-"Greek Costumes and Embroideries," from the Benakir Museum in Athens.

December 4-11:30 A.M.-The Great New Buildings of Europe, by George E. Kidder Smith, FAIA, of New York

January 9-Feb. 7-"New Images of Man." Concepts of human imagery unique in our century direct from showing at Mueseum of Modern Art in New York.

SALES AND RENTAL GALLERY

Gallery hours: Tuesday—2 to 5 P.M.; 8 to 11 P.M. Thursday—2 to 5 P.M. Sunday—2 to 6 P.M.

THE CORCORAN GALLERY OF ART

October 9-November 8-Fifteen Painters from Paris.

November 20-December 20-The 14th Annual Area Exhibition.

December 3—The Grass Roots of the American Theatre. Lee Simonson—Stage Designer.



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## THE NEXT ISSUE

# HOSPITAL-MEDICAL ARCHITECTURE IN BALTIMORE METROPOLITAN AREA

Behind the sensational reports concerning hospital costs there is an equally dramatic, yet unpublicized, saga of genuine progress in replacing old facilities and building new ones—a story that parallels the spectacular progress of medical science in its impact on the community.

## READ IN THE JANUARY ISSUE:

The Impact of Progressive Patient Care on the Architect-by Barry Bowers, Director, Hospital for the Women of Maryland.

The Role of the Architect, The Hospital Administrator and the Hospital Board of Trustees in Designing New Hospital Facilities—by William F. Morrison, Director, Church Home and Hospital.

How the Architect and the Hospital Planned the Building of a Big New Hospital Plant—by Harvey Weiss, Director, Sinai Hospital, Inc.

Baltimore's Progress in Hospital Facilities on the Premise that Form Follows Function—by R. B. Murphy, Director, The Hospital Council, Inc.

Architectural submissions will give a broad pictorial report on new hospital-medical facilities—completed or still in the design stage.