

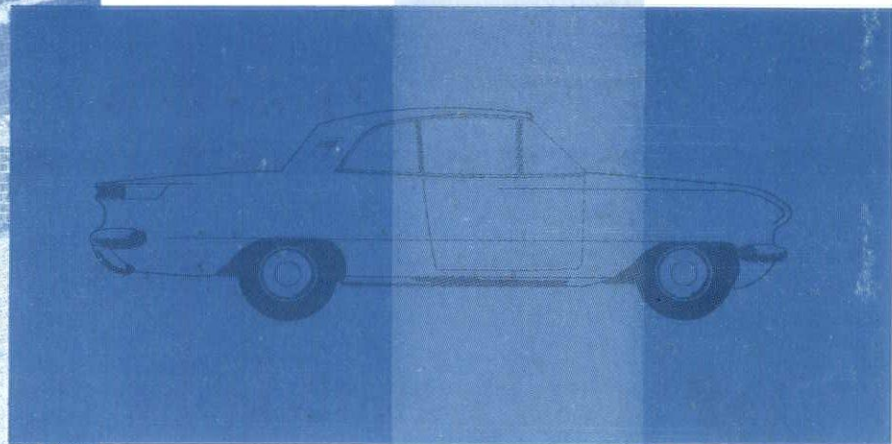
# ARCHITECTS' REPORT

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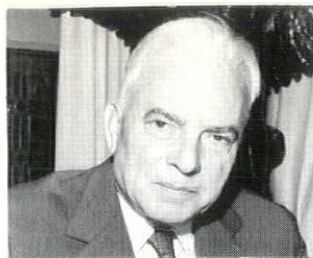
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JOHN B. FUNK, highly capable Director of Highways and Chairman of the State Roads Commission since 1959, is a native of Virginia. He received his degree in civil engineering from Washington & Lee University in 1926 and was elected to Phi Beta Kappa. Beginning as a draftsman with the American Bridge Company in 1926, Mr. Funk soon entered a career of public service. He has been a member of the Maryland House of Delegates and the Maryland Senate, serving on a number of finance committees, and from 1944 to 1946, he was majority floor leader. In 1947, he was Secretary of the State of Maryland under Governor Lane, and that year became Maryland's Chief Engineer. From 1951 to 1959, Mr. Funk was Chief Engineer of Baltimore County and Director of Public Works prior to assuming his present position as Chairman of one of the nation's most progressive state highway organizations. Those concerned with highway esthetics have Mr. Funk's administration to thank for its careful regard to state beautification as well as efficient design.

FRANCES H. MORTON, Executive Secretary of the Citizens Planning and Housing Association of Baltimore, is a native of Baltimore and a graduate of Smith College. While enrolled at Columbia University's New York School of Social Work, she was instrumental in alerting Baltimore to the seriousness of its slum problem with her thesis, "A Social Study of Wards 5 and 10 in Baltimore." Following a 2-year stint as a medical social worker, Miss Morton became convinced that solid citizen action was a critical element in any program aimed at better planning and housing. From this conviction came the initial formation of the CPHA in 1940, founded and headed by Miss Morton. At the time, membership consisted of 6 persons who shared her fighting spirit. Today the organization numbers 2300 members. Operating on a slim budget, the CPHA has changed apathy to action in Baltimore housing and urban development. Miss Morton's accomplishments have received the attention of the national press and in 1957, she was awarded an honorary Doctor of Laws Degree by Smith.



DR. FRANK C. MARINO, President of the Board of Recreation and Parks, City of Baltimore, co-sponsors of the Jones Falls Valley Park study, is a native of Sicily. Educated in Baltimore public schools and at the University of Maryland Medical School, Dr. Marino interned at the University Hospital then entered the U.S. Army Medical Corps to serve in France during the First World War. Following military service, he was superintendent of St. Joseph's Hospital prior to entering private practice. An effective chairman and member of many Baltimore civic groups, Dr. Marino was honored in 1956 when named "Italian-American of the Year" by the Sons of Italy Organization in Maryland. In 1956, he received honorary degrees from Notre Dame of Maryland and Dickinson, and in 1957, an honorary degree from Western Maryland College. In 1960, he was presented the Regents' Service Award by the University of Maryland. The citation read, in part, "No citizen in Maryland of Italian birth has exceeded his inspired devotion to the well-being of the whole man."

DOUGLAS H. GORDON, President of the Municipal Art Society to which the City of Baltimore owes its basic park plan and which has helped spearhead the Jones Falls Valley Park project (see Page 4), was born in Baltimore and educated at Calvert, Gilman and Harvard. From the outset of his professional career, he interested himself in public affairs. He was a member of the Legislature from 1930 to 1934, an Assistant U.S. District Attorney from 1935 to 1939, and has served a trustee of many Baltimore institutions. Mr. Gordon's special interests have been in city planning and the architectural preservation movement. He is president of the Mount Vernon Improvement Association which over the past 23 years has done much to preserve the historic center of Baltimore. He lives in Charlecote House, Guilford, and his library was recently called by the French Ambassador the finest private library of early French literature in America. Mr. Gordon has authored material for MARYLAND HISTORICAL MAGAZINE and other specialized publications.





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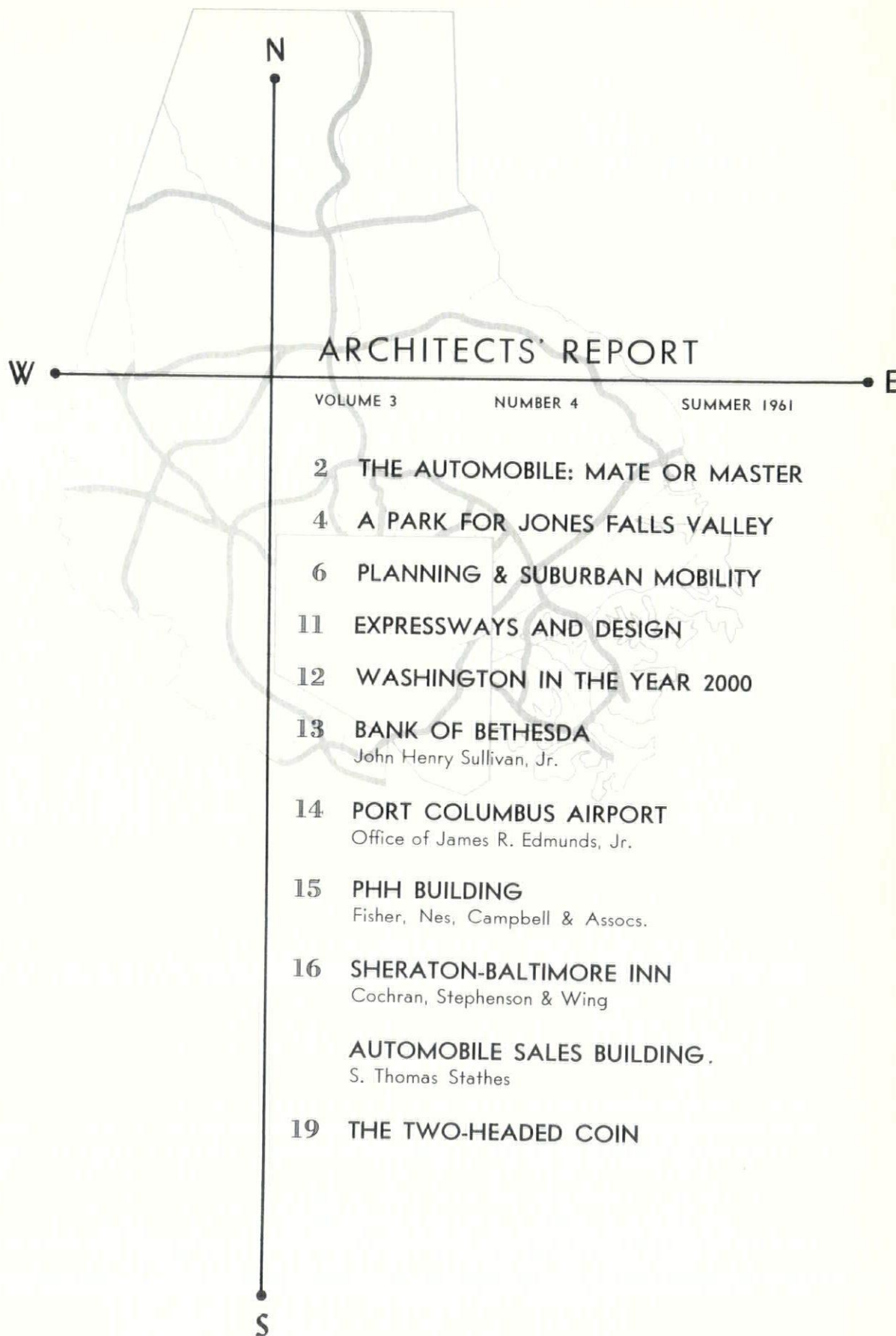
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NUMBER 4

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# THE AUTOMOBILE : MATE OR

**WILLIAM F. HALLSTEAD** contributes articles and fiction to many national magazines. From 1949 to 1958, he was a highway designer, first with the Pennsylvania Department of Highways then with Whitman, Requaardt & Associates, Baltimore. He has written articles on highway design and construction for *ROADS AND STREETS*, *PUBLIC WORKS* and *STREET ENGINEERING*. For the past year, Mr. Hallstead has served as managing editor of *ARCHITECTS' REPORT*.

"Once upon a time, the American met the automobile and fell in love. Unfortunately, this led him into matrimony, and so he did not live happily ever after."

So begins *The Insolent Chariots*, John Keats' devastating attack on the domestic motor car. The American, as Mr. Keats indicates, has never been completely happy with his car. From the horseless carriage equipped with both motor and buggy whip to the "compacts" of today, we have loved, suffered with and obeyed the automobile. It is far from just another piece of machinery. We set aside a room in our home for this fleet-footed ton and a half of steel. We apportion a sizeable part of our income for its acquisition and maintenance.

We have been captivated by the automobile and are firmly ensnared. She is a demanding mate. For her we have applied headache ball to our cities in radical surgery to unravel Gordian tangles. She has split our households, isolating the bedroom 20 miles out on a concrete corridor. She has forced long-loyal tax producing residents to seek solace far from her fuss and fumes, and the vacuum has been rapidly filled with uneasy transients who find it necessary to receive rather than to give.

The streets of our cities were put there to facilitate leisurely access to the buildings therein. A gentleman once was intended to clop peacefully down the mall in his brougham to his place of business, courteously saluting acquaintances along the route. Now we crouch nerves atwang in choked lanes of growling horsepower, not daring for an instant to cast even a passing glance at what pedestrian traffic chances the narrow sidewalk.

Modern traffic engineering must regard the street as a means of getting through the city—not as a means of getting to it. A grim turnabout. Have we subdued the automobile to our bidding? Only a Russian peasant awed by his first glimpse of a Pobeda would think so. The automobile has in fact picked us up by our heels and neatly flipped us inside out.

There is serious consideration given to the banning of all private vehicular traffic in our large cities. This is the essence of the famed Fort Worth Plan.

There are proposals to use existing dual highways as the right-of-ways for overhead monorail public urban transportation systems in the medians between the concrete lanes.

There is increasing emphasis upon the possibility of enhancing the appeal of urban foot travel by converting selected streets to pedestrian malls.

Indeed there is no dearth of proposals to alleviate the stranglehold the automobile has upon our urban complexes. But, alas, they are too often opiates, not cures. While the doctors huddle, the patient grows steadily weaker.



# MASTER

In San Francisco the freeways are already clogged with the insensate who have developed a remarkable immunity to potential and sometimes consummated mayhem.

Here is a fact to stagger the imagination: *66 percent* of the downtown area of Los Angeles is at this moment devoted to freeways, streets, parking and loading areas! For man's aspirations and endeavors there remains a bare  $\frac{1}{3}$  of that city's central area. His mule controls the rest. After 15 years of frenetic freeway construction, Los Angeles is still noisily gagging on wheels.

Now consider this: we spend a billion dollars a year on the panacea of new expressways and freeways. Plans are to increase that amount. Yet in view of the colossal traffic problems in cities which have already concentrated upon freeway construction, San Francisco, Washington, Chicago and other major cities are reining in their former plans to expand freeway facilities.

Is the situation really this serious? Let me give you some recent projections.

A study group in Atlanta has come to the startling conclusion that without a vast shift from the auto to public transit, that city by 1970 will need 120 expressway lanes in and out of the central district—a construction impossibility.

Closer to home, educated estimates are that Washington, D.C., continuing to rely on the car as its transportation backbone, will need an *18-lane* freeway out of the central area by 1980.

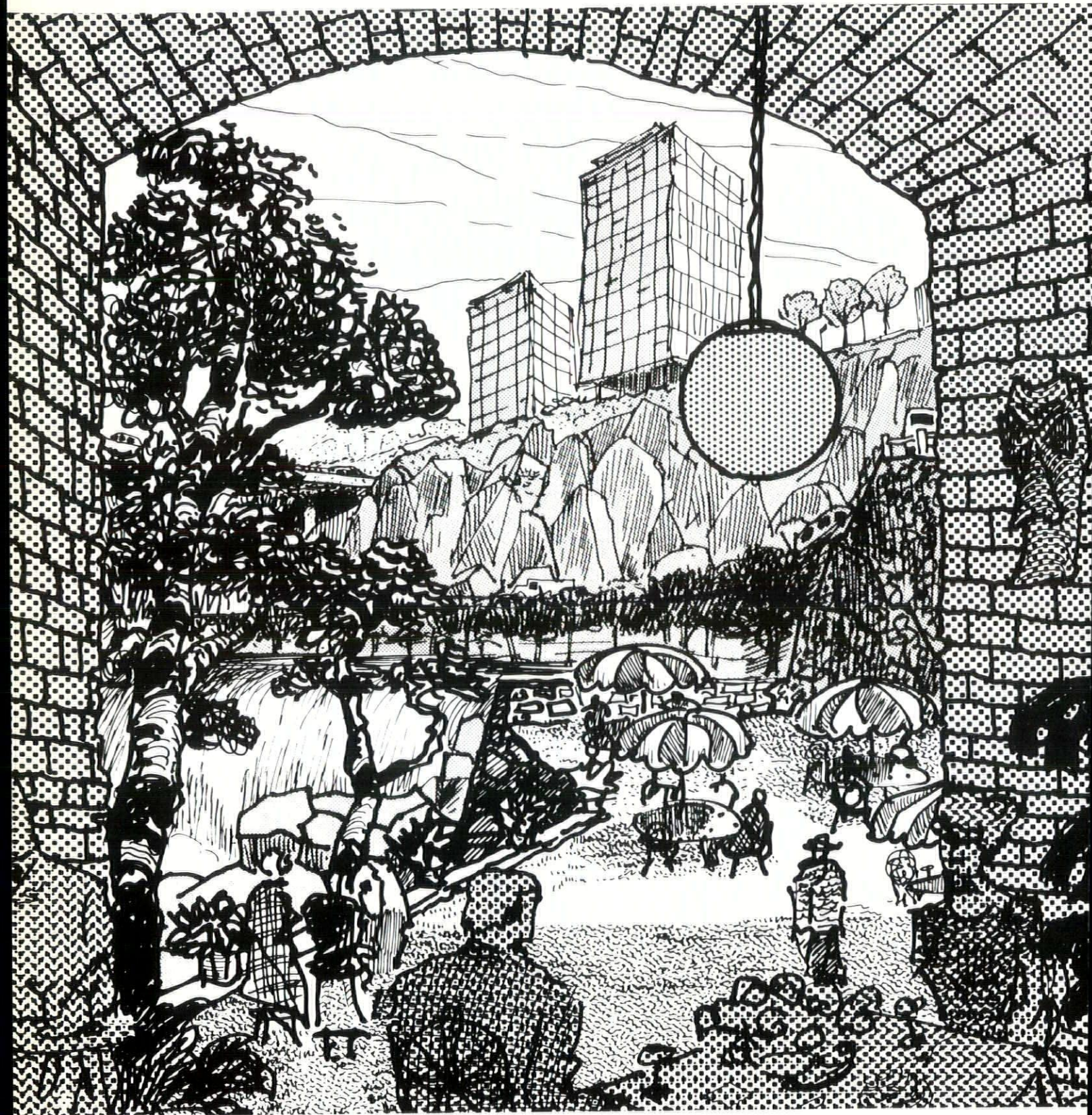
Baltimore has been more fortunate than many other cities. You still can drive to and from work without unreasonable delay. You still can find parking facilities if you are willing to pay. There still is room for people. We have a rather good system of circumferential expressways well under construction. There is sound thinking behind such wheel rim highways as the Baltimore Beltway with their urban access spokes. We have been granted a period of grace through good planning, good engineering, and good geography. We are not stuck out in a river like the unfortunate Island of Manhattan nor sprawled in a valley like Pittsburgh. We have room to work.

But each year spawns more vehicles. In a good year, the U.S. gives birth to more than 7 million cars while only some 3 million limp ingloriously to junk heaps. Unless we find a method of moving many more people in many less vehicles, we, too, are in for deep trouble. The ingenuity of Henry Barnes cannot stem the mounting tide forever.

We have given steel, glass and rubber snorting vitality. It has exploded with a demand for right-of-way. The proprietor of an insatiable mechanism is near to being its victim. In its cry for territory, our cities tremble. Man is pitted against his iron brute, sometimes channels its raucous legions into temporary submission, but is soon overwhelmed once again by sheer birth rate.

The city is the pawn. It shudders in devastating transition. Its architecture teeters on a precarious edge—a thin line between expediency and expression.







# *A Park For Jones Falls Valley*

Few Baltimoreans have seen the treasures of nature which lie along the ten-mile Jones Falls Valley, long "hidden" from the view of passersby. Now, as the Jones Falls Expressway opens up these once-hidden vistas, a great opportunity to develop the natural potential of the valley presents itself. The concept of the valley as a continuous urban park—a peaceful retreat for city dwellers—has been proposed, discussed and needed for sixty years. A definite plan has now been proposed for the creation of a marvelous asset for all of Baltimore to enjoy.

The dreams of the past had a solid foundation in the exciting physiography of the Jones Falls Valley. Even today, amid towering bluffs, expansive meadows, deep ravines, rushing rapids, and quiet pools, visions of a scenic valley that brings a bit of the country into the city are apparent. Living in a tower apartment or a hillside home along the edge of the valley . . . just a pleasant, easy drive from downtown, dining in an elegant restaurant overlooking a waterfall, watching a trout snap at a fly in a quiet pool just fifteen minutes from Charles Center, finding the first anemone of spring, spotting the nest of an oriole, or skating on a frozen pond—all these are a part of the Jones Falls Valley that can be.

In 1910, Theodore Marburg, one of the men with the early vision, said: "There are many elements which go into the making of a livable and attractive city . . . and when the city does become attractive, then your return on the money you have spent is manifold." His statement reveals the practicality that underlay the vision drawn up by the Olmsted Brothers, the leading firm of landscape architects in the nation in 1902.

A two-stage program of action has now been proposed to turn their dream of a stream-valley urban park into a reality. The first stage can be accomplished in a series of steps over the next five years. Completion of the second stage may take as long as twenty years. But the concept is feasible. What follows is the Plan to convert that concept to reality.

A portion of the 1902 proposal was a marvelous natural stream-valley park containing a small-scaled scenic road, commuter trains from the country to the city, and recreation of all kinds; a valley filled with beauty and edged by residences. This concept fit not only the topography of the valley, but took into consideration the history of the stream as well. For the past three hundred years the activity of Baltimore has centered about Jones Falls and its valley. By 1926, the year of a second Olmsted Report, the most important single recommendation was the development of Jones Falls Valley. The Report said that it had "the finest scenic features on the largest scale" of all the valleys of the Baltimore region.

The conservation and development of Jones Falls Valley is not without precedent. Washington has its Rock Creek Park; Philadelphia, the Wissahickon, delight of nature lovers and motorists alike. Even Baltimore—on a smaller scale—has its Herring Run and Gwynn's Falls. Jones Falls Valley today still remains a dream—but a dream on paper. In essence, the Plan for Jones Falls Valley would combine scenic natural beauty—similar to that in Washington's Rock Creek Park—with man-made expressway landscaping—like that along the Henry Hudson Parkway in New York City—creating a pleasant valley where urbanites could indulge in the complete range of leisure activities, from peaceful reverie to strenuous recreation.

Jones Falls Valley can well become a tremendous asset to Baltimore. Interceptor sewers already have cleaned the stream and it can be stocked with trout. The great expressway opens up new possibilities for the Valley's development, controlled only to the limits of an imaginative mind. With proper planning, natural features will be retained and the adjacent houses will turn their fronts—not their backs, as they do now—to the valley.

The Jones Falls Plan proposes a schedule whereby the true potential of the last remaining site in Baltimore for a great urban park can be realized; a great Valley Parkway providing pleasure and relief for the residents of the community.



*"IF OUR PRESENT SYSTEM of development goes on without a profound change in our present planning concepts and values, the final result will be a universal wasteland, unfit for human habitation. . . Perhaps the first step toward regaining possession of our souls will be to repossess and re-plan the whole landscape."*  
—Lewis Mumford

## PLANNING AND SUBURBAN MOBILITY

MALCOLM H. DILL

LOUIS C. EISENHAUER

*Mr. Dill has been Director, Baltimore County Office of Planning and Zoning since 1957. Prior to his present position, he served the county as Director of the Planning Commission then Director of the Office of Planning. Before he came to Baltimore County in 1947, Mr. Dill was Chief of Planning and Design on the City of Cincinnati's Metropolitan Master Plan. He is a graduate of Harvard University and the Harvard Graduate School of Landscape Architecture and City Planning.*

*Mr. Eisenhower is Chairman of the English Department, Catonsville Community College. For the past four years, he has served as a part-time staff member and consultant on editorial problems and public information for the Baltimore County Office of Planning and Zoning. He is a graduate of the University of Maryland and Cornell University.*

Apparently nothing short of total atomic warfare will stop or appreciably slow down the extraordinary mobility of the American people. We drive to work, to the supermarket, to the theater, to the cemetery. What has this ceaseless movement meant to the planner who attempts a rational allocation of land uses—and to the architect who designs the houses these frenetic people live in, the shopping centers they crowd, the schools and churches they attend?

Recently, a distinguished British planner touring the Baltimore region remarked that he was impressed with what local architects and planners had done "on the interior" of houses but much disappointed with what they had done or failed to do "on the exterior" of these same houses and the adjoining non-residential areas. The three-way relationship of sound planning, good architecture and the ubiquitous automobile could not be put more succinctly.

Who is ultimately responsible for the "look" of our automobile-oriented suburbs? Obviously, planners have no jurisdiction over the architectural design of houses and shopping centers. They do not bulldoze or plant trees. They cannot dictate the appearance of the highways for which they plan locations, nor the subdivisions they process. It is architectural design which adds beauty or ugliness to the world.

This is not to say that planners are unresponsive to the need for beauty in the physical environment, nor that they cannot be held responsible, to some extent, for the aesthetic appearance of that environment. Creative planning recognizes the human aspiration for trees and streams and open spaces. It

accepts and respects the contours of the land.

In making room for the automobile, planning strives to correlate freeways, boulevards and streets not only with the community's economic well-being, but also with its aesthetic values. It is fair to say that three ineluctable factors govern all contemporary planning: explosive population, the automobile, and a given amount of irreplaceable land.

Much of the zoning code adopted by Baltimore County in 1955 was linked to the automobile and its effect on the once rural countryside. Twelve different classifications for residential, commercial and manufacturing uses reflected the diversity of land uses possible by a highly mobile population. New zoning since 1955 has taken as a matter of course the role of the automobile.

Suburbanites demand access to the city, which means heavy traffic along radial streets leading to the heart of downtown. But they also demand access around the county. To meet these latter requirements, county planners proposed in 1948 a circumferential expressway around the city. That Baltimore Beltway (Interstate 695) is now nearing completion.

Fortunately, most of the Beltway was aligned through undeveloped areas. It has been possible to plan residential development in proper relation to the Beltway and to concentrate commercial, industrial or apartment zoning conveniently close to interchanges.

Thus, with generally adequate controls, the county and state were able to provide for the Beltway an attractive and spacious right of way in harmony with adjoining development. The same can be said for the Harrisburg Express-

(Cont'd on page 22)



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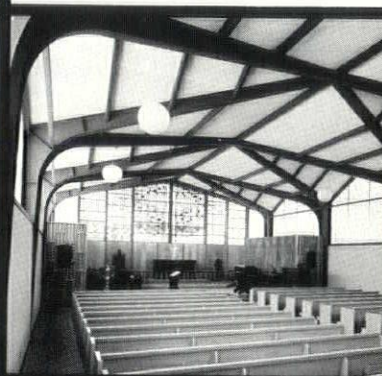
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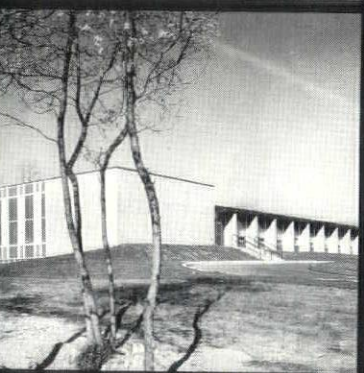
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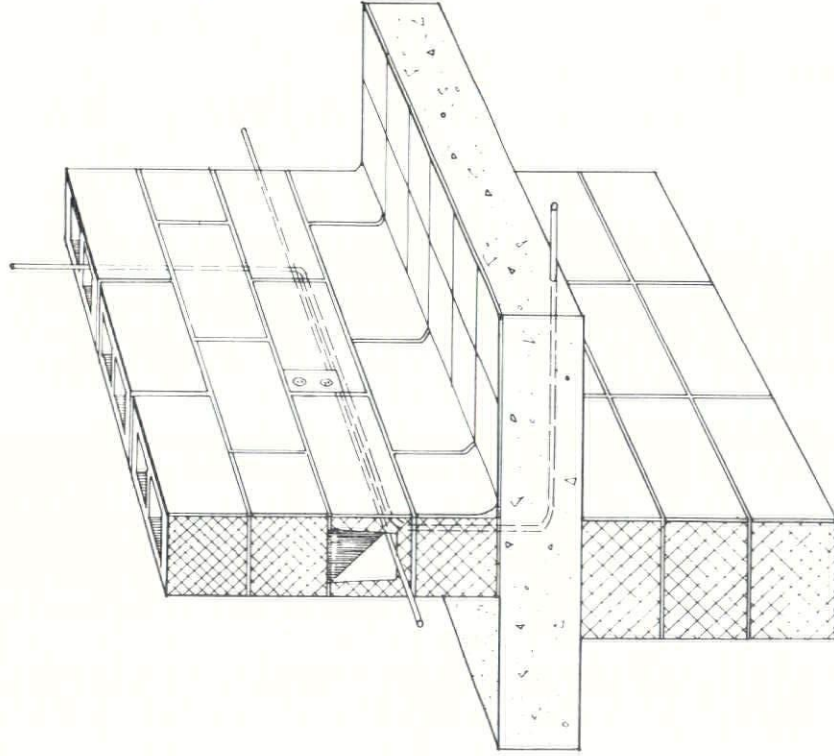
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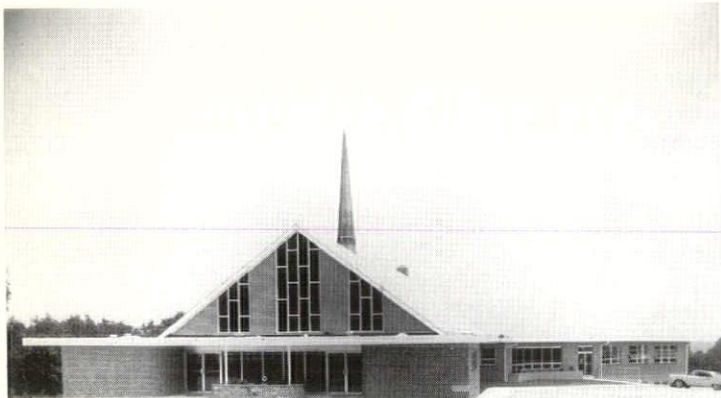
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We in urban areas are deeply concerned with the rebuilding of our cities and the creation of a harmonious visual environment. But we have not been a part of a major building effort now taking place: roads, whether called highways or streets, expressways or freeways, are under constant construction. Their long term effect is to create the need for yet more roads as we witness the demise of mass transit. We have seen the effect of railroads on our cities, and we understand the esthetic significance of the term, "the other side of the tracks." We have seen the New York Central go

tures has created a great Chinese Wall to separate city and waterfront.

Often one wonders why Maillart and Nervi were able to design bridges, supporting structures and piers that have impelled many architects to acclaim great engineering as great architecture. The design profession, aware of the need and assuming the responsibility, must find a way to prevail upon the Bureau of Public Roads, State Roads Commissions, Highway Departments and other agencies for cooperation in finding a means to advance esthetics in road design.

## EXPRESSWAYS AND DESIGN

GEORGE E. KOSTRITSKY

underground in Manhattan and rejoice that it does not grind down the center of Park Avenue. But today's road is a different matter indeed.

The highway designer and engineer has developed his professional skill to a high degree. Only in rare instances has there been a larger concern, a concern for the social effects of new roadways and their esthetic impact upon the community. The Boston Central Artery has sliced through downtown Boston as a deep scar blighting the areas around it. The San Francisco Embarcadero Freeway with its elevated superstruc-

To this end, it might be suggested that design competitions be held on major road projects.

As an important local step, the Baltimore and Washington Chapters of the American Institute of Architects should, in joint committee, explore the possibility of a national conference under the sponsorship of the Bureau of Public Roads. This conference would be concerned with the ways to achieve a more beautiful urban environment through better highway design.

The time is now. Our inaction in this field is simply a means of giving tacit consent to what is happening.



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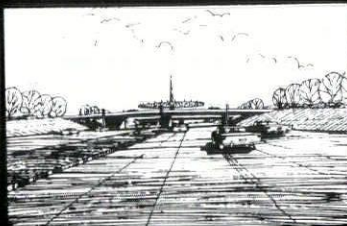
*another project by . . .* **BLUMENTHAL-KAHN  
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# WASHINGTON IN THE YEAR 2000

WILLIAM E. FINLEY



Mr. Finley is Director of the National Capital Planning Commission. Prior to accepting this post in 1958, he was a Planning Technician for eight years, including four years as Director for the City of Richmond, Calif. Mr. Finley received his Bachelor's Degree and Master's Degree in City Planning from the University of California.

The National Capital Planning Act of 1952—the legislation establishing the National Capital Planning Commission—directed this agency to prepare and adopt a comprehensive plan for the Nation's Capital. At the same time, the Act directed the National Capital Regional Planning Council to prepare a general plan for the development of the Region. Within the framework of that guide, each part of the Region may be more precisely planned by the appropriate agencies. Under the terms of this legislation, the Commission and Council together have prepared a long-range plan for the Year 2000 to serve as a guide in the formulation of an intermediate range "1980 Comprehensive Plan".

The purpose of the joint study has been to examine the growth pattern alternatives for this Region by which the expected 5 million population can be accommodated in the Year 2000. The presently committed area can absorb the additional 500,000 expected in the next decade. However, in the following 30 years the population of this Region is expected to double to 5 million. These people will have more money and more leisure time, consequently they will demand a better environment and a wider range of choice within that environment.

The Year 2000 Plan is primarily a series of long-range policies for regional development. It is concerned with four principal components—development densities, employment centers, transportation and open space—the major elements which give form to the region. The metropolitan form diagrams in the report merely suggest the effects various policies can have. It is recognized that the existing regional land use pattern is so extensive and so persistent that it will be several years before these policies could bring about significant changes. The fundamental fact to be faced, however, is that whether or not the Region unites around a plan, decisions must continue to be made in the face of rampant growth.

It is the Regional Planning Council's responsibility to prepare the 20-Year General Development Plan for the Region; the Year 2000 Plan is an attempt to set forth the general policy directions for such a plan. If this policy plan is adopted, the Council and the planning agencies in the Region will have the basis for revising and up-dating the General Development Plan.

(Cont'd on page 17)



# TRANSPORTATION AND ARCHITECTURE

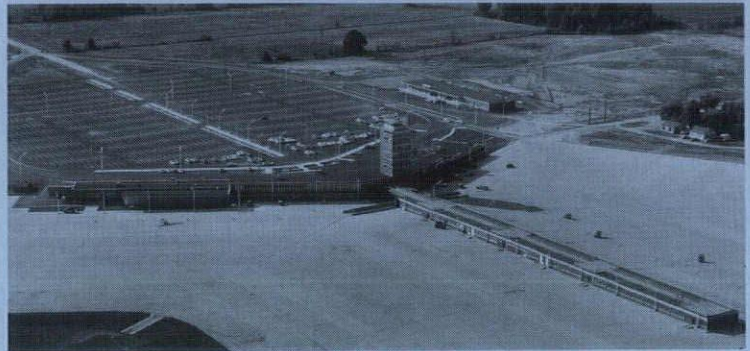
That our way of living is dependent upon our means of transportation is self evident. This is nothing either new or surprising as it has so been since the beginning—when man had only his two feet on which to move. History doesn't record when the first ass was harnessed nor who floated the first canoe. But it wasn't until the early 18th Century that these basic forms of transportation were revolutionized by the addition of power. We have suddenly increased our possible speed on land from that of a horse to something in excess of 100 mph. To this can be added the speed of a jet. Thus our rate of travel has been multiplied tenfold and our horizons extended equivalently. Yet despite the fact that most of our major cities were laid out and established in the horse and buggy era, we have used our new-found means of speed not to flee from these cities but to rush to them, causing the cities to expand into enormous metropolitan areas. To satisfy this new mobile way of life, architectural projects unheard of a generation ago have appeared in the form of motels, shopping centers, airports, drive-in restaurants and banks and additional facilities oriented around transportation.

BANK OF BETHESDA, Bethesda, Maryland. The first all drive-in facility in Washington and suburban Maryland, this building has four drive-in teller windows, one pedestrian window with provision for a second, and one night depository. At present, this drive-in bank handles over 20,000 cars per month, based on a 5-day week. The built-up roofing is applied over rigid insulation above the long span roof deck which is cantilevered 8 feet beyond both side walls. The exposed masonry walls are faced with rock-faced brick. **Mechanical Engineer:** J. B. Wyble. **Structural Engineer:** Edward J. Scullen & Associates. **General Contractor:** Muth Brothers, Bethesda, Md.



ARCHITECT.....JOHN HENRY SULLIVAN, JR., ROCKVILLE, MARYLAND





PORT COLUMBUS AIRPORT, Columbus, Ohio. This air terminal facility was designed to meet the growing service needs of Ohio's third largest city. The modified T-shaped design of the terminal provides embarking, debarking and loading space for the operation of six major airlines as well as complete air cargo facilities. The control tower is a 7-story structure surmounting the 2-story main terminal area. An observation deck runs the length of the loading pier, and is accessible from the second floor of the terminal building. Space is provided in the main terminal area for shopping and display areas as well as the customary passenger facilities. **Consulting Engineer:** J. E. Greiner Co., Baltimore. **Mechanical-Electrical Engineer:** McNeill & Baldwin, Baltimore. **Structural Engineer:** Office of Van Rensselaer P. Saxe, Baltimore. **General Contractor:** Garwick & Ross, Inc., Columbus.







PHH BUILDING, Baltimore, Maryland. Scheduled for completion during the summer of 1962, this 5-story building will serve as the new headquarters for Peterson, Howell and Heather, a national fleet management firm providing management and leasing facilities for over 63,000 vehicles in the U.S., Canada and Puerto Rico. Construction will be of the curtain-wall type featuring precast concrete aggregate over a steel frame. The main office area will be erected on a series of cantilever columns over a large glass inclosed lobby and a 2-tier screened parking area for 45 cars. The outside wall area will be 30% glass. Total floor space will be 66,500 sq ft, and PHH will initially occupy half the area, expanding as it becomes necessary. The entire structure will be air conditioned with absorbing ceilings throughout. A special arrangement for a double or "floating" floor is being considered to accommodate the data processing section. In addition to storage, utility and supply rooms on the lower level, a large room will be available for employees who wish to eat in. Vending machines will be installed as well as a "pullman" kitchen. This same area will be used for large meetings, and through the use of folding walls, for smaller training sessions. **Mechanical Engineer:** Whitman, Requardt & Associates, Baltimore. **Space Planning and Decorating:** Prestige Offices of Baltimore, Inc. **Developers:** Gorn Brothers, Inc.





SHERATON-BALTIMORE INN, Baltimore, Maryland. This motor hotel, finished in brick, aluminum and glass, has 150 guest rooms, a restaurant, cocktail lounge and parking for 160 cars. **Mechanical Engineer:** Henry Adams, Baltimore. **Structural Engineer:** Office of Van Rensselaer P. Saxes, Baltimore. **General Contractor:** Morrow Brothers, Baltimore.



ARCHITECT:

S. THOMAS STATHES,

KENSINGTON, MD.

CAR SALES BUILDING, Brentwood, Maryland. Owned by Royal Motors, Inc., this structure is an example of a low budget architectural solution to an esthetic problem—the used car sales area. The building demonstrates simple and effective use of frame construction with plywood panels and generous glass areas. **Mechanical Engineer:** Laurence Shuman, Bethesda. **General Contractors:** Morrison & Braedy, Brentwood.



# WASHINGTON IN THE YEAR 2000

(Cont'd from page 12)

It is the Regional Planning Council's responsibility to prepare the 20-Year General Development Plan for the Region; the Year 2000 Plan is an attempt to set forth the general policy directions for such a plan. If this policy plan is adopted, the Council and the planning agencies in the Region will have the basis for revising and up-dating the General Development Plan.

The following is a brief description of the seven alternatives examined in this study:

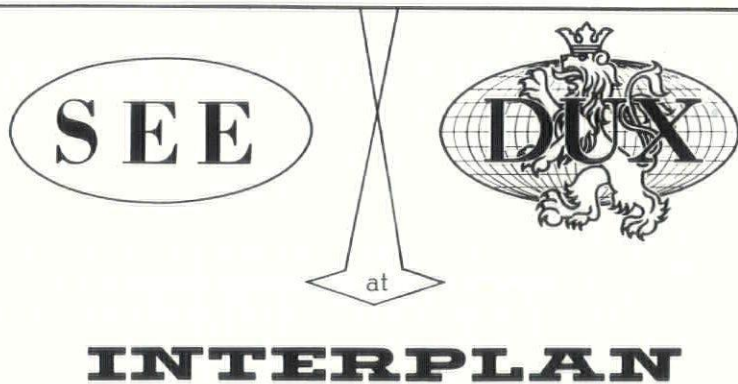
1. *Continued sprawl* (requiring no policy beyond those now operating) would mean that in order to accommodate 5 million at present densities, the resulting sprawl would cover most of the Region's 2300 square miles.
2. *Limited growth* would place a ceiling on population between 3 and 3.5 million and prevent the further extension of the urbanized area.
3. *New cities* developed 70 miles or more from the central city to absorb excess population—all over 3.5 million. The 4 or 5 cities proposed would absorb 300,000 to 500,000 people each.
4. *New towns* to absorb between 50,000 and 150,000 each would be distributed at random throughout the Region to accommodate up to 1 million—with 4 million concentrated in an enlarged central urban mass.
5. *A ring of new towns* in a regular arrangement, possibly along the 30-mile circumferential, would absorb the second 2.5 million—the present urbanized area would continue to expand at present densities to accommodate the initial growth to 2.5 million.
6. *Suburban clusters* could be arranged in self-sufficient communities of about 100,000 persons each, not separated from the metropolitan mass.
7. *Development corridors* extending out in a star pattern from the present urban core would, with higher density throughout, accommodate 5 million and leave wedges of open space penetrating the urban area.

After considerable study, the planners have concluded that since this Region *must* absorb 5 million by the Year 2000, this last alternative is the most feasible for doing so in an orderly manner. Many of the ingredients necessary to implement the development corridor plan are already approved projects scheduled for execution in the next 10 years. All but one of the freeways indicated in the development corridor scheme are accepted as planned. Four of the six transit lines are recommended in the Mass Transportation Survey Report prepared by the Commission and Council in 1959. The employment centers located along the corridors will include major Federal installations.

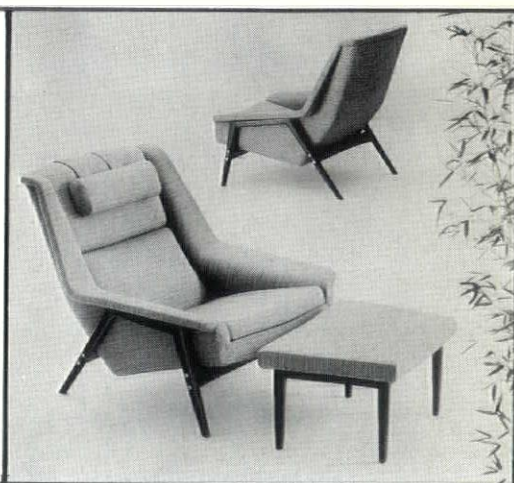
The benefits which will accrue to the Region if this plan is adopted are several:

1. Preservation of open space in the wedges between development corridors. Among those segments designated as open spaces is the Potomac River Valley which could be maintained as an undeveloped area with its recreational potential reserved.
2. A strong continuing Metro-Center with expanding employment opportunity in both Federal agencies and private business. Of 2,200,000 jobs in this Region, only 630,000 will be in Metro-Center. Much of Metro-Center will be rebuilt. Transit is an essential feature, as is up-graded in-town residential development, the demand for which is presently being demonstrated not only by reclamation of Foggy Bottom, Georgetown and Capitol Hill, but by the reconstruction of the Southwest as well.
3. While calling for a strengthened downtown, the plan also declares that suburban growth must be given a new direction and recommends that the suburbs become more nearly self-sufficient.

The major objective of the Report is to get a wide agreement on a grand design for the development of Washington and its environs so that decisions made during the next 40 years will achieve a sound pattern of development.



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A black and white photograph of a modern chair. The chair features a thick, dark wooden post that curves from the floor up to support the seat. The seat is a light-colored, angular, and sculptural piece with a series of small, rectangular cutouts along its top edge. The chair's frame is made of thin metal rods. The background is a solid black, creating a high-contrast effect with the light-colored chair.

## WOOD POST

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# The Two-Headed Coin

FRED TRIMBLE

Since the early days of this century—when the automobile first began to challenge the horse and buggy as a user of roads and highways—there have been those who preached that the auto was the major cause of congestion, road deterioration and spiraling per-mile road building costs. One of the most vociferous of these was Senator Josiah W. Bailey of Texas, who, in 1909, on the floor of the U.S. Senate, stated: "If I had my way, I would make it a crime to use automobiles on the public highways."

Today, the anti-auto group is putting on the same old medicine show and insisting that the automobile be banned from downtown areas. They claim that the only way to "save our cities" is to furnish rapid rail and bus transportation from outlying areas to the downtown area, to coerce the public into using them by making it unpleasant, if not downright impossible, to use their autos—and to make public transportation more pleasant, convenient and inexpensive through subsidizing it. All they need to accomplish this far-sighted program is unlimited power and a sizeable chunk of the taxpayer's money.

But it should be evident to anyone who is now swayed by the unsupported statements of this group of great thinkers that the advocates of curtailing or prohibiting the use of private automobiles in downtown areas have overlooked some of the fundamental economic and political facts of life.

In effect, this group is flipping a coin for us with respect to this problem—and the coin always comes up heads.

It now begins to look as though they're using a two-headed coin because no matter how we look at their proposed solution, it seems obvious that it is not the panacea that they claim it to be.

Let's take a close look at this two-headed coin and see what these "heads" amount to:

One side of the coin—one "head"—is that the auto must be kept out of the downtown areas; that this is the only way to avoid rush-hour traffic jams and the snarled congestion of downtown streets.

The other side is that the only intelligent solution to the urban transportation problem is fixed-rail rapid transit, and that there can be no compromise on this issue. We cannot spend the money needed to build additional freeways and have fixed-rail transit also. They have made it appear that this is an "either-or" proposition. We can have one or the other, but not both.

(Cont'd on page 20)



## The Two-Headed Coin

(Cont'd from page 19)

The latest pronouncements by adherents to this thought-provoking theory is that public transportation systems should, like the police and fire departments, be supported entirely from public funds.

But as long as rail and bus transportation depend upon density for successful operation, it must be accepted that these means assume their true importance only as a *supplement* to general highway functions. It cannot supplant them. Rapid transit has, in some areas, an important role in moving large numbers of commuters during peak hours, but it is shortsighted in the extreme to expect that it can fill the constant and growing need for well-designed and well-located urban highways.

The most direct effect of banning autos from the downtown area would be that a very few would use whatever public transportation facilities were available, but the vast majority would simply stop coming downtown. Is this what the transit-thinkers want? Perhaps. But no less an authority on urban traffic than T. T. Wiley, Traffic Commissioner of New York City, has said: "History doesn't record any city that ever strangled to death because of too much traffic.

They wither on the vine because of too little. Traffic congestion is not the problem. Traffic congestion is a symptom of a difficulty; a symptom of too little service."

We suggest the anti-auto group throw away their two-headed coin and start looking at both sides of the question. Certain cities have, or will have, population densities which will make fixed-rail transit feasible and desirable. For these cities the best solution seems to be a combination of rail and highway facilities such as that in use in Chicago or Philadelphia.

Other cities do not now, and will not in the foreseeable future, need an elaborate Toonerville Trolley complex, and if they allow themselves to be fooled by the two-headed coin, they probably won't realize it until it's too late.

Before deciding how to solve a local urban transportation problem, our planners must take a second look. And that second look must take in both sides of the coin.

*Mr. Trimble is Director, Special Services for the Automobile Club of Maryland. Prior to his accepting this position in December of last year, he was in sales work and also served for 10 years in military intelligence. He is a graduate of Wesleyan University, Middletown, Conn.*

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## PLANNING AND SUBURBAN MOBILITY

(Cont'd from page 6)

way. Unfortunately, it cannot be said for some other county arteries, nor for most of the heavily traveled routes in Baltimore City. Consider the view a tourist has of Baltimore as he drives through it on Orleans, Franklin and Mulberry Streets.

It does not follow that heavily traveled streets or roads must inevitably be burdened with commercial eyesores. We all know that certain streets are almost sacrosanct. Witness the "purity" of Charles Street north of 27th Street in the city, and, but for one small ante-zoning commercial area, in the county. The essential question is simply this: granted the need for commercial services on some roads and streets in order to satisfy public demand, must these services be architectural monstrosities?

Even on those motorways where commercial strips have gotten a head start, some rehabilitation is possible. Clearly there is a real need for new designs for gas stations. Have architects been successful in persuading their oil company clients that first rate design, adequate setbacks, elimination of junky advertising, and proper landscaping could dramatically change the appearance of roadside America? There is evident an important trend toward linking aesthetics and zoning. Some years ago in California a court ruled that a gas station could not be placed in a particular location *because it was ugly*, and hence inimical to the vital tourist

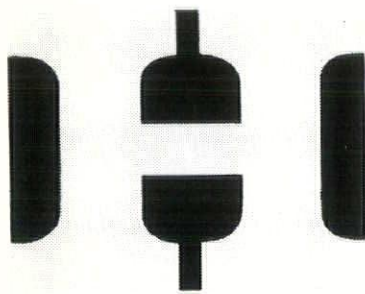
trade of the state. Planners undoubtedly will be happy to emphasize visual design as a critical factor in good land use planning whenever public recognition of its value is sufficiently strong to give reasonable assurance of support.

It is apparent that sound planning and good architecture are prerequisites for the preservation or facelifting of the exterior of suburbia. How well they work together to meet the continuing ramifications of the automobile and of the people it carries will largely determine the face and form of suburbia and the cities it surrounds.

Boris Pushkarev in the winter issue of *LANDSCAPE* urges "visual coordination teams . . . to integrate the freeway plan with an overall development plan of the urbanized landscape." Perhaps such "visual coordination teams", made up of architects, landscape architects, planners and other professional groups involved in the physical aspects of our culture could be established in this region. A beginning might be made through the local chapters of the AIA and the AIP.

In Baltimore County, we invite architects to join us in asserting the paramount importance of aesthetic values. Without such values, our own region could very well become the "wasteland unfit for human habitation" Lewis Mumford deplures.

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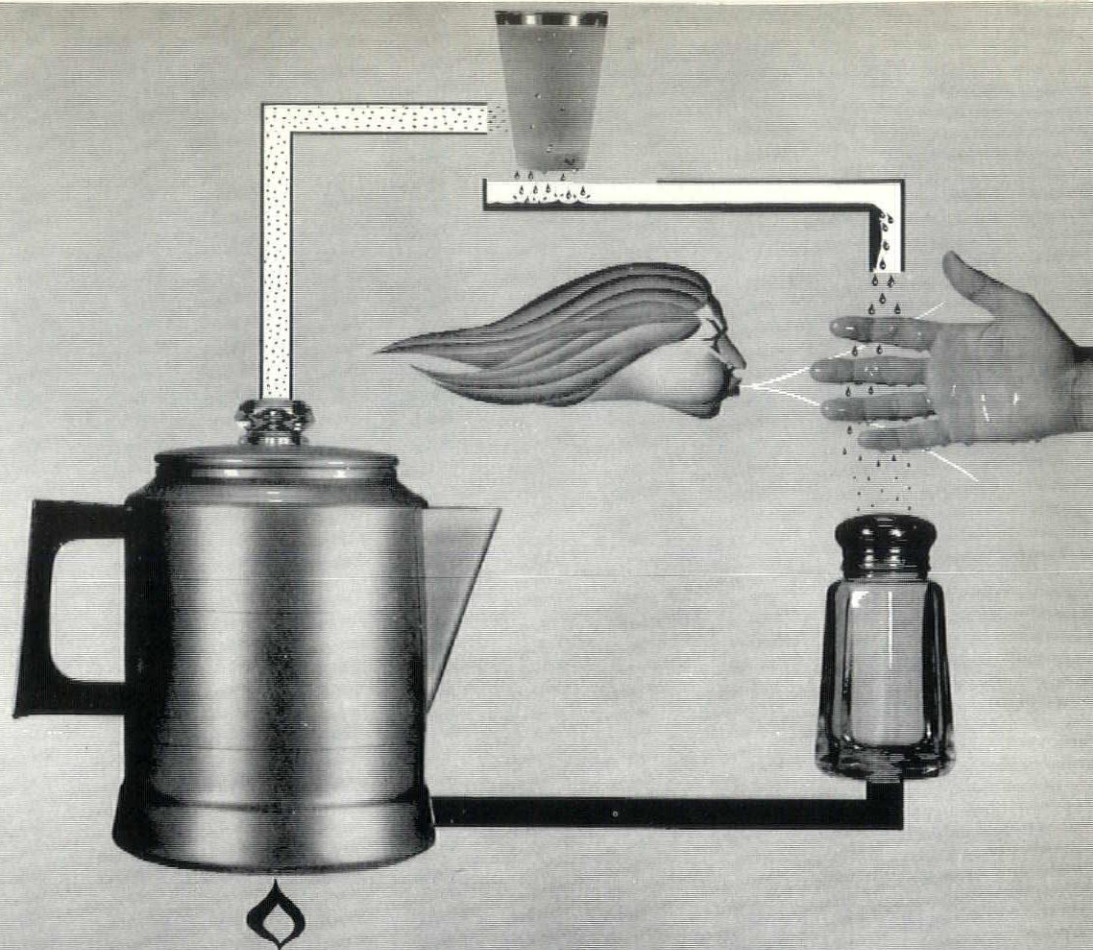
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## 1961-62 ARCHITECTURAL COURSES

The following courses in architectural design and related subjects will be offered this fall at McCoy College, Johns Hopkins University. Those interested are invited to contact Dean Richard A. Mumma at McCoy College, Charles & 34th Sts., Baltimore 18, HO 7-3302.

**The House: Its Planning, Construction, and Financing** 31. 167  
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This series of illustrated lectures and discussions is offered through the cooperation of the Baltimore Chapter of the American Institute of Architects. The course is intended for individuals planning to build or buy a home, as well as for builders, realtors, and architectural draftsmen. Time will be provided for question-answer periods.

Oct. 4 Introduction to the Course—Van Fossen Schwab, A. I. A. of Schwab, Jewell and Wolf

11 You and Your Architect—James H. Stephenson, A. I. A. of Cochran, Stephenson & Wing

18 Methods, Materials, and Costs—David H. Wilson, A. I. A. of Wilson and Christie

25 Financing—Leslie S. Wilson, Jr. of W. Burton Guy and Company, Inc.

Nov. 1 Mechanical and Electrical—James K. Wolford, Consulting Engineer

8 Design—Seymour M. Tartar, A. I. A., Architect and Urban Designer

15 Interiors—Lee Chambers of The Chambers Company, Interior Decorators

22 Landscape—William H. Potts, Jr., Landscape Architect of The Planning Council of the Greater Baltimore Committee

29 A Panel Discussion Covering Problems of Telephone Planning, Utility Planning, Kitchen Planning, and Lighting

Dec. 6 The Contractor—John Lochery, President, Property Construction Company

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**Structural Design for Architects (I)** 50. 103-104  
Thursday, 6:20-8:00. DR. EWELL.

The fundamental principles of mechanics and structural theory used most frequently in design are presented in this course. Basic structural design formulae are subsequently applied to problems involving the use of steel. The following subjects will be covered: analysis and design of simple and cantilevered beams, design of steel roof trusses by graphical and analytical methods, steel column design, riveted and welded connections.

Fees: First term \$50.00; Second term \$50.00. (4 credits)

**Architectural Design** 50. 107-108

Monday, 7:00-10:00. Mr. W. M. BAKER in charge; Mr. GAUDREAU, Mr. PETERSON.

A series of design problems, discussions, and illustrated lectures, with stress upon functional planning, architectural design and composition.

The class will be divided into three divisions: elementary, intermediate, and advanced.

Prerequisites for the elementary division: Employment in an architect's office or special permission of the instructor. Students are required to bring examples of drafting and/or art work, including a constructed perspective, to the first meeting of the class.

Prerequisite for the intermediate division: Satisfactory completion of the elementary division.

Prerequisites for the advanced division: Satisfactory completion of the intermediate division, Structural Design for Architects (I) 50. 103-104 and (II) 50. 105-106, and History of Architecture 50. 109-110. The latter may be taken concurrently.

NOTE: If, at the first meeting of the class a student's preparation for the course is discovered to be inadequate, he will be required to withdraw and will be sent a full refund of tuition.

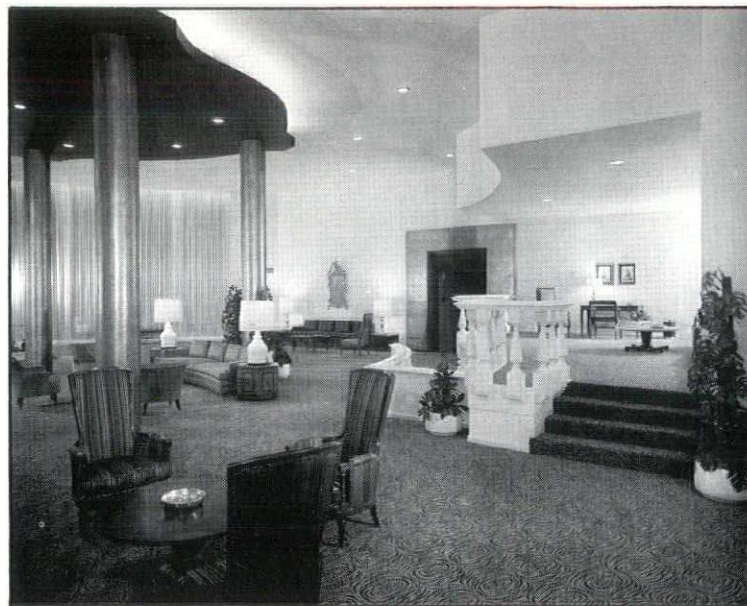
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## NEWS BRIEFS

**J. H. Leroy Chambers**, AID, has been elected to the Council of Fellows of the American Institute of Interior Designers. Mr. Chambers is president of The H. Chambers Company, Baltimore firm of interior designers.

The American Institute of Architects Journalism Awards Jury has awarded honorable mention to Chesapeake region writer **Robert J. Lewis** of the WASHINGTON STAR for "two series of articles which constitute an admirable example of the kind of service a real estate editor can perform in the coverage of current city development problems to create an informed public."

Appropriate to this issue devoted to transportation is this release from the Travelers Insurance Companies: during 1960, highway accidents killed 38,000 persons and injured 3,078,000. (Not often stated by any agency—including the National Safety Council—is this interesting information: In 1925, 18 persons met death on the highway for every 100-million vehicle miles. By 1954, this death rate had dropped 64% to about 6 deaths per 100-million vehicle miles. It is even lower today. Had the death rate not dropped from its 1925 level, we would currently be killing well over 100,000 persons per year on our highways. Despite the constant drumming of highway death totals, driving is safer today than in the era of the rumbleseat and running

board—ed.)

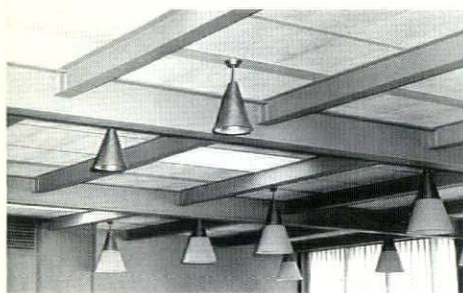
Mayor John F. Collins of Boston has announced a national design competition for the proposed **Boston Government Center**. The 500,000-square-foot Center will cost \$20-million and will house offices presently in the City Hall. The winner of the design competition will receive a prize of \$10,000 and the seven semi-finalists will be awarded \$5,000 each.

**United Glazed Products, Inc.**, Box 6077, Baltimore 31, has available an illustrated 16-page technical brochure describing 37 shapes of concrete masonry units. Also available are laboratory test reports and construction details.

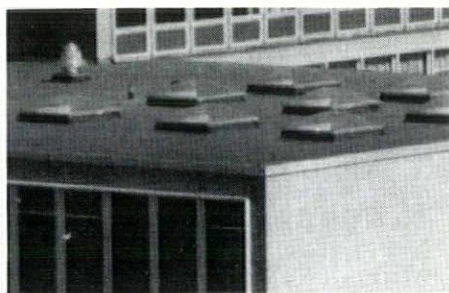
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- 4 Courtesy **The Planning Council of the Greater Baltimore Committee, Inc.**
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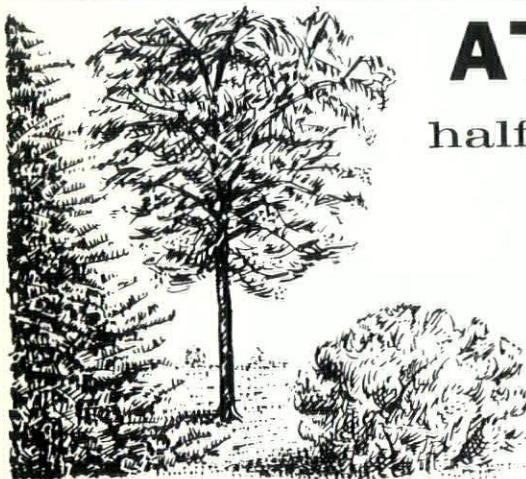
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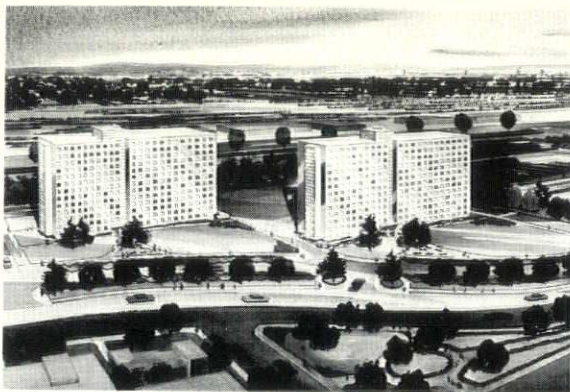
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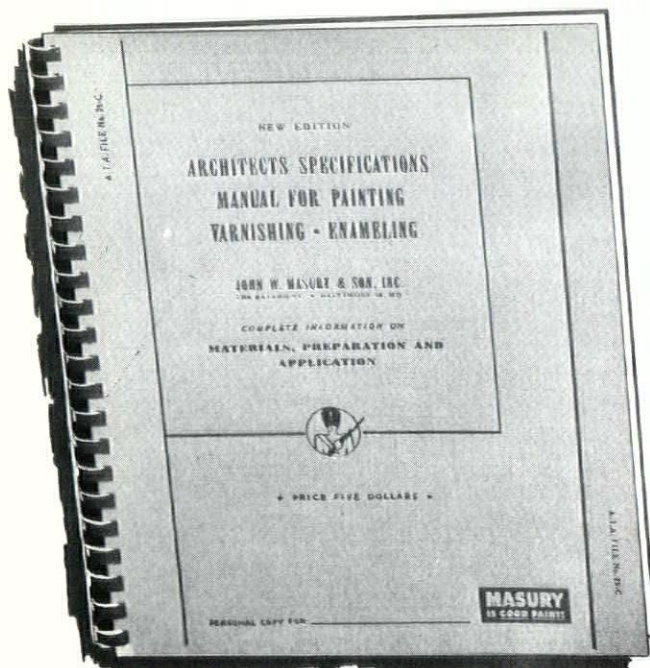
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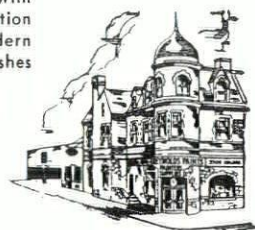
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## BALTIMORE CHAPTER

### NEWS AND NOTES

**Mrs. Helen Ross Staley** received a citation from Stephens College, Columbia, Missouri, on April 20th as an outstanding alumna for her professional and civic activities. Mrs. Staley is one of the few women in the United States to have her own architectural firm, and the only registered woman architect practicing in Maryland.

The firm of Finney, Dodson, Smealie, Orrick and Associates is now **Dodson, Smealie, Orrick and Associates**, and is located in new offices at 5820 York Road, Baltimore 12; Phone 433-4600.

**David A. Wallace**, Director of the Planning Council, Greater Baltimore Committee, Inc., is leaving Baltimore to resume teaching as Professor of City Planning at the University of Pennsylvania in Philadelphia.

**George E. Kostritsky**, Assistant Director of the Planning Council, will soon become a partner in the firm of Rogers, Taliaferro and Lamb. While with the Planning Council, Mr. Kostritsky was Project Director of the Charles Center Project. The new firm will be **Rogers, Taliaferro, Kostritsky and Lamb, Architects and Planners**.

The Chapter has two new corporate members: Messrs. **Leo J. Ritter** and **John H. Sprinkle**, both of the firm of Hall, Ritter and Sprinkle.

**John Lockwood McShane**, formerly with Rogers, Taliaferro and Lamb, has established his own office in Shawan House, Cockeysville, Md.

**Robert R. Fryer**, formerly with Rogers, Taliaferro and Lamb, has opened an office at 2125 Maryland Ave. under the name of **Robert R. Fryer & Associates**.

**Rutherford O. Diehl**, formerly with Lucius S. White, Edward C. White & Associates, is now associated with the firm of Meyer & Ayers.

**William B. Flack** has left the firm of Smith & Veale and is now associated with the Community Research & Development Corporation.

**John A. Webb, Jr.**, formerly with Smith & Veale, is now working in the offices of Wilson & Christie in Towson.

**Wheeler, Bonn, Shockey & Associates** announce the opening of additional offices at 5603 York Road, Baltimore 12; Phone 433-8970.

At the June dinner meeting, **Orin M. Bullock** of BURHA spoke on "Preservation As A Tool of Urban Renewal." **David Wallace** was presented an Award of Merit from the Chapter in appreciation of his devoted service to the re-vamping of Baltimore through enlightened and imaginative urban planning. **William H. Scheick**, Executive Director of the AIA, and **Mrs. Scheick** were guests of honor.

"Re-designing Urban America" was the theme of the **1961 Annual Convention** of the American Institute of Architects held in Philadelphia April 24 to 28. Some 2,000 architects from all over the country in addition to members of other planning and design professions attended the convention. **Le Corbusier** was presented the Institute's Gold Medal at the annual dinner. The citation described him as "architect, planner, sculptor, painter, author, poet, teacher, visionary, and most of all, man of principle (who) by his tenacious insistence on seeking truth and beauty for the human environment . . . led and inspired the dawn of a new architecture." **Thomas C. Vint** of the Washington-Metropolitan Chapter was advanced to the College of Fellows of the Institute in recognition of his public service. **Edmund Bacon**, Executive Director of the Philadelphia Planning Commission, headed a comprehensive presentation on "Re-designing Downtown Philadelphia". Joining him were **Willo von Moltke**; **Roy Larson, FAIA**; **Oskar Stonorov, FAIA**; **Vincent Kling, FAIA**; **Robert Geddes** and **I. M. Pei**.

### KUDOS AND COMMENT

#### from the west—

A recent issue of **Northwest Architect**, published in Minnesota, has reprinted in full the editorial in our Fall, 1960, issue concerning college and university architecture.

#### from the east—

The executive director of **Historic Annapolis, Inc.**, has written: "Our board of Directors have asked me to extend their compliments to you on the Spring issue of ARCHITECTS' REPORT. This issue should become a classic in the preservation field."

#### nationally—

The June issue of **Architectural Forum** has reprinted a portion of Van Schwab's article, "Beauty Is Good Business," which appeared in our Winter, 1960, issue devoted to art in architecture.

#### from AIA Headquarters—

Our Spring issue was selected as **AIA Document-of-the-Month**, but unfortunately we did not have on hand the required additional 200 copies. Said M. Elliott Carroll, Head of AIA Chapter and Student Affairs: "The subject of preservation is one of importance to our profession nationally. Your Spring issue conveyed the . . . ideas and accomplishments in this field so well that we felt other chapters would profit by your example."

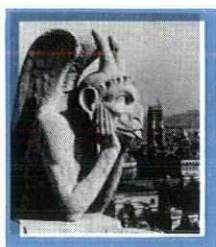




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## THE NEXT ISSUE

### THE PRACTICE OF ARCHITECTURE

The architect as seen through his own eyes, the eyes of his client, the eyes of the builder—this will be the theme of our Fall issue devoted to the practice of architecture, its necessity, its aims and accomplishments.

This issue will present architects in the Chesapeake region the opportunity to exhibit those projects which best exemplify true architectural expression. There will be no restriction as to the type of project exhibited. Submissions for the Fall issue are due not later than September 1st. Please submit photographs or renderings (all of which will be returned following publication) and descriptive text to: GRINNELL W. LOCKE, AIA, Editor, 2517 St. Paul St., Baltimore 18, Md. Phone: 889-2727.