

POTOMAC VALLEY ARCHITECT

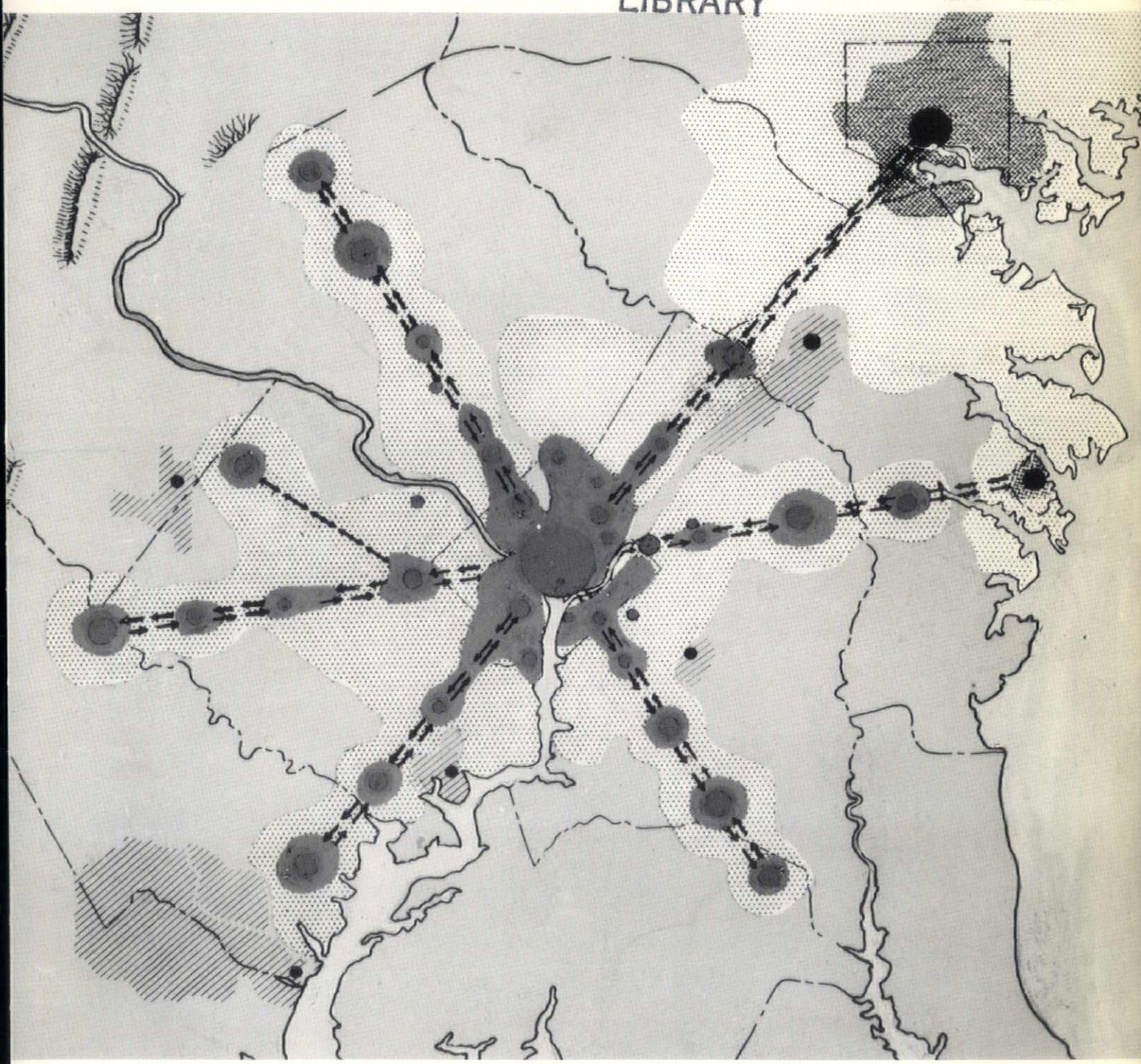
AMERICAN INSTITUTE
OF
ARCHITECTS

JUN 12 1961

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Official Publication
Potomac Valley Chapter
of Maryland
J U N E
Vol. 5 No. 10



PLANNING METRO CENTER ↔ SUBURBIA

POTOMAC VALLEY CHAPTER OF MARYLAND

American Institute of Architects

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NEXT REGULAR MEETING

12 Noon, June 7, 1961

Brook Farm Restaurant

7101 Brookeville Rd., Chevy Chase, Md.

July Meeting — July 5, 1961

Potomac Valley Chapter Annual Elections

New officers elected at the regular chapter meeting on May 3rd are: Jack C. Cohen, President; Theodore Cromar, Jr., Vice-President; Dennis W. Madden, Secretary; John E. Moore, Treasurer. Directors are: Paul H. Kea, Stanley H. Arthur and Andrew H. MacIntire. The new officers will be installed at the next regular meeting, June 7th.

Letters to the Editor

Dear Editor:

I want to compliment you and the Potomac Valley Chapter of AIA on your very excellent official publication. I have had an opportunity to see two or three issues in the last few months and was particularly delighted with your Volume 5, Number 8, for May, which carried Sibyl Moholy-Nagy's address.

Your reproductions of work being done are of excellent quality.

I am not on your official mailing list for this publication but would like to get on it.

I have some thoughts in mind regarding an article I would like to contribute on the business of architect-builder collaboration, on which we have had some considerable experience and as a result of which we have received the joint AIA-NAHB Award of Honor this past year.

I would like to discuss this with you at your earliest convenience.

Very truly yours,

Edmund J. Bennett

Montgomery County Needs Louis Justement

Mr. Louis Justement, FAIA, has expressed a willingness to serve as a member of the Maryland-National Capital Park and Planning Commission. The Montgomery County Council, which must decide from among several applicants for the post before June 15th, has the opportunity to appoint this distinguished architect and planner to a position of influence at this critical time in the development of our suburban communities.

Planning policy in Montgomery County needs the very qualities which Mr. Justement can furnish: vision, knowledge and experience. A graduate in architecture, George Washington University in 1911, he began practice in 1919. He became a member of the A.I.A. in 1921, and was made a Fellow in 1946 in recognition of his attainments in architectural design. He served as president of the Washington Metropolitan Chapter, A.I.A., and regional director of the Middle Atlantic States District, A.I.A. He is a past presi-

dent of the Washington Building Congress.

As the senior partner in the firm of Justement, Elam, Callmer and Kidd, he has been the architect for a number of large-scale housing projects, both public and private. The Meridian Hill Hotel, the Federal Courts Building in Washington, D. C., the Law School and the Medical School at Howard University and the new Sibley Memorial Hospital in the District of Columbia are among other executed commissions. As the author of studies in urban renewal and recently, rapid transit, Mr. Justement has been actively engaged in the field of planning. His book on city planning and housing: "New Cities for Old," published by McGraw-Hill in 1946, is widely read in schools of architecture and planning. Mr. Justement's services on a planning board would be regarded as an asset in any community in the world. We are fortunate to have him resident in Montgomery County and available to give us his guidance.

Planning in the Washington Metropolitan Area

The exciting developments in planning in the Washington metropolitan area are entirely confined to the District of Columbia. We are pleased to illustrate them here, in this special issue, for their particular interest to architects, planners and government officials and their general interest to business people and the public. There is much to be learned from a study of these projects. Their sponsorship is varied, but what they have in common is that they exist as proposed developments through the enlightened actions of government agencies, not the least of which is the National Planning Commission. The quality of design of the buildings and site plans

are of a very high level. All concerned with the design and realization of these developments merit congratulations. Residents of Montgomery and Prince Georges Counties have Wheaton, Silver Spring and Bethesda; Hyattsville, College Park and Bladensburg; we have the Woodmont Triangle and other planning disasters. The roll call of names makes anyone, with a vision of what might have been, shudder. The cost of correcting the mistakes of the recent past will be high. The cost of providing for a more wisely planned future may be low, for the gain to the suburbs will be very great indeed if our planning is done with imagination, skill and vigor.

ON THE BOARDS

Dear Editor:

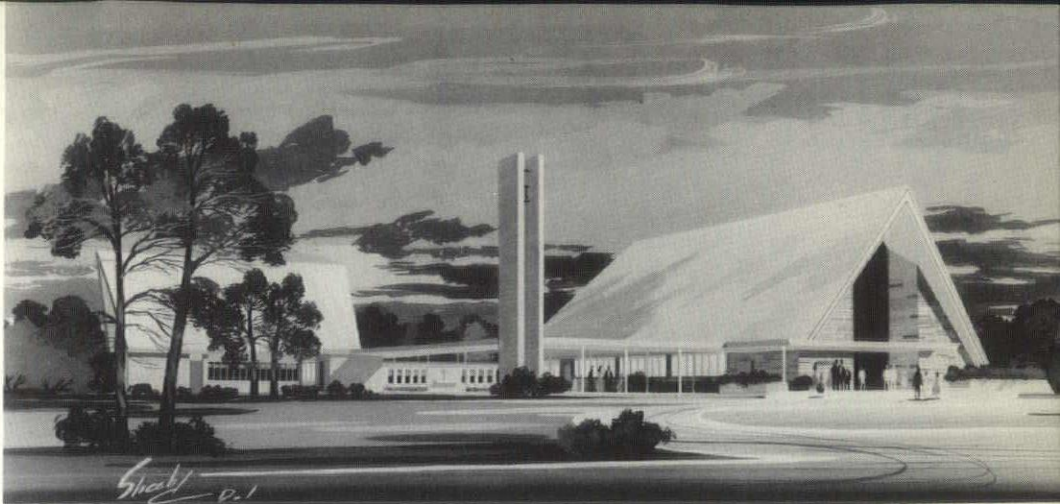
Each month I receive one of your cards asking about work on the boards. I assume that this is a formality, receiving such a request way off here in the Land-o-Sunshine, far from the Potomac Valley Chapter, due to my unassigned P-V membership.

Just for the hell-of-it though, I'm going to send you some dope to let you know that the firm of Johannes & Murray is not only active in the Maryland sector, but under the palm trees as well. Fish-

ing, golfing, swimming, etc., is always good here as the Chamber of Commerce will testify to all you blinkin' Yankees, but architecture too isn't a forgotten art. We are and have been fairly busy—enough to keep me reasonably tied down and out of serious trouble.

Under construction is a secondary school project, the Groveland High School, and the Mascotte Elementary School, both in Lake County. Remodeling and interior decoration of a physician's office build-

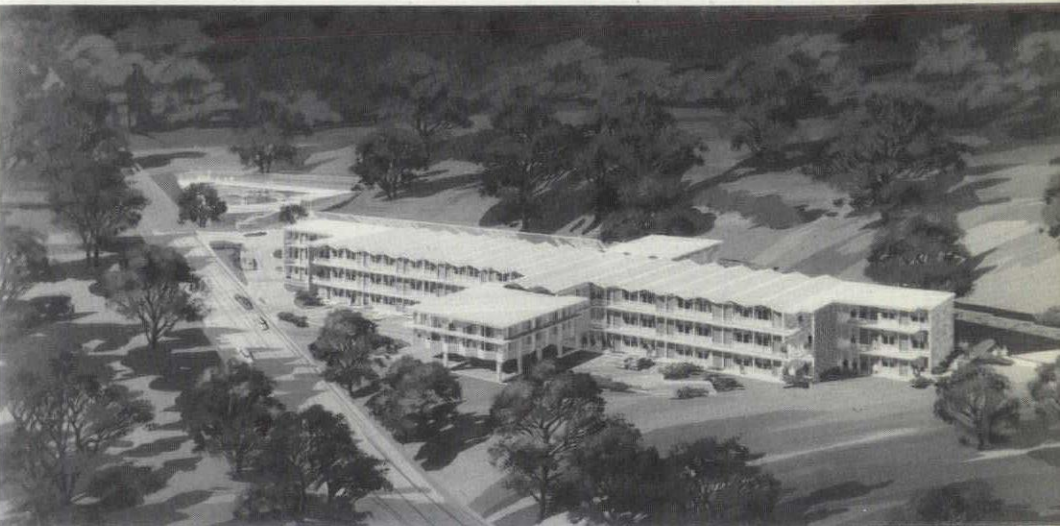
ing in Clearwater.
 Now on the boards are working drawings for the Episcopal Church of the Cross, St. Petersburg and the First Christian Church of Clermont, Clermont.
 Preliminaries (working drawings to start shortly) include: Shopping center at Clermont; Episcopal Church in Clearwater; commercial and professional building at Clermont; store and warehouse, Clearwater.
 If we're too far away, pitch this in the round file; otherwise, we've done what you asked.
 Regards to all my old colleagues in P.V.
 Sincerely yours,
 Dana



ST. ANDREW'S UNITED PRESBYTERIAN CHURCH, Farragut Avenue and Linthicum Avenue near Twinbrook Shopping Center, Rockville, Md. Construction on the first of three units will begin in fall of 1961. Clifton B. White, Architect.



WHEATON HOUSE, Wheaton, Md., garden apartments featuring balconies and a landscaped center court. Cohen, Haft & Associates, Architects.
 Robert Lautman Photo



COURT HOUSE MOTEL, Arlington, Va. 100 rooms, expansion to 200. Large dining room, coffee shop, meeting room, swimming pool. All rooms are deluxe, some with private balconies. Ronald S. Senseman, Architect.

In Our Town

By James Smart

ARCHITECTS AND THEIR WIVES attending the American Institute of Architects convention got up early yesterday and went to the Union League for a real Philadelphia breakfast.

I found them eating eggs, Philadelphia cinnamon buns, and, most important, scrapple.

Some of them were approaching the Philadelphia answer to caviar the way most out-of-towners do, with the same attitude, either timid or adventurous, they would use to sample rattlesnake meat or fried bees' wings.

Most of them knew all about scrapple, however, because this is the 12th annual scrapple breakfast held at the architects' convention.

The sponsor of these affairs has been Edwin Bateman Morris, architect and vice president of the Tile Manufacturers' Association, who was born here and is a scrapple fancier.

Scrapple breakfasts have been served in San Francisco, Washington, Chicago, Cleveland, New Orleans, Boston, Los Angeles, Minneapolis and Houston.

But this was the first time the architects could taste scrapple in its home territory, and, because Morris is retiring, it was the last annual scrapple breakfast. More than 600 persons turned out to say thank you to their 79-year-old host and his favorite breakfast food.

MORRIS AND HIS WIFE stood at the head of a constantly growing receiving line which formed at 7.30 A. M. and didn't dwindle until 9.30.

Morris's son and two lovely granddaughters also were there.

Architects pumped Morris's hand and said, "Hello, Eebbee," a nickname derived from his initials. The wives pecked him on the cheek, which led him to make the twinkly-eyed complaint, "I have to kiss all these women."

"This thing has publicized scrapple all over the country for 12 years," he told me. "I told them at first if they didn't like it we would serve bacon and eggs, too, and they could throw the scrapple on the floor."

"I'm very sad that this is the last one. It breaks off my relationship with these people, who have become very close to me."

HE WENT BACK TO SHAKING hands, while I eavesdropped on the people in the line, who were saying, in varied accents of the South, West, and everywhere else:

"You don't have to eat the scrapple. They have other things."

"But what's it made of?"

"I thought at first they meant the word game."

"Look at that ceiling!"

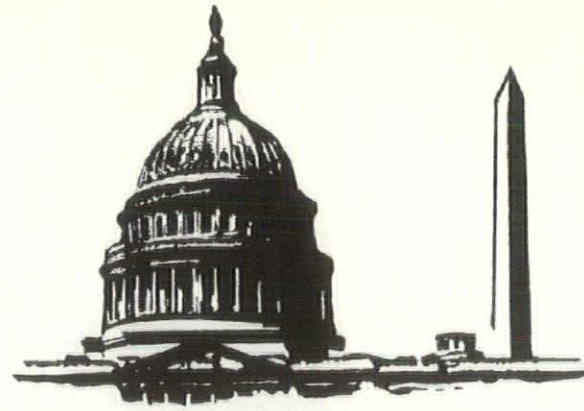
"Ah got lost, too. A Democrat in the Union League Club is just naturally bound to get confused."

Morris carefully explained why the tile manufacturers have sponsored an annual scrapple feast:

"Tile," he said, "is made by taking scrapple and burning it at very high heat for some time. Then it becomes ceramic tile."



DOWNTOWN 1980



THE SKETCH PLAN: OBJECTIVES AND VIEWS OF A REVITALIZED DOWNTOWN WASHINGTON

BACKGROUND FOR THE SKETCH PLAN

The Sketch Plan described here is a first step in the process of preparing a General Plan to guide the over-all development of DOWNTOWN Washington. It is based on studies by DOWNTOWN PROGRESS of the problems and potential of DOWNTOWN in the context of the Washington Metropolitan Area.

These studies indicate that DOWNTOWN should share in the growth of economic activities that will be generated in the Washington Metropolitan Area by an expected increase in metropolitan population from 2 million people in 1960 to over 3 million people by 1980. DOWNTOWN should share as well in the future demand for space in central Washington by the Federal Government and by organizations with national and international interests.

The Sketch Plan has been evolved to provide a strong framework of sound existing activities and improved transportation around which new development can grow in the future. The Plan proposes to solve the problems of pedestrian and vehicular movement, obsolete structures and poor appearance so that DOWNTOWN will become attractive for new investment. DOWNTOWN will then be able to realize fully the potential afforded by its unique location in the heart of the Nation's Capital.

The Sketch Plan shown here, and the Sketch Views which are keyed to the numbers on the face of the Plan, are preliminary visualizations of the future DOWNTOWN Washington.

PRINCIPAL FEATURES OF THE SKETCH PLAN

Two major paths of intensive activities—stores, offices, hotels, entertainment—one along F and G Streets from the Treas-

ury to Union Station, the other along 8th Street from the Archives to Mount Vernon Square. These areas would be served by major streets and parking facilities along their edges and by the subways in their centers.

Areas for new development and for the expansion of sound existing activities: offices, institutions and residences around Mount Vernon Square; an expanded Municipal Center; offices and hotels along Pennsylvania Avenue; residences, offices, institutions between New York and Massachusetts Avenues; and offices, hotels, and a place of public assembly between the Center Leg and Union Station.

Improved diagonal avenues, New York Avenue, Massachusetts Avenue, and Pennsylvania Avenue to take advantage of the vistas and views of Washington. New and improved residential and office squares along the diagonal avenues, and in prestige development areas.

TRANSPORTATION

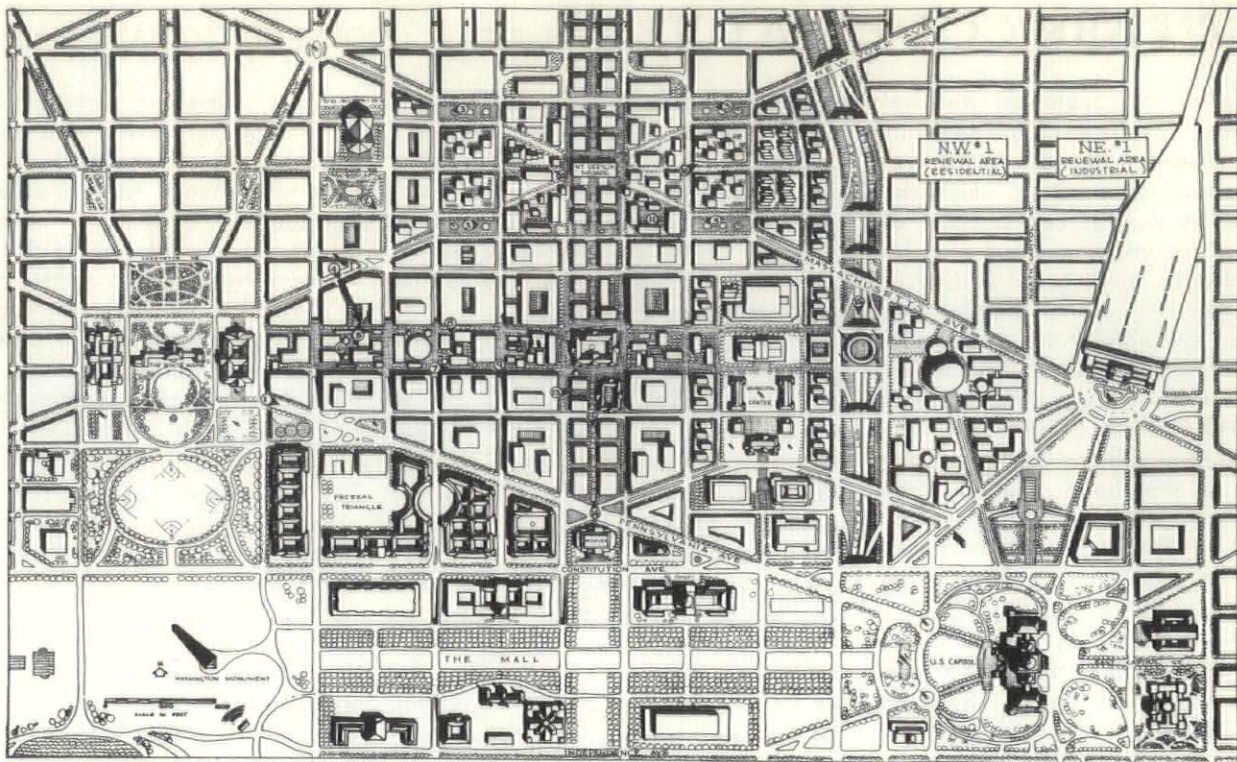
The Center Leg of the Inner Loop freeway system, between the Municipal Center and Union Station, improving access to DOWNTOWN by automobile and providing an effective by-pass for through traffic.

An improved system of surface streets connecting the Center Leg and other principal arterial streets to areas within DOWNTOWN. Parking facilities serving DOWNTOWN activities would be integrated with the street system.

Two subway lines intersecting in DOWNTOWN, below the major paths of intensive activities developed along F and G Streets and along 7th, 8th, and 9th Streets, to increase further the accessibility of DOWNTOWN to the metropolitan area.

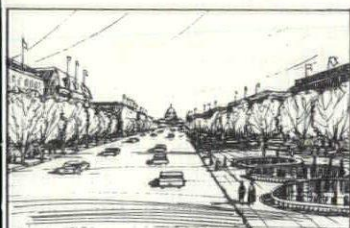
A network of secondary streets and driveways to provide access to DOWNTOWN buildings for service vehicles and goods deliveries.



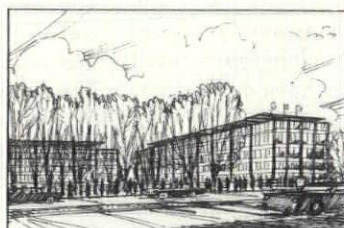


DOWNTOWN PROGRESS

NATIONAL CAPITAL DOWNTOWN COMMITTEE, INC.
711 14th STREET, N.W. • WASHINGTON 5, D. C. • EXecutive-3-8387



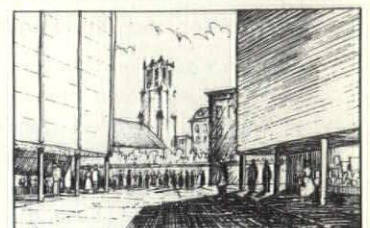
1. LOOKING EASTWARD ALONG PENNSYLVANIA AVENUE TOWARDS THE CAPITOL.



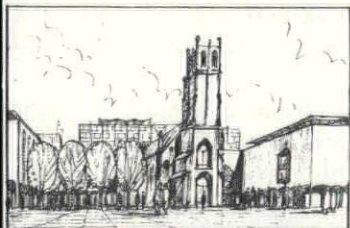
2. FRANKLIN SQUARE WITH NEW BUILDINGS ALONG ITS SIDES.



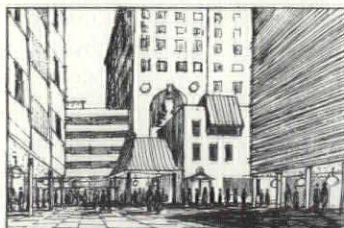
3. A NEW SQUARE - ONE OF SEVERAL ALONG NEW YORK AND MASSACHUSETTS AVENUES.



4. ENTRANCE TO THE HEART OF DOWNTOWN - APPROACHING THE F & G STREET CORE FROM NEW YORK AVENUE.



5. THE CHURCH OF THE EPIPHANY SET IN AN ARCADED SHOP-LINED PLAZA.



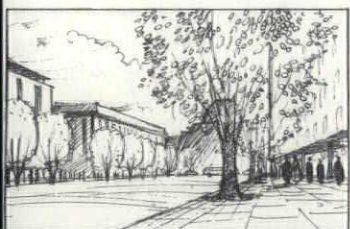
6. A PEDESTRIAN SHOPPING WAY BETWEEN F & G STREETS - LOOKING SOUTHWARD.



7. A VIEW EASTWARD ALONG THE F & G STREET CORE.



8. A SHOPPING ARCADE CONNECTING F & G STREETS.



9. LOOKING SOUTHWARD ON 10TH STREET TOWARDS THE SMITHSONIAN MUSEUM OF NATURAL HISTORY.



10. NEAR MT. VERNON SQUARE - A NEW SETTING FOR OFFICES, INSTITUTIONS, AND RESIDENCES.



11. A RESIDENTIAL SQUARE - A POSSIBILITY IN SEVERAL LOCATIONS.



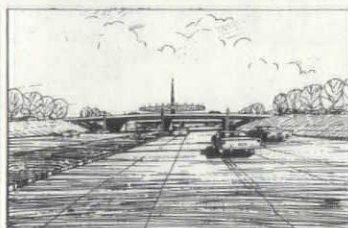
12. LOOKING SOUTH ON 8TH STREET TOWARDS THE ARCHIVES BUILDING.



13. LOOKING EASTWARD AT THE 8TH STREET FACADE OF THE TARIFF COMMISSION BUILDING (7TH STREET POST OFFICE).



14. LOOKING NORTHWARD ON 8TH STREET TOWARD THE OLD PATENT OFFICE BUILDING.



15. DRIVING SOUTHWARD ALONG THE CENTER LEG FREEWAY.



16. RESIDENCES FOR URBAN LIVING - WITHIN A SHORT WALK OF DOWNTOWN.

RIVER PARK COOPERATIVE

CHARLES M. GOODMAN ASSOCIATES, ARCHITECTS

The design of the Southwest Renewal Cooperative sponsored by Reynolds Metals Company is focused on the creation of an environment in which the excitement, as well as convenience, of urban living for young and old may be recaptured. The city's great variety of amenities and cultural activities have always been available within reasonable distance from one's home. This attraction has been outweighed by the hazards of urban family living due to the encroachment of vehicles on once serene residential neighborhoods. But while the lure of the countryside has been draining the city of the middle income family with children, peace has not been found there.

This project is planned as an urban colony which provides for convenient, safe, pleasant and leisurely movement for the pedestrian and where exclusion of vehicles from its interior allows architecture to become the visual background instead of automobiles. Vehicular circulation and storage is provided for, however, around the periphery so that private transportation may be conveniently near and servicing practicable.

The housing accommodations planned include two-story Town Houses in a variety of sizes with walled garden, walk-up maisonettes with private balconies and elevator apartments of varying size with private balconies. These have been designed to satisfy the needs and preferences of a range of family types in order that community life be balanced

in the size, age and character of family units.

The Town House area is organized into a series of interconnecting private and public pedestrian spaces, which evoke a variety of spatial experiences. Pedestrian movement is smooth, uninterrupted and completely free of hazard.

The arrangement of the Town House building groups as shown on the site plan has preserved the handsome trees existing as well as provided for the segregation of pedestrian and vehicular traffic into and out of the community without undue inconvenience to either. Retention of these mature trees in their casual locations throughout the area will help in filtering and absorbing the heat and noise of hot summer days as well as provide a foil of soft texture for the hard surfaces of the urban setting. The building groups consist of Town Houses linked in pairs which are reversed in plan to combine plumbing stacks and simplify roof clutter. The character of the building group linking series of pairs into combination develops out of the profiles of the basic plan types used in the assembly. Careful distribution of the plan types result in each building group having considerable variety regardless of its length.

The buildings are arranged around courts or closes of different sizes and design. Each of the Town Houses has a private walled garden with a gate leading to a 10' wide walkway used as a service way. These walkways connect

with the courts and parking compounds around the perimeter. Thus each house has a formal entrance from a square and informal entrance from a walkway, but because of the character of the entire layout, the connotation of the rear entrance as the service and therefore messy side of the house has been avoided. In fact these narrow public passageways contribute materially to the variety of visual interest achieved throughout the project in addition to their utilitarian function.

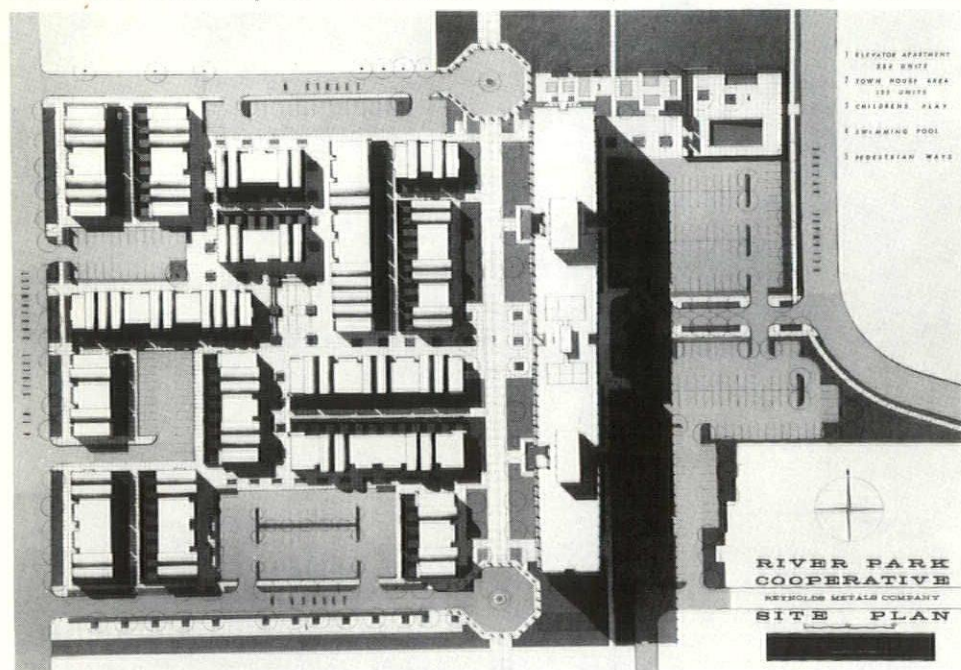
The construction of the Town Houses consists of cinder block load bearing party walls plastered; wood finished floors over plywood subfloor over floor joists spanning the 14 ft. and 16 ft. widths of the units; wood stud walls plastered for interior partitions; exterior walls of insulated aluminum preassemblies; wood roof joists for flat roofs with 4 ply built-up roofing over; aluminum roofing for the arch roof preassemblies; and end walls of building groups are brick.

Walls surrounding the private gardens and separating them from the public walkways are brick. Individual gardens are separated by aluminum screen walls. The floors of the outdoor spaces are being given special attention with varying tones, textures and color to give the spaces vitality and visual interest. These along with carefully integrated street furniture such as lights, benches, bollards, mail boxes, hydrants, etc., will define the use of spaces — circulation, sitting, children's play, etc.

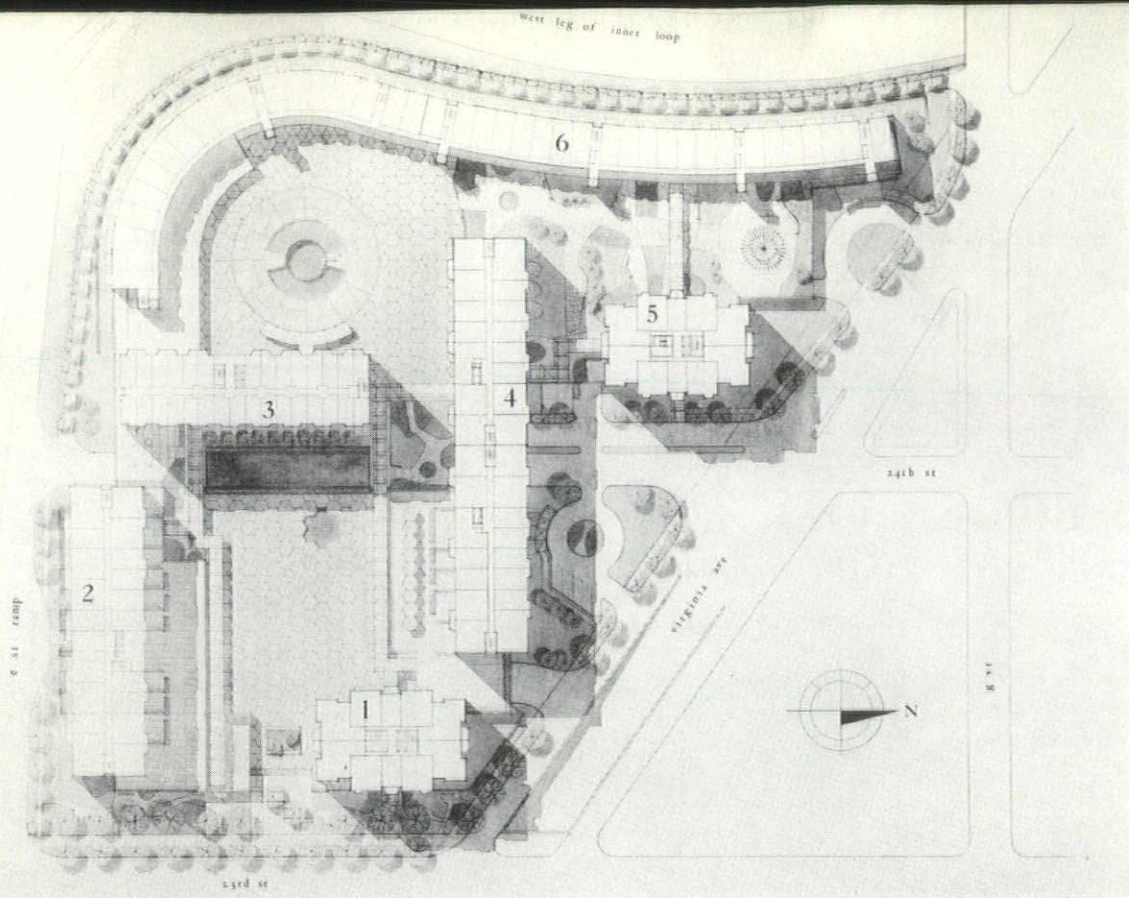
The elevator building consists of eight typical floors of apartments over an open ground floor. It is a reinforced concrete frame sheathed in aluminum by Reynolds Metals Company.

The majority of the apartments have semi-recessed balconies which are screened for privacy and sun diffusion by means of a new series of aluminum grilles designed by Charles M. Goodman, FAIA, for the Reynolds Metals Company. Color is planned to be used sparingly, but in brilliant accents.

The elevator building and town houses are air conditioned from a central plant. Recreation facilities, including children's play areas and swimming pools are provided on the grounds adjacent to the elevator building, which can be reached from all town houses by means of pedestrian ways which cross no streets.







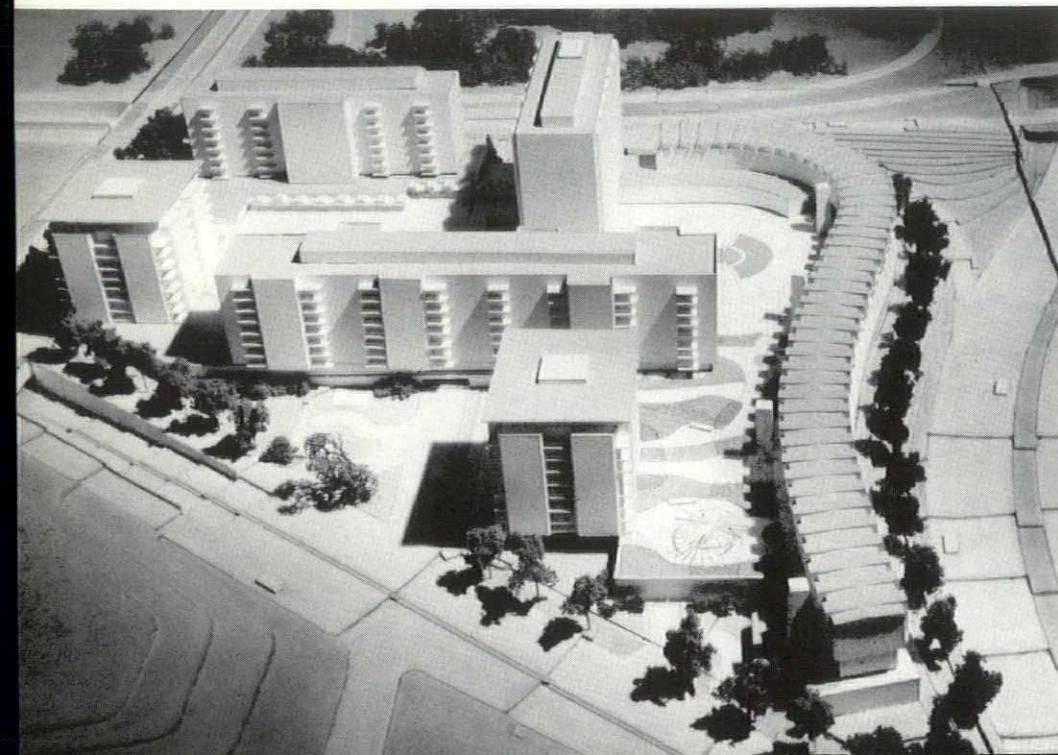
LEGEND: 1, 2, 4 & 5: Elevator apartments, 3: Hotel, 6: Apartments, Motel and Restaurant.

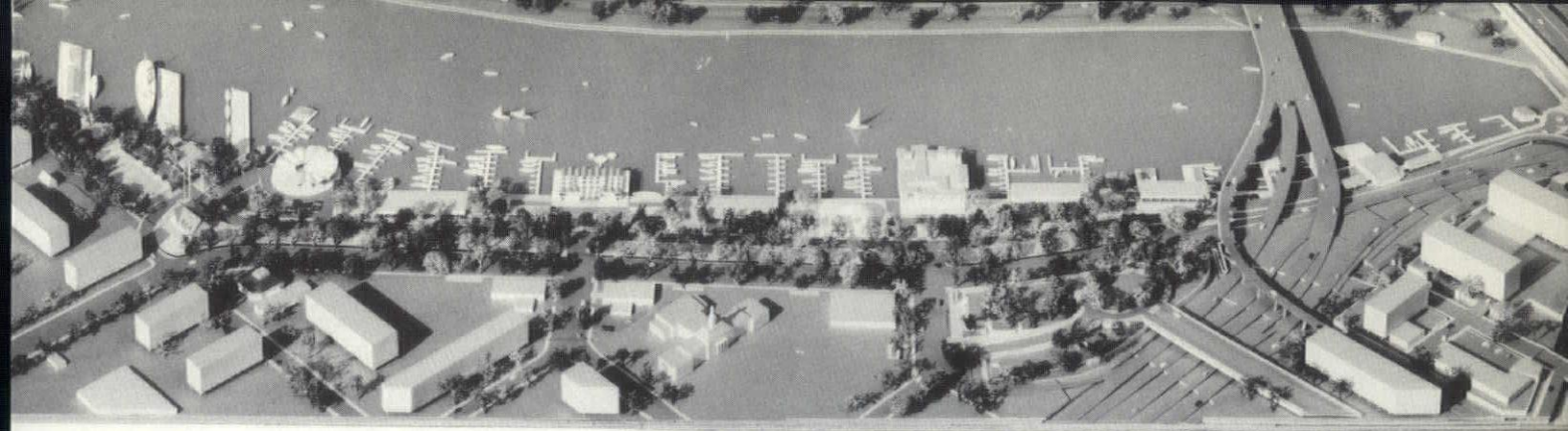
COLUMBIA PLAZA

KEYES, LETHBRIDGE & CONDON, ARCHITECTS

This Urban Renewal Project is located in the Foggy Bottom area of Northwest Washington. It is bounded by 23rd Street on the east, Virginia Avenue on the south and the approach to, and including a section of, the west leg of the new Inner Loop on the north and west. The total area of the project is approximately $8\frac{1}{2}$ acres. The site is being developed by the Columbia Plaza Corporation to include 800 apartment units and a 400-room hotel. A shopping plaza will be developed within the project, as will adequate dining and recreation facilities for both hotel and apartment residents.

There are six buildings designed for Columbia Plaza, the most unique of these being a serpentine structure on the west side of the site, following the general curve of the Inner Loop. This building will contain maisonette and studio apartments on the upper floors with efficiency units comprising the two lower levels. Provision has been made to park 1500 cars beneath the Plaza level in a four-tier parking garage. Vehicle access to the garage is from Virginia Avenue and from the Inner Loop approach ramp. Pedestrians will be transported between the parking and Plaza levels by means of moving stairs.





Southwest Waterfront Design Program

SATTERLEE & SMITH, ARCHITECTS

The Design Program presented is an attempt to establish directions rather than rules—a broad plan and design directions rather than a completely detailed design for each structure. This should allow for the enrichment of a broad basic design by architects for individual developers. To be completely successful, it must be administered and interpreted by a strong group not afraid to say "no" to any developer who has a poor design. Design by decision rather than dogma can bring about fine large-scale integrated design.

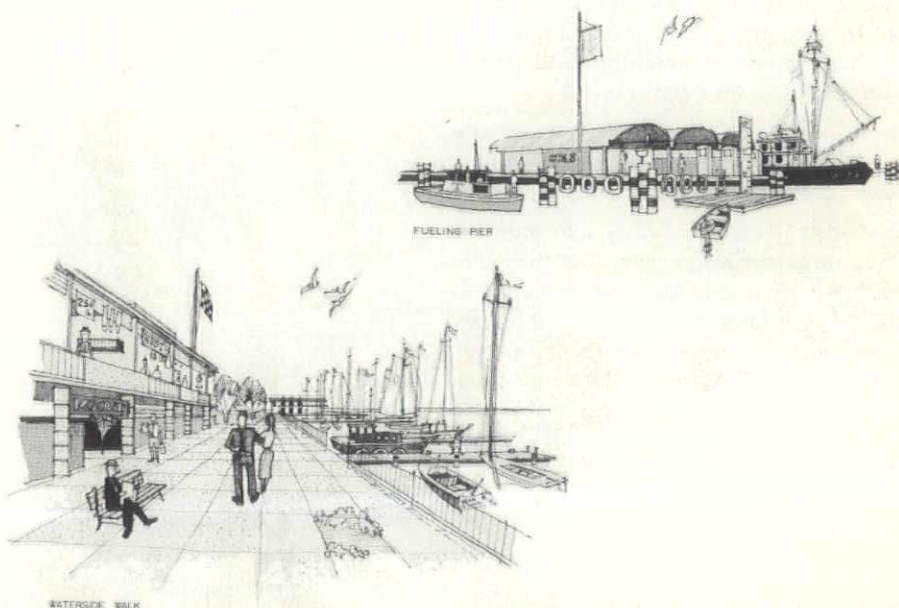
These few acres of land—from eight to ten acres for commercial waterfront use are unique and valuable. Not only are there so few acres, but they lie at the core of an expanding metropolitan area—just south and east of the business district. Precisely because there is so little land, its development must be controlled or the very elements that make the site attractive and valuable will be destroyed. This is not a place for mass commercial recreation—appropriate only in outlying areas where 100 acres and parking for thousands of cars can be accommodated. Nor should it be a catch-all for any odd businesses seeking land. With approximately 175,000 square feet of first floor building areas and more than 100,000 more for second floors within the heights shown on the plan, this appears to be a reasonable maximum for this small area. With parking for 1,470 cars, either on each site or across Water Street from each, and possible future parking in a major structure near 14th Street, the sites offered can attract the best types of commercial developers who will be financially successful and be willing to cooperate in the overall design.

The proposal stresses the continued use of Washington's Southwest Waterfront

for both traditional and new waterfront uses. Fish boats and fish markets, seafood restaurants, and facilities of all kinds to serve greatly expanded marinas. It is one of the city's favorite recreation areas and all citizens have been concerned that its Renewal would destroy its unique quality. The fact remains that much of the area had become a real waterfront slum, old wood bulkheads and piers rotting and the shore line gradually slipping into the Channel. The new plan—although Washingtonians are naturally afraid that it will be too "new"—will give them all the best character of the old as well as new facilities. Because it serves the whole city as well as forms the gateway and the major boundary of the entire Southwest Urban Renewal area, it must be both attractive and commercially successful.

The structures are so arranged that seven major plazas provide permanent public areas leading directly to the water as well as permanent views from the land to the north and the Channel

Promenade just south of Maine Avenue. Each plaza will be designed differently—some all cobble with a roof of trees and flowers in boxes at the water's edge and among the sitting areas, others will have lawns and shrubs and a few large trees, and still others will have pools and fountains. In this way, Washingtonians can enjoy as spectators and not necessarily participants all of the many activities offered by the new waterfront—watch people buy crabs and fish at the wharves, see the small boats come in—and the cruise boats—and the fireboat, walk out to a small round pier in the water and sit under a gay pavilion roof for a coke, see the people dining on terraces, and people shopping for boats and melons and sails and motors. And—to participate—have a boat in one of the marinas, sail model boats in the boat ponds in the park south of M Street, visit exhibits, stop for seafood at a raw bar or have dinner at Flagship or Hogate's, buy crabs and lobster to take home, buy flowers and fruit and vegetables and fish, etc.



THE OBJECTIVES

In response to an increasing demand for cooperative purchase of centrally located apartments, the developers have been studying projects which would meet this demand. Prior to the approval of a revision of Southwest Urban Renewal Project Area "C", they had considered several Northwest sites. Upon approval of that portion of the Southwest plan located between Fort McNair and M Street which created a modern residential neighborhood fronting on a new waterfront park, they decided to study the central site which was made available for residential development by this plan.

The developers believe that the type of urban residential group they propose can assist greatly in meeting one of the major objectives of The Comprehensive Plan for the National Capital — "to re-establish Southwest Washington as a major physical and economic asset to the National Capital." Their preliminary designs indicate the type of development which they believe will not only accomplish the objectives of the Comprehensive Plan but will meet a strong market demand for a wide variety of urban residences located in the center of an expanding metropolitan area and at the core of the Capital city which has become a "city within a city."

THE PROGRAM

The developers asked the architects to prepare a residential group designed for urban living to include not only those services and facilities which are appropriately urban but which appear urban in scale and character. The program stressed the development of new urban facilities designed to satisfy the requirements of those families who want to return to the central city, in contrast to suburban amenities which are and should remain different from these.

The broad design goals are essentially those stated in Frederick Gibberd's book, "Town Design":

"The words Town and City can indicate very many different kinds of environment, but their one essential meaning is that of a place for urban living. By 'urban' is commonly understood an environment in which natural surroundings have become dominated by man-made surroundings. The nature of this environment can vary enormously, from a scramble of mean houses to a most beautiful architectural composition, and so at the



HARBOR SQUARE

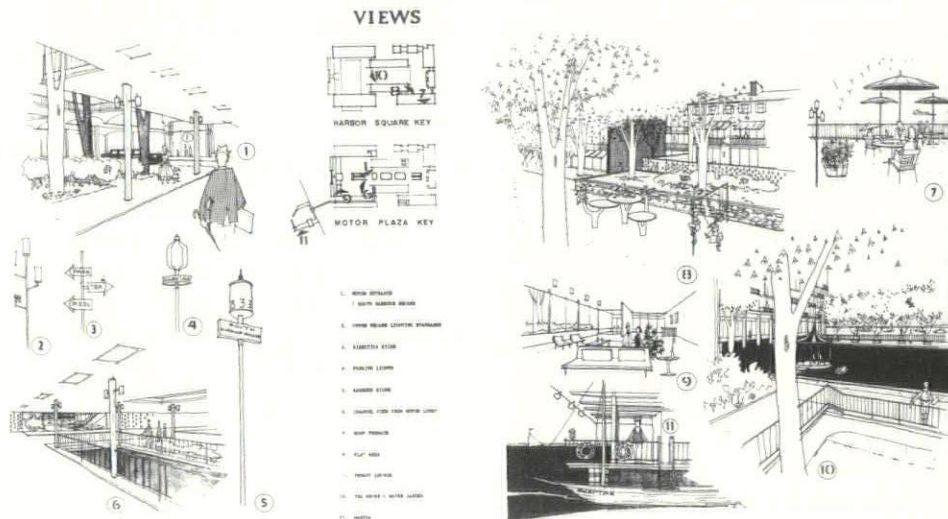
SATTERLEE & SMITH, ARCHITECTS

outset, we shall narrow down the meaning of the expression, 'urban living', to its original Latin sense of city living—urbs: a city.

"By a city we mean a place in which citizens, with rights of citizenship, live a civil life. Citizenship, civil, civic, civilized, civilization, these are the words which denote for us the most advanced state of social organization and behaviour that man has yet attained, and






it is as a setting and as an instrument for this way of life that we would regard the meaning of the word 'city'.

"As a physical expression the town is a thing that is seen, and, since the visual sense is a channel to the soul, that which is seen should be as beautiful as man can make it. The town must work properly and be economically sound, but it should also give pleasure to those who look at it . . ."

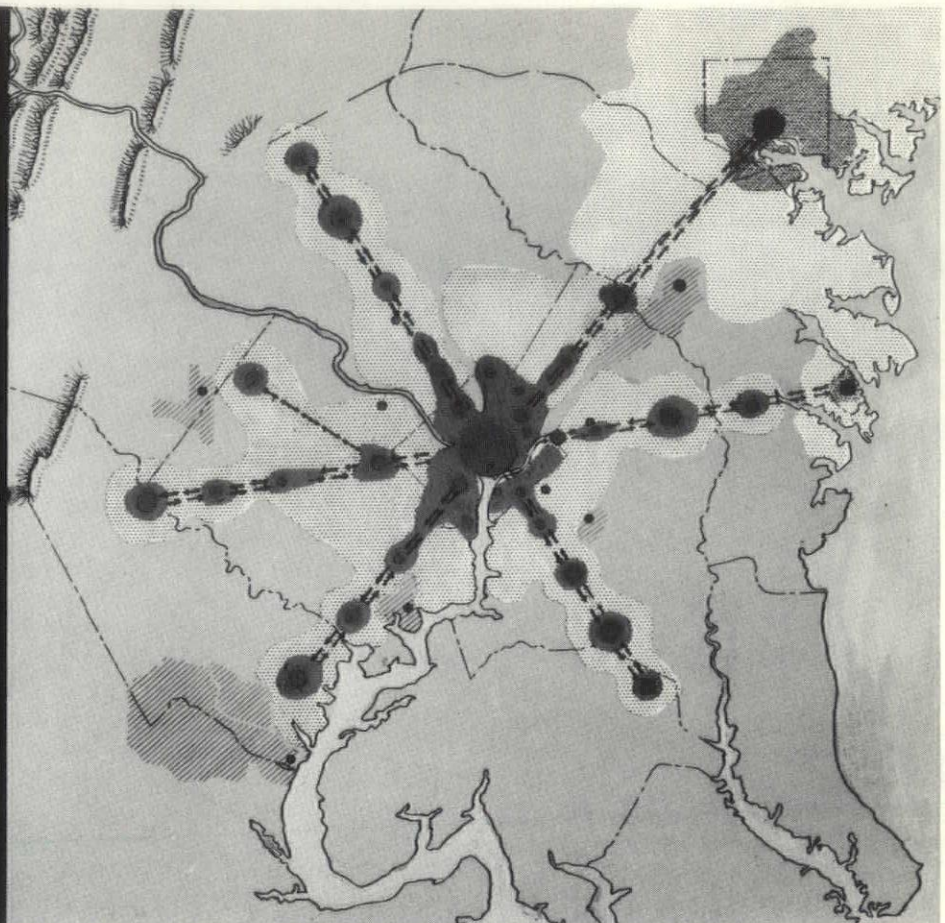


PLANNING METRO CENTER ↔ SUBURBIA

THE RADIAL CORRIDOR PLAN

-  new town center
-  urbanized area
-  sub-center
-  controlled open space
-  main communication lines

NATIONAL CAPITAL REGION

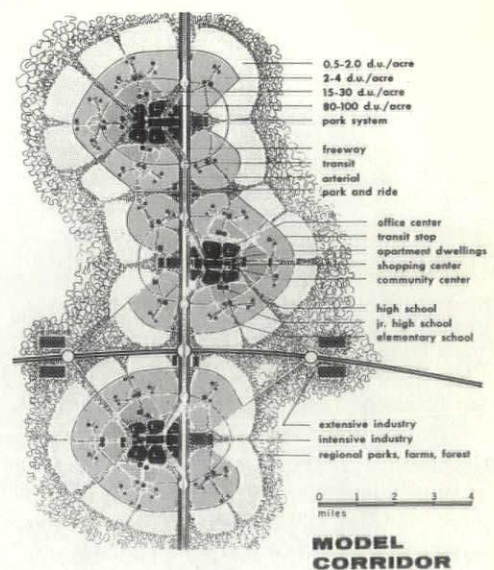


These sketches and plans are a glimpse of the image of the National Capital as seen by the NCPD and NCRPC in a forthcoming "Polices Plan for the Year 2000". The document will offer a complete range of issues and proposed development policies to guide the growth and change of this region.

The planners ask for a constructive response from the communities at large. The apparent design implications of this plan should stimulate vital response from the architectural profession.

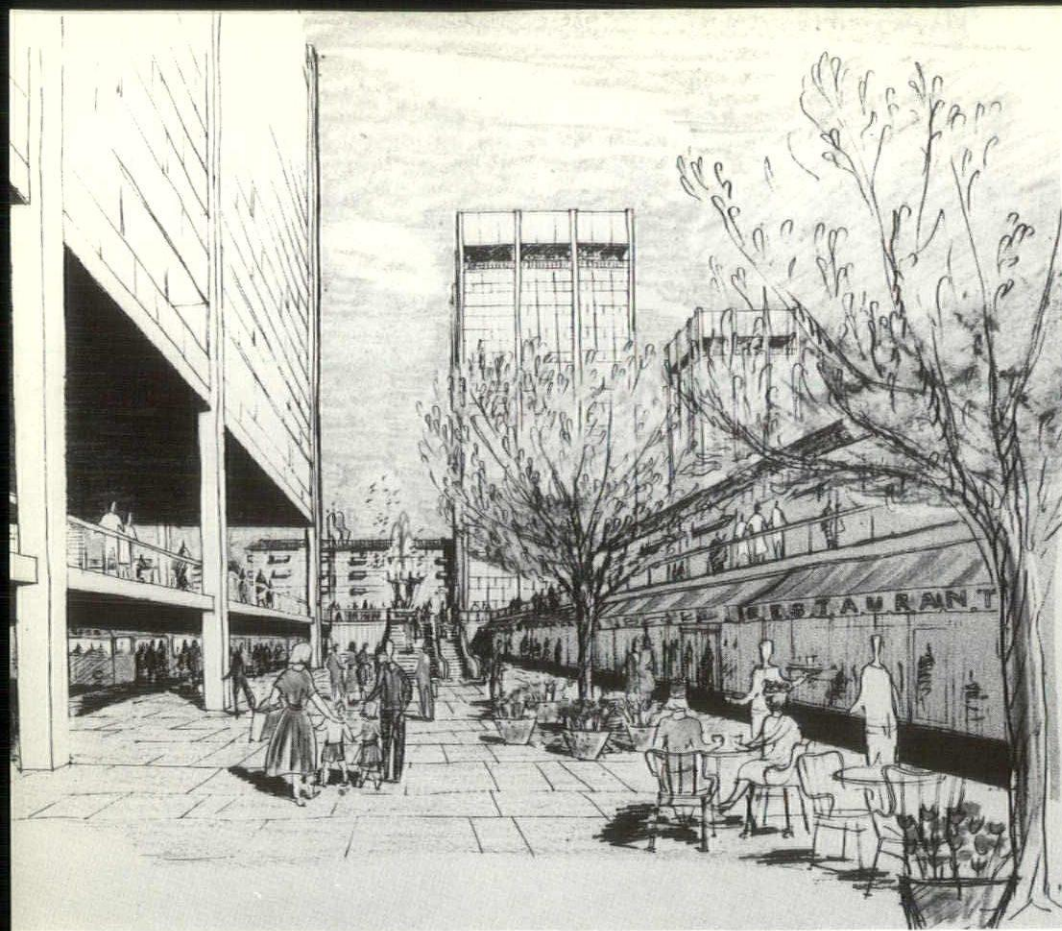
The model corridor is illustrated here to point up the principles with which new communities might be designed. In actuality, there would be great variety between communities as the influence of existing development, topography and other factors come into play. Essen-

tially, the communities are designed with a clear focus on their center with the basic road system in radial and circumferential patterns, all major roads leading to obvious destinations. The high density employment and residential development are clustered within walking distance to the transit stop, connected by a strip of specialty shops but at the other end of "the downtown" is the major retail, cultural and governmental center. Around this central area is a series of residential neighborhoods diminishing in density as they get farther from the center. Each is served by a system of schools, local shopping and community facilities, linked by parks and greenways, the whole community having easy access to all kinds of recreation facilities including the real contrast of open countryside nearby.



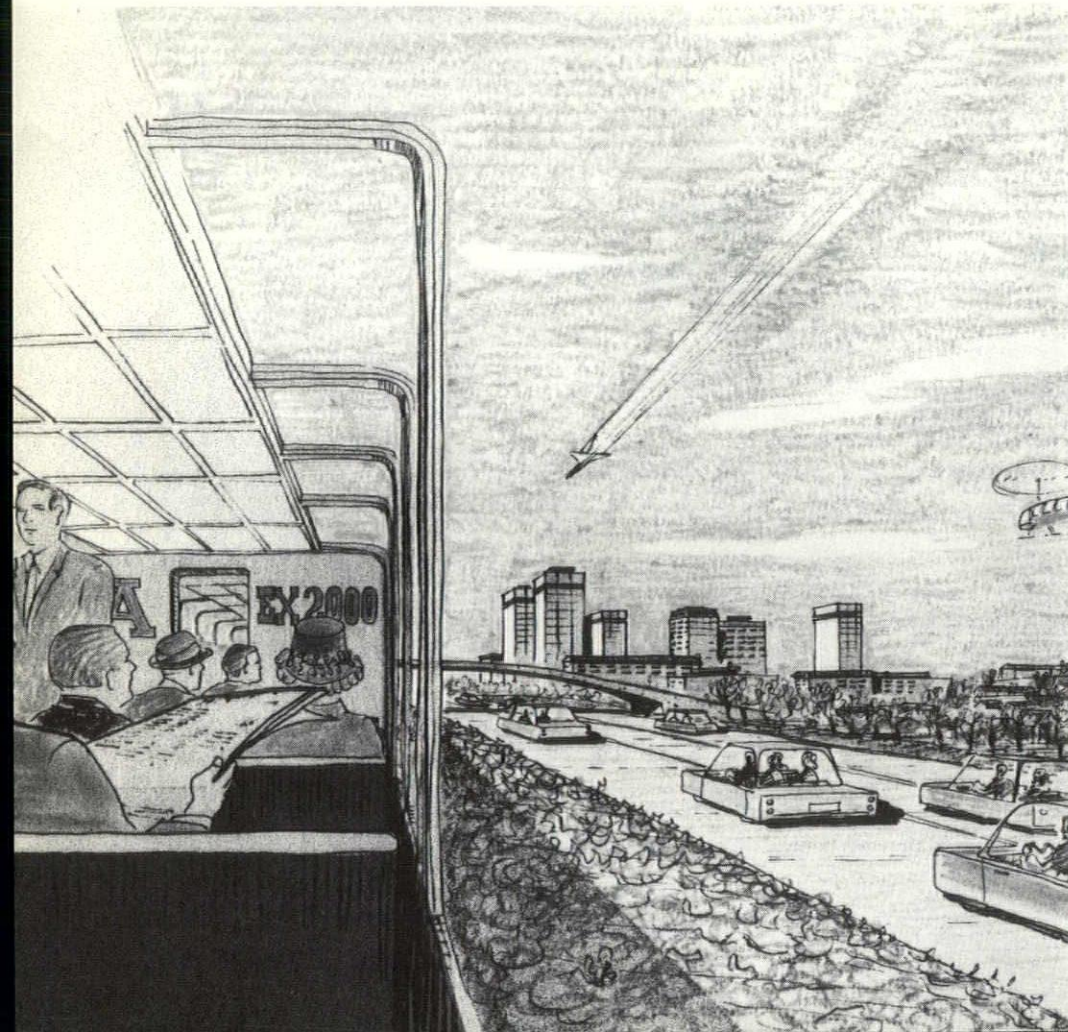
SUBURBAN TOWN CENTER

The heart of each new suburban community would be its transit station. Shown here in an idealized way: the train stop is at a level below a larger pedestrian plaza which is a gathering place for several thousand office workers whose high-rise office towers are shown. The train stop itself is part of a sunken courtyard which brings sunlight and air to the lower level. One side of the courtyard is faced with small shops and a restaurant. Behind the office towers can be seen the close-by residential high-rise buildings.



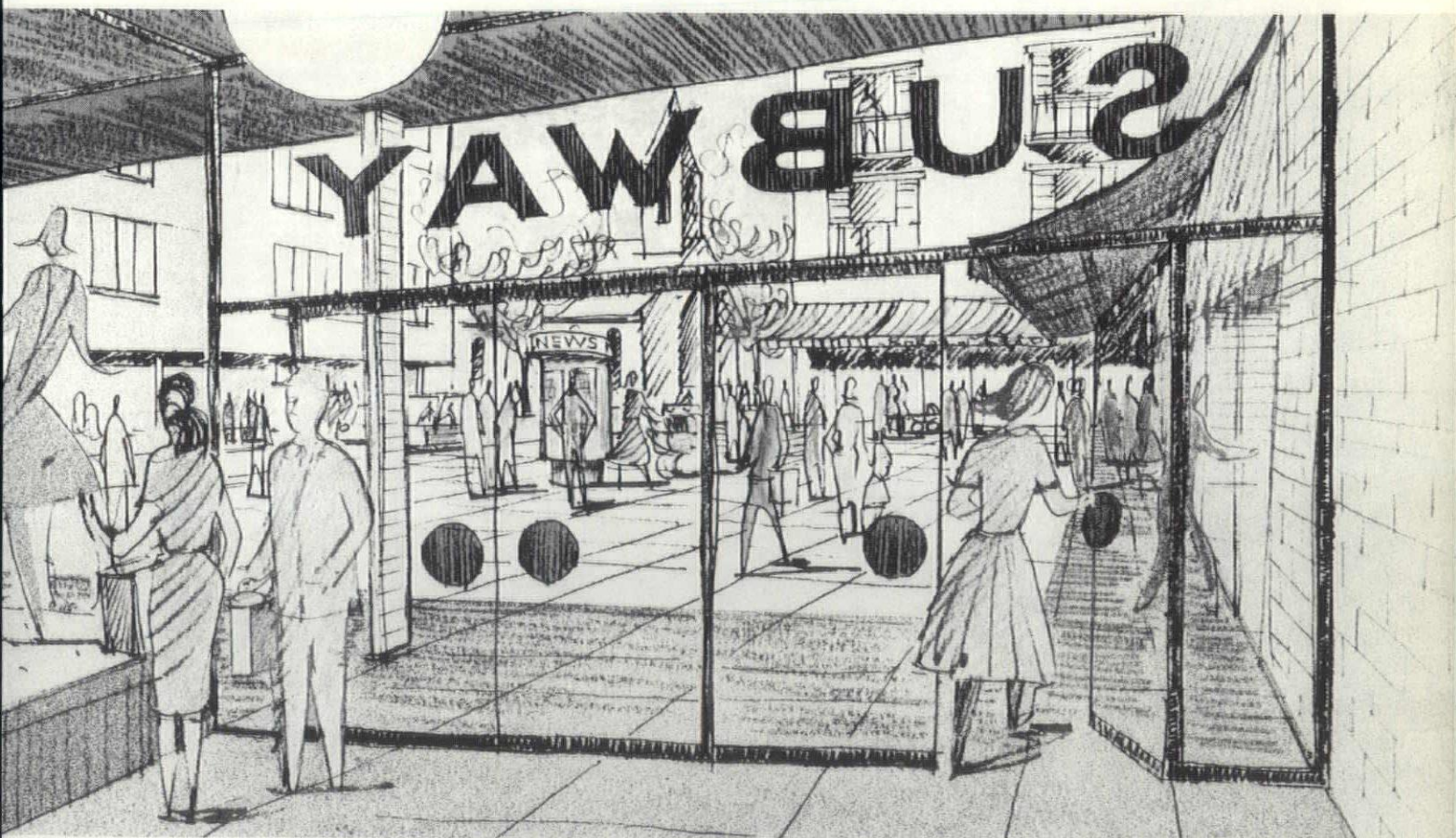
RAIL COMMUTATION

As a rail commuter traveling along a typical transportation corridor, the view would alternate between pleasant areas of green countryside and clusters of development. Shown here is the exciting approach to one of the new communities, identified by the cluster of office and residential towers at its core.

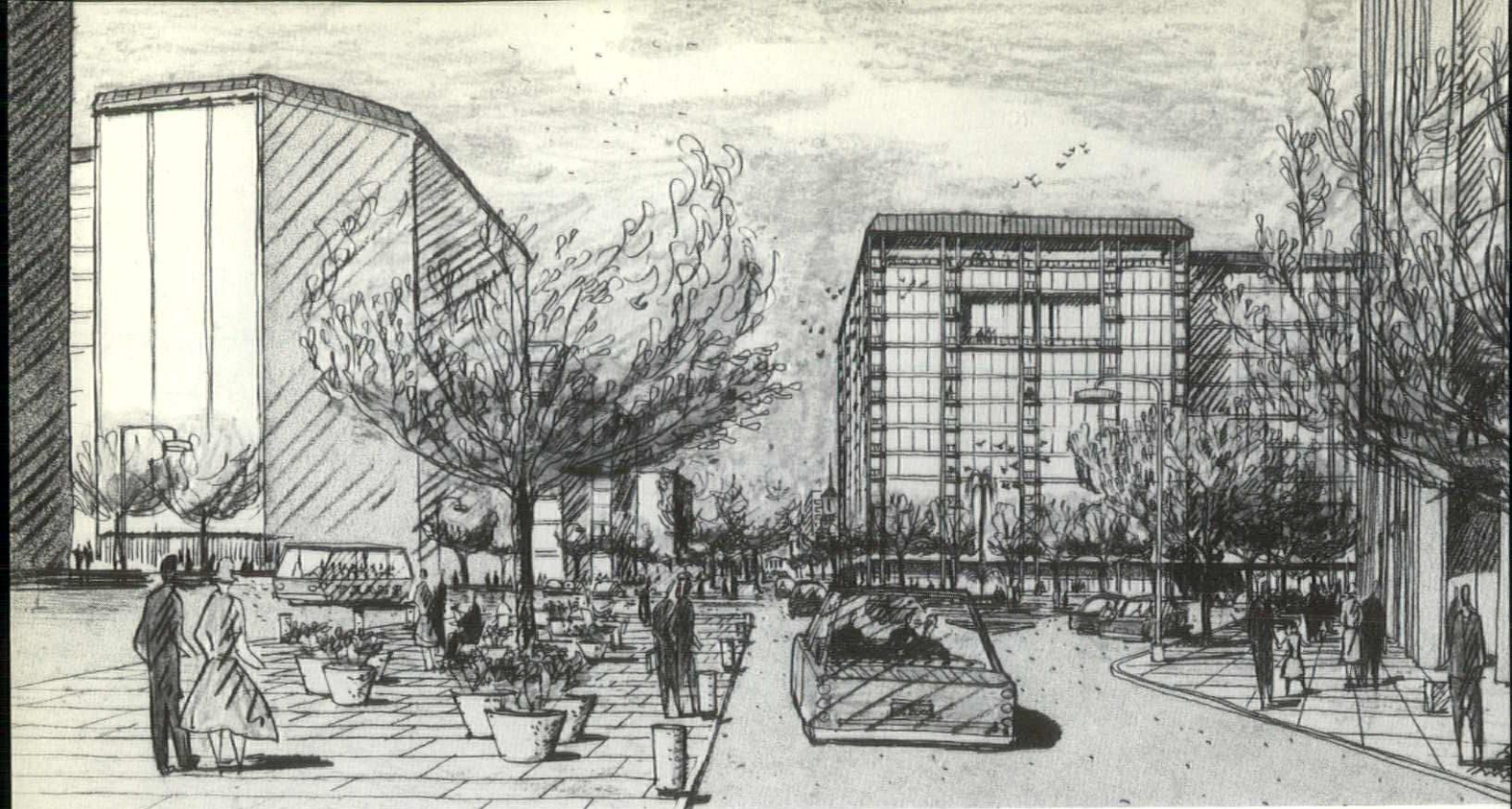




The selective and logical distribution of employment centers in high-rise towers could well serve to symbolize the "Gateway to the Capitol District".



New community focus in the District is seen for the Year 2000. The process of building the subway and of renewing older communities in the District will afford the opportunity to create new community centers at strategic locations throughout the District. These new centers of employment and shopping would establish pedestrian precincts of great interest and vitality.



A new Federal building image is proposed in this sketch as part of a long-range plan for a "cellular" disposition of government building clusters in and around the downtown area. Strategic siting and high quality design of buildings can create new kinds of urban open spaces and become the key to new prestige areas. Shown here is the selective spanning of a minor street to create a sense of closure as a pause along one of the major diagonal streets of Metro-Center.

SKETCHES BY MORTON HOPPENFELD, CIVIC DESIGNER, NATIONAL CAPITAL PLANNING COMMISSION



SOUTHWEST URBAN RENEWAL

A GENERAL VIEW



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