

POTOMAC VALLEY ARCHITECT

(C2)



Official Publication
Potomac Valley Chapter
of Maryland
NOVEMBER
Vol. 6 No. 3

AMERICAN INSTITUTE
OF
ARCHITECTS

NOV 13 1961

LIBRARY



Memorial Evangelical United Brethren Church, Duane & Lawrence, Architects

Robert C. Lautman Photo

- **CHURCHES**

- **ZONING: DESIGN BY MUNICIPAL BY-LAW**

by Louis Justement, FAIA

- **POLITICS AND PLANNING**

by Fredrick Gutheim

POTOMAC VALLEY CHAPTER OF MARYLAND

American Institute of Architects

Executive Secretary - JU 8-1125

EXECUTIVE COMMITTEE

JACK C. COHEN, President
THEODORE CROMAR, Jr., Vice President
DENNIS W. MADDEN, Secretary
JOHN E. MOORE, Treasurer
PAUL H. KEA, Director
STANLEY H. ARTHUR, Director
ANDREW MACINTIRE, Director

Potomac Valley Architect

Editor

Harold Lionel Esten, JU. 7-7789

News Editor

Leonard Haft, JU. 8-7683

Advertising Director

Joseph Dennison, RA. 6-1005

Published monthly September - June by the Potomac Valley Chapter of Maryland, American Institute of Architects, Room 304, 8055 13th Street, Silver Spring, Maryland. Entered as second class matter at the Silver Spring Post Office. Subscription price: 50¢ per copy, \$4.50 per year.

Unsolicited manuscripts and photographs will be returned only if accompanied by a self-addressed, stamped envelope. Changes in advertising copy should be directed to: Mr. Joseph Dennison, 7705 Georgia Avenue, Washington 12, D. C.

NEXT REGULAR MEETING

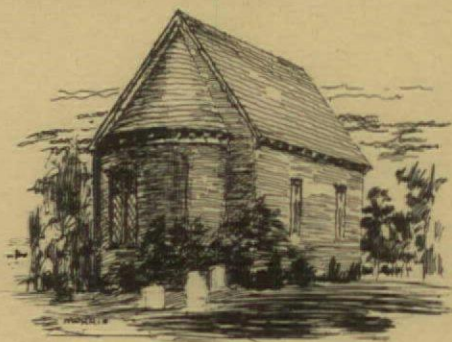
12 Noon, December 6

Brook Farm Restaurant

7101 Brookeville Rd., Chevy Chase, Md.

JANUARY MEETING

January 3, 1962



Trinity Church, on Church Creek, just south of Cambridge, Maryland, was built in 1690. The congregation then came to services mostly by boat on the waters of the creek. It has recently been restored through the generosity of Mrs. Edgar W. Garbisch, daughter of Walter P. Chrysler, in honor of her parents.

Edwin Bateman Morris, FAIA

Zoning: Design by Municipal By-law

by Louis Justement, FAIA

We have had zoning in the District of Columbia for nearly 40 years, somewhat less than that in the suburbs. Has it made any real contribution from the point of view of the design of individual buildings, the planning of neighborhoods, the appearance of neighborhoods, the pleasure and convenience of living, the safety of life?

What would the city be like if we had had no zoning or if we had limited its effects to a few major factors instead of adding regulation to regulation?

Have we gained anything by substituting the well-meaning dictatorship of the bureaucrat for the stumbling ignorance and indifference of the speculative builder in pursuit of profit?

Have we been restraining the wrong culprits and, in effect, aiding and abetting the efforts of the real offenders?

If the above questions seem impertinent, why is it that Georgetown, which was built for 150 years — or thereabouts — without benefit of zoning is still one of the most prized neighborhoods of the entire metropolitan area?

Is it time to take a second look at zoning, as we did at the 18th Amendment to the Constitution (remember?) and ask ourselves whether, after all, it, too, is only a "noble experiment"?

In an attempt to answer the last question, let us try to answer some of the questions asked in the opening paragraphs of this article:

Design of Individual Buildings

The design of individual buildings has never been an avowed concern of the zoning regulator — lest his regulation be declared unconstitutional. The average citizen has always hoped, however, that a by-product of zoning would be more attractive buildings. In any event the answer to this question is easy: Insofar as any effect is apparent it is negative: the architect is never encouraged to create good design but his best efforts are frequently thwarted by arbitrary regulations.

Planning of Neighborhoods:

How does one make a good plan for a neighborhood if, because of zoning, it is to consist entirely of detached houses and if, because of economic factors, it is to consist of houses in a single price class?

Appearance of Neighborhoods:

The appearance of a neighborhood "planned" as per the preceding paragraph can only be saved from the "ur-

ban sprawl" look if it consists of the mistakes of individuals or the mistakes of small-scale developers. If the really big operator appears on the scene—and this is the rule rather than the exception—the results are dismal: good design, endlessly repeated, is boring; and bad design, endlessly repeated, is terrible: it is the urban sprawl which surrounds the city on all sides.

Pleasure and Convenience of Living:

With factories, workshops and offices becoming ever more remote from homes the walk-to-work man disappears from the scene. The auto takes over.

Safety of Life:

Not only does the auto add directly to the danger of life and limb through traffic accidents: the streets, now deserted by the pedestrian, add another danger. See the article on "Violence in the City Streets" by Jane Jacobs in the September Harper's Magazine.

Conclusion:

Some of the most pleasant neighborhoods in the Washington Metropolitan Area are those which have been built without benefit of zoning: Georgetown and the older portions of Chevy Chase, Maryland, for instance. Some of the most dreary residential areas are those which have benefited from zoning since their inception, such as the Viers Mill Road area. Some of the worst commercial areas, on the other hand, are those which were substantially completed before the advent of zoning, such as the Cottage City section of Bladensburg Road.

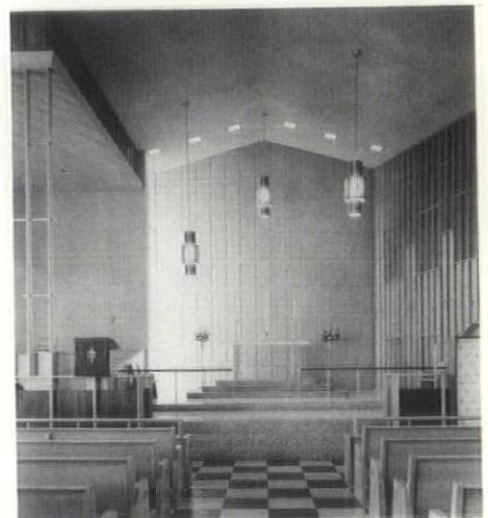
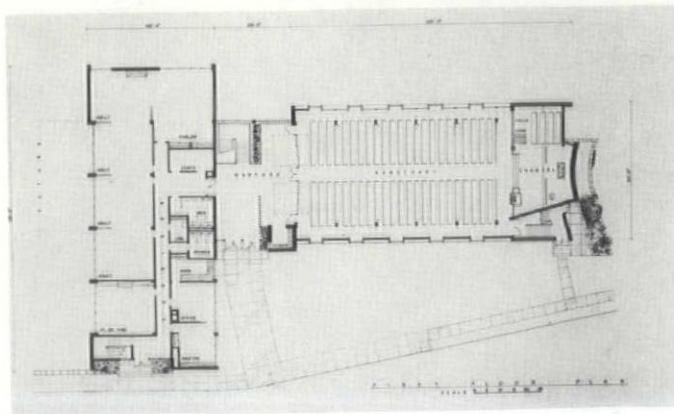
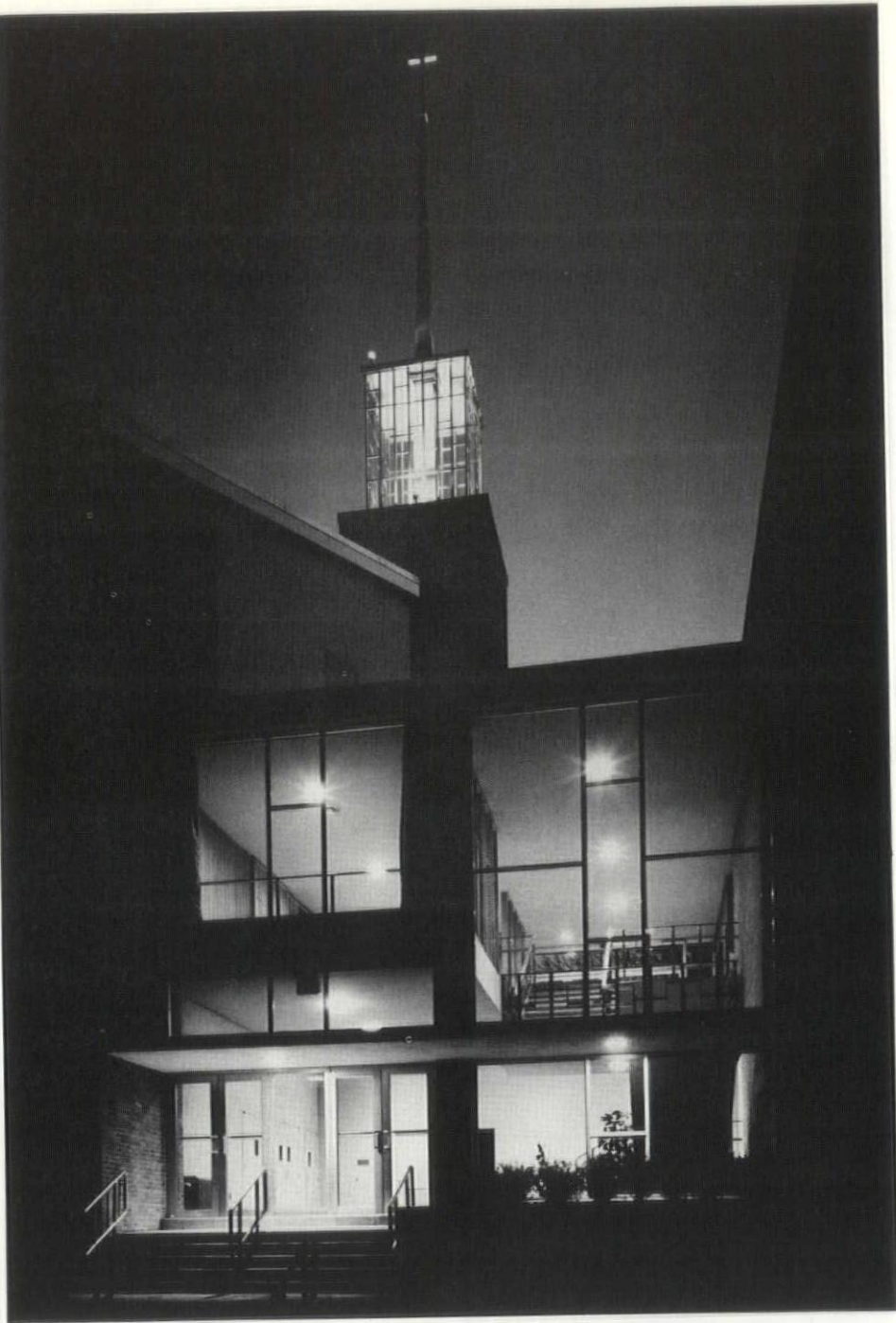
I do not claim to know the answer to the problem of zoning. But my observations have led me to believe that we should begin to learn from our experience in this field. As a beginning, both planners and zoning officials — and the citizenry they are trying to please — should display more humility than they have in the past. It would be most refreshing if we would begin to repeal some of the needless regulations and red tape and think twice before adding a new regulation no matter how urgent it may appear at the time.

As long as buildings are built mistakes will be made. Insofar as possible they should be the mistakes of individuals rather than the mistakes of city planners, for the mistakes of individuals are usually made on a retail basis whereas the mistakes of city planners are, by their very nature, made on a wholesale basis.

MEMORIAL
EVANGELICAL
UNITED
BRETHREN
CHURCH

COLESVILLE ROAD
SILVER SPRING, MD.

DUANE & LAWRENCE
ARCHITECTS

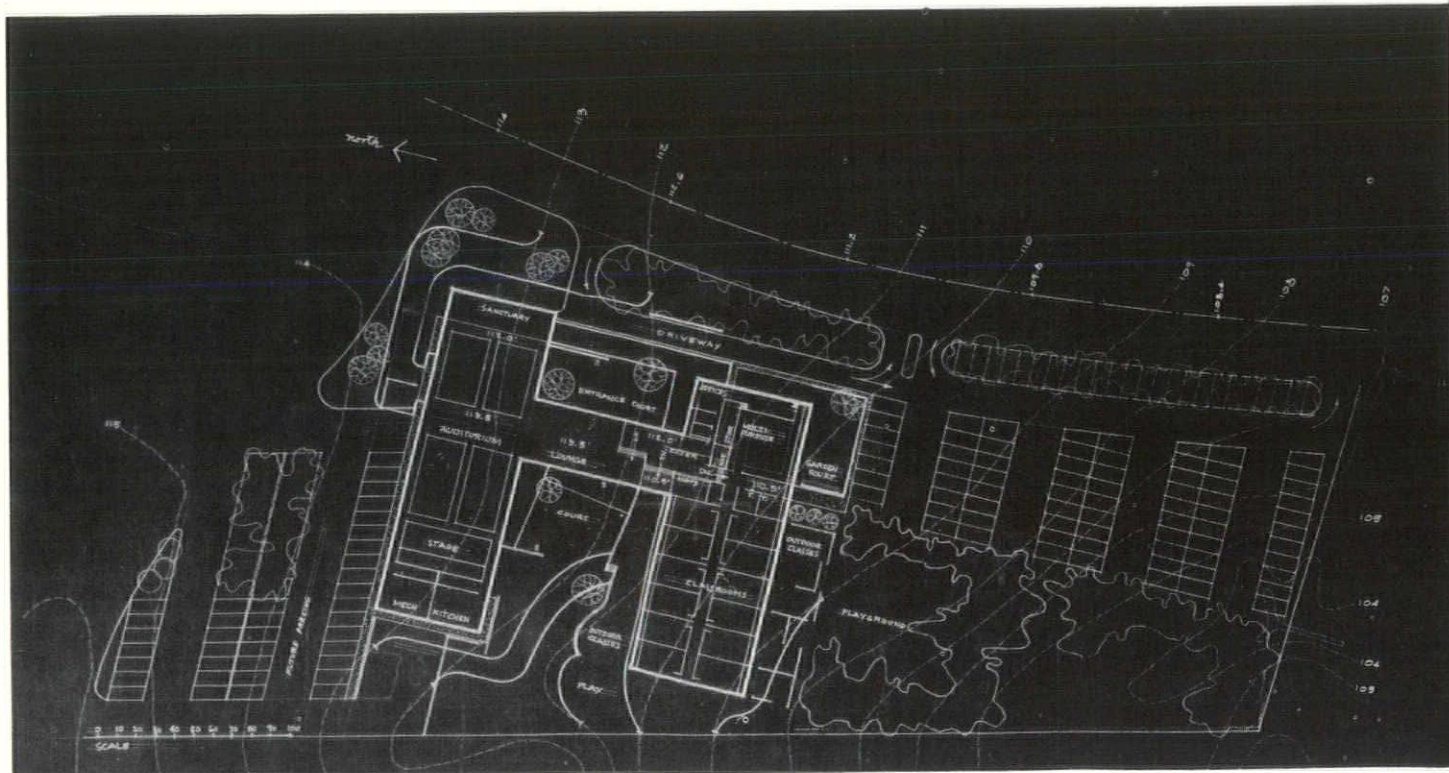


Agudas Achim Synagogue and Community Center, Alexandria, Virginia

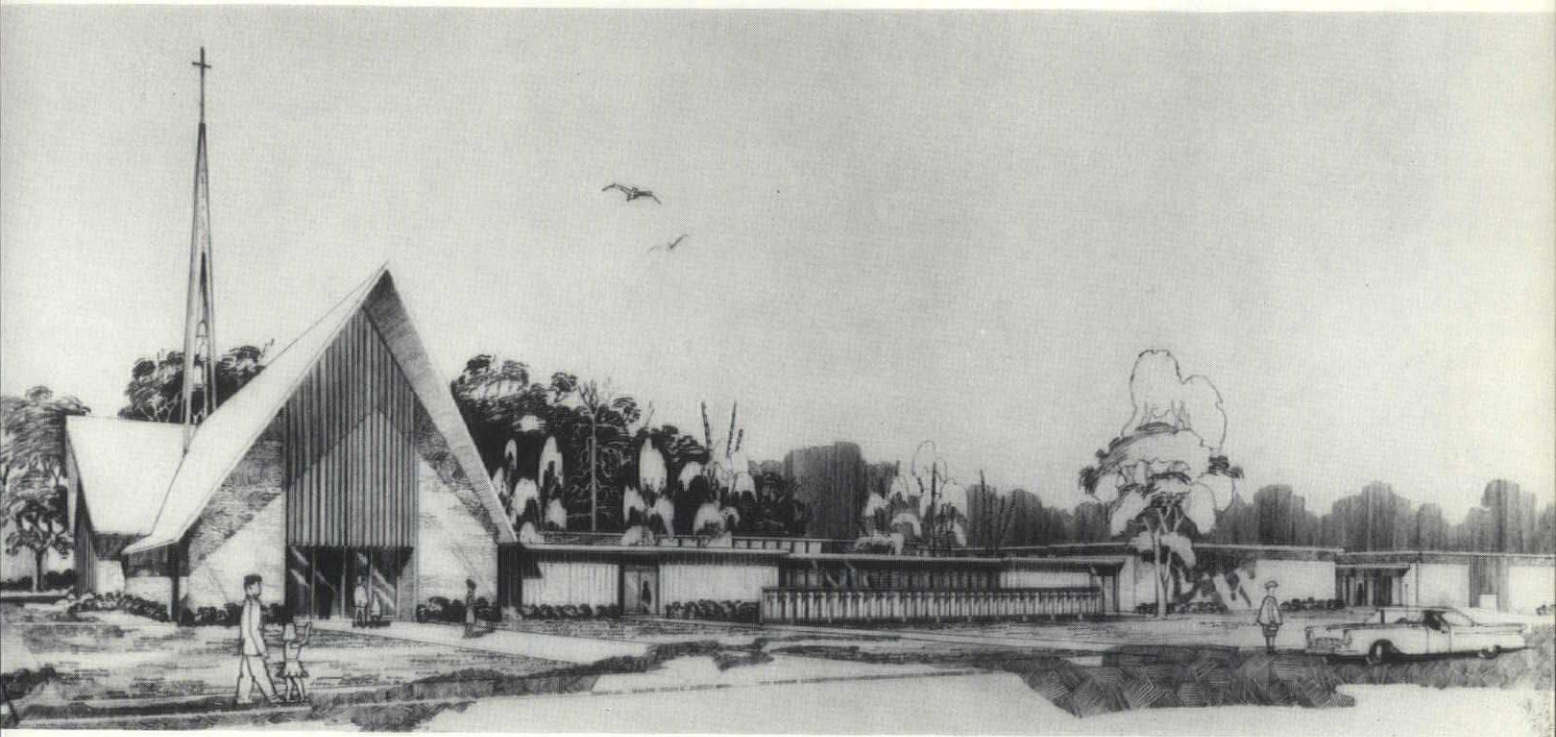
Architect: Joseph Miller of the Firm of Brown, Chapman, Miller, Wright

This combined synagogue, community center, and religious school was designed for a medium-sized congregation in Alexandria, Virginia. The sanctuary is used normally for religious services, but for the high holidays, it combines with the social hall to provide total seating for 900 persons. Weddings, confirmations, and small type social functions are held in the multi-use room, which has its own kitchenette and a walled-in garden adjacent. The multi-use room also serves as chapel, with Rabbi's office adjoining.

The ceremonial court to the rear of the lounge is used for graduations, receptions, religious celebrations, and community affairs at times of the year when the weather permits. The site is gently sloping, and by subtle changes in floor levels, all portions of the building have direct access to respective grades immediately adjacent.



CHURCHES BY ELLIOTT AND MACINTIRE, ARCHITECTS

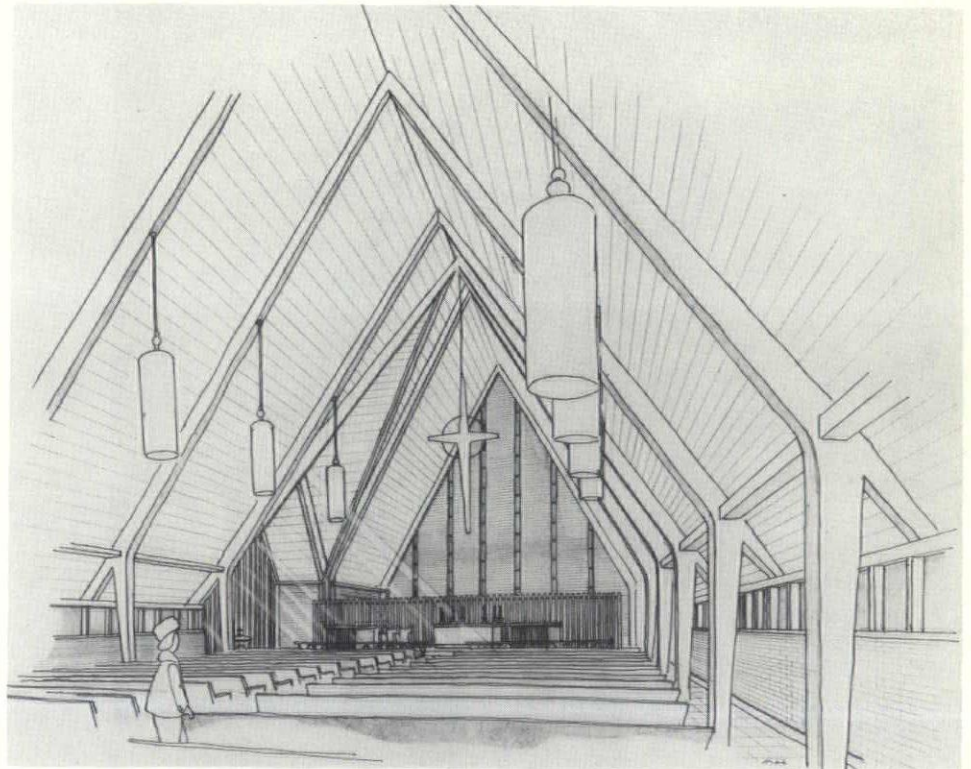


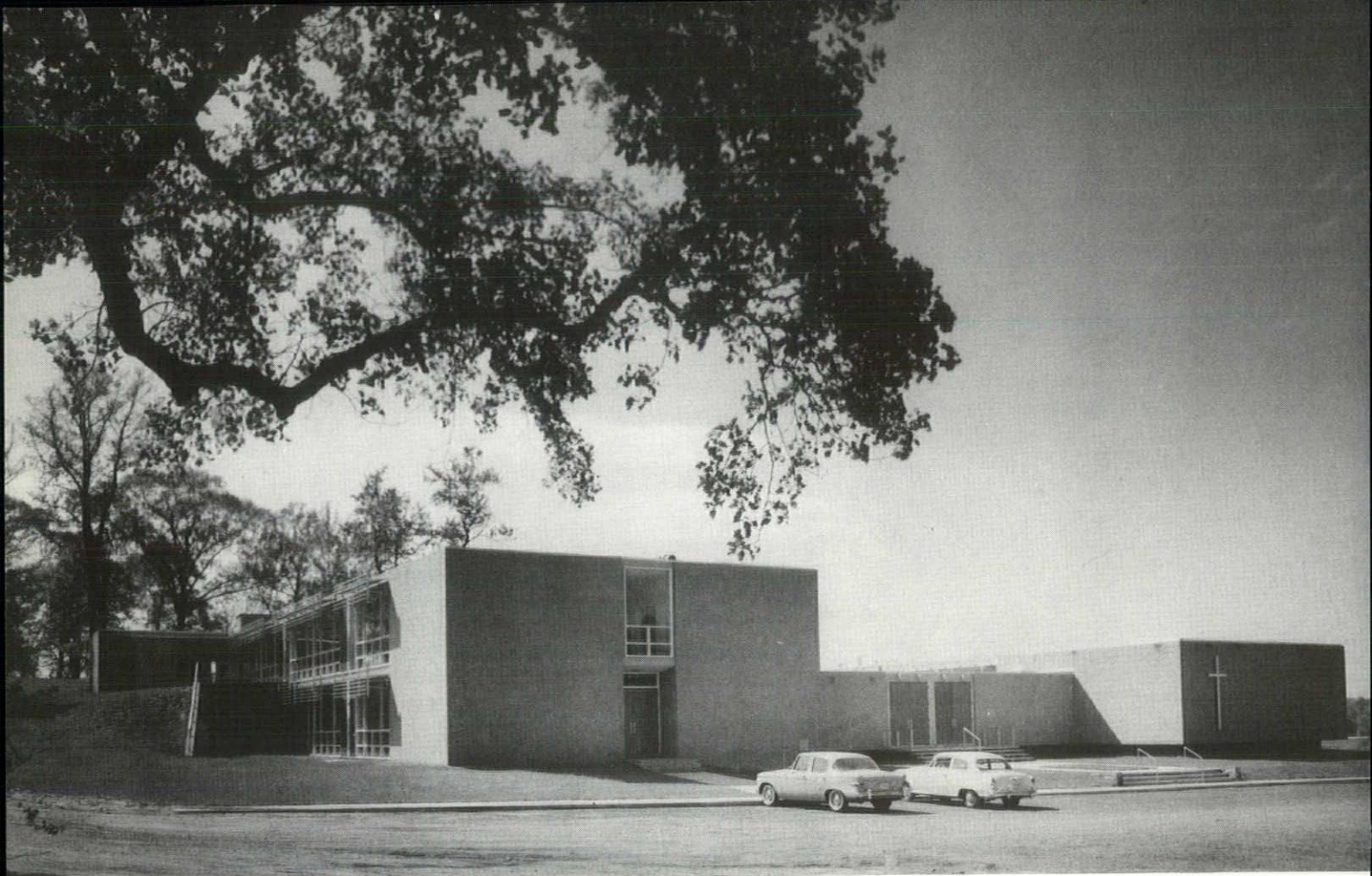
HOPE EVANGELICAL LUTHERAN CHURCH

Location: Baltimore, Maryland

Pastor: Reverend Dedric C. Every

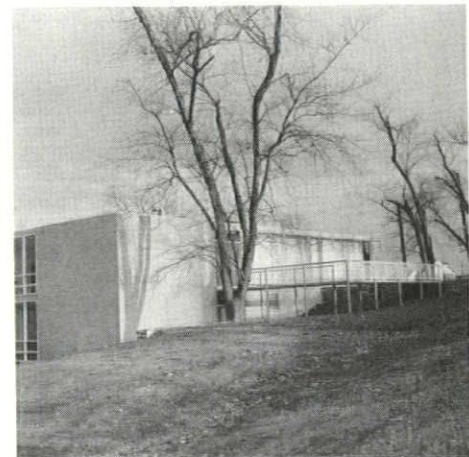
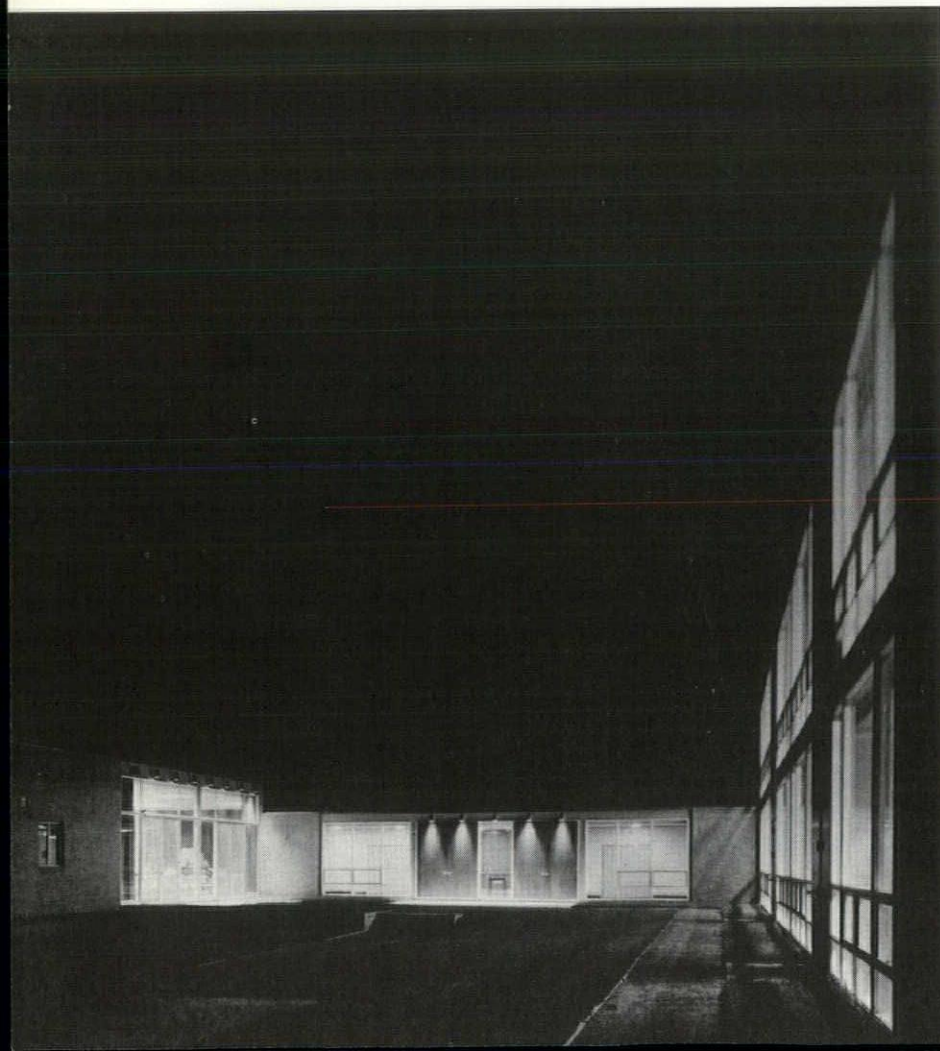
Church to seat 500 people and educational building to house 1200; fellowship hall to seat 500. Building will also contain library, offices, parlor and related facilities. Estimated cost of total structure: \$600,000.





HYATTSVILLE PRESBYTERIAN CHURCH

Location: Hyattsville, Maryland
Pastor: Reverend D. Hobart Evans
Construction cost: \$263,000
Architects: Elliott & MacIntire



POLITICS AND PLANNING

by Frederick Gutheim

President, Washington Center for Metropolitan Studies

Planning is of interest to politicians as it influences voting; as it changes the established power structure in executive departments; as it alters the value of land; as it affects taxes and tax rates; as it causes the migration of substantial numbers of people; and as it offers evidence of success or failure in governmental stewardship. Other considerations might be mentioned, but these are sufficient to introduce the subject of the relationship of politics to planning.

Planning must be considered in relation to cities, to metropolitan regions, to larger areas defined by river basins or natural resources. It should also be recognized that planning for central business districts, for suburban communities, for industrial areas, or for transportation, urban development, housing, or other special purposes—each will present its own special aspects and interests. All, however, must have some relationship to the future, and to intelligent foresight into the future, if we are to consider them planning. And for the purposes of this paper, we should be concerned with comprehensive, multi-purpose planning rather than with more limited programs.

Henry Adams observed that practical politics consists in ignoring the facts. It may consist in more or less successful endeavors to conceal the facts, or to make them appear to mean something else, but I think it is impossible today for practical politics to ignore the facts. Further, it appears to me that more and more politicians are interested in the future, and are willing to put political bets on it, as distinguished from a more shortsighted and immediate concern with the next election, or tomorrow's vote. I might also risk the observation that while politicians are closely attuned to the immediate interests and concerns of their constituents, and reflect these in what they say and do, they are less likely to be fooled into thinking this is the whole story. For one thing, they often hear both sides of the story; for another, they know there will be a day of reckoning. These are some reasons for the growing sympathetic relationship between politics and planning.

Planners, too, are most interested in politics. Having worked for politicians most of my life, I believe I can say this was not always so. Planners used to think of themselves as designers, makers of plans, creators of the city beautiful. They were

employed by city planning commissions organized deliberately in order to set them apart from the presumably corrupting influences of city hall. Their plans often graced the wall, or filled the filing cabinet, but—despite notable exceptions, such as Burnham's Chicago plan—frequently failed to be carried out. These experiences grew to stigmatize the entire planning profession. (Robert Walker, "The Planning Function in Urban Government," was the best critic.) They were notably responsible for the almost universal scrapping of planning work at the beginning of the Great Depression—at the very moment when, because of the work relief and public works programs, planning was most needed.

Planners swung the other way. They embraced that awful word "effectuation" with unabashed enthusiasm; they even set up jobs in planning offices for "effectuators." The acid test of a plan was whether it was executed; the criterion of professional success whether a planner "got results." Even politics received the corresponding and deplorable neglect of those worthy inheritances from the profession of architecture: good drawing, models, careful presentation, well-written and printed papers. Instead, we were adrift in a world of mimeographed and badly written reports, a gash of technical language, public relations, and pseudo-public relations. From this period, I think we are now emerging. There is still a desire to appear practical, but generally planners are sufficiently secure, are now paid enough, and have a strong enough position in the power structure to be more relaxed and more willing to be concerned with their proper job.

The planner in a governmental structure today is well aware of how he can contribute to that work. He has such tools as the capital budget, the master plan of public works, the mandatory review, with which to exercise his influence over current work; and he has increasingly the techniques of public reporting and public relations with which to develop "a third force" of independent political strength based on the facts and on independent professional judgment. In his relation to legislative bodies, to city councils, the planner has also developed a surprising strength. Where he has established what might be termed a consultative relation to such bodies, he has contributed enormously to grounding politi-

cal "electricity" by relating specific controversial subjects to more comprehensive and long-range factors. Where the issues have been closely drawn—and they frequently are—consideration in this broader frame of reference is frequently decisive.

Among the questions worth discussing in this context is whether it is possible or desirable to undertake metropolitan planning without creating first some framework of metropolitan government. I feel that experience strongly argues that much metropolitan planning can be done prior to the creation of any specific metropolitan government with powers. (I was unsuccessful several years ago in persuading the city of Philadelphia and the Pennsylvania Institute of State and Local Government that this was the case; but perhaps they feel differently now that they have had their premature try in Harrisburg to get metropolitan powers for the city of Philadelphia.) Indeed, metropolitan planning will help to develop an awareness of the need for such governmental structure and to specify more exactly what powers it should have and how it should be related to the other layers of government. Plunging directly into the creation of metropolitan government may even lead, if successful at all, to the neglect of the most promising roles of such new governmental forms. This seems to have been the experience in Toronto, and perhaps in metropolitan Miami. By contrast, and without regard to the racial implications of that decision, the creation of the metropolitan consolidation of Nashville and Davidson County was strongly helped by the work of the planning agency.

It may be assumed, I think, that the metropolitan region has certain characteristic political interests and problems. It is with these that metropolitan planning must deal. I might identify them most readily as the problems of the central city, of the suburban periphery, and of the metropolitan region as an integrated whole.

In the central city the problems arising from metropolitan growth and expansion are those of congestion, as a limited central area must accommodate more and more activities; of change, as industry and much retailing leave for the suburbs and office building activities and more specialized trading find places in the city; and of the movement of people and

goods, including mass transportation, expressways, and parking.

In the suburban areas, the problems arise chiefly as the result of growth, and typically are those of a shortage of governmental services; the need for orderly planning and scheduling of new activities and facilities; and overcoming the political fragmentation and arbitrary character of highly specialized residential or industrial communities, and the financial, racial, and other difficulties this imposes.

The metropolitan community as a whole can be dealt with only when some means are found for dealing with its governmental problems. Some of the customary ways this can be done (without regard to their political feasibility) are (1) annexation; (2) the creation of functional authorities; (3) the creation of multi-purpose or general metropolitan authorities; (4) city-county consolidation; and (5) the borough plan of metropolitan government. Short of some form of metropolitan government, progress can be made by various forms of private or public efforts to survey the metropolitan community or to engage in metropolitan regional planning.

Since the monumental study directed by Coleman Woodbury, published five years ago, we have been wary of looking at the superficial evidences of slums and blighted areas as being of themselves metropolitan problems. Instead, we suppose they are evidences of racial migration, industrial location and change, organizational defects, and other underlying factors. This line of thinking is being deepened and broadened by the contemporary group of studies by ACTION, not least by that by Professors Banfield and Grodzins just published. This unconventional argument contends that metropolitan government itself is a reactionary movement.

Yet we must remember that it is with symptoms that people and their political leaders are concerned. Slums and bad housing, poor residential neighborhoods, are where it hurts most. We may be able to persuade them that the proper treatment is of the underlying malady, but I think we can ignore symptoms only at the peril of forfeiting the patient's confidence and faith in our understanding of his difficulty. If our remedies for metropolitan difficulties are to be acceptable, we will have to make sure that they affect the symptoms. And they do not produce worse symptoms! The cure for downtown congestion is not a deserted

city. The remedy for slums in the central city is not embryonic slums in the suburbs. Short-run highway solutions may lead only to worse difficulties.

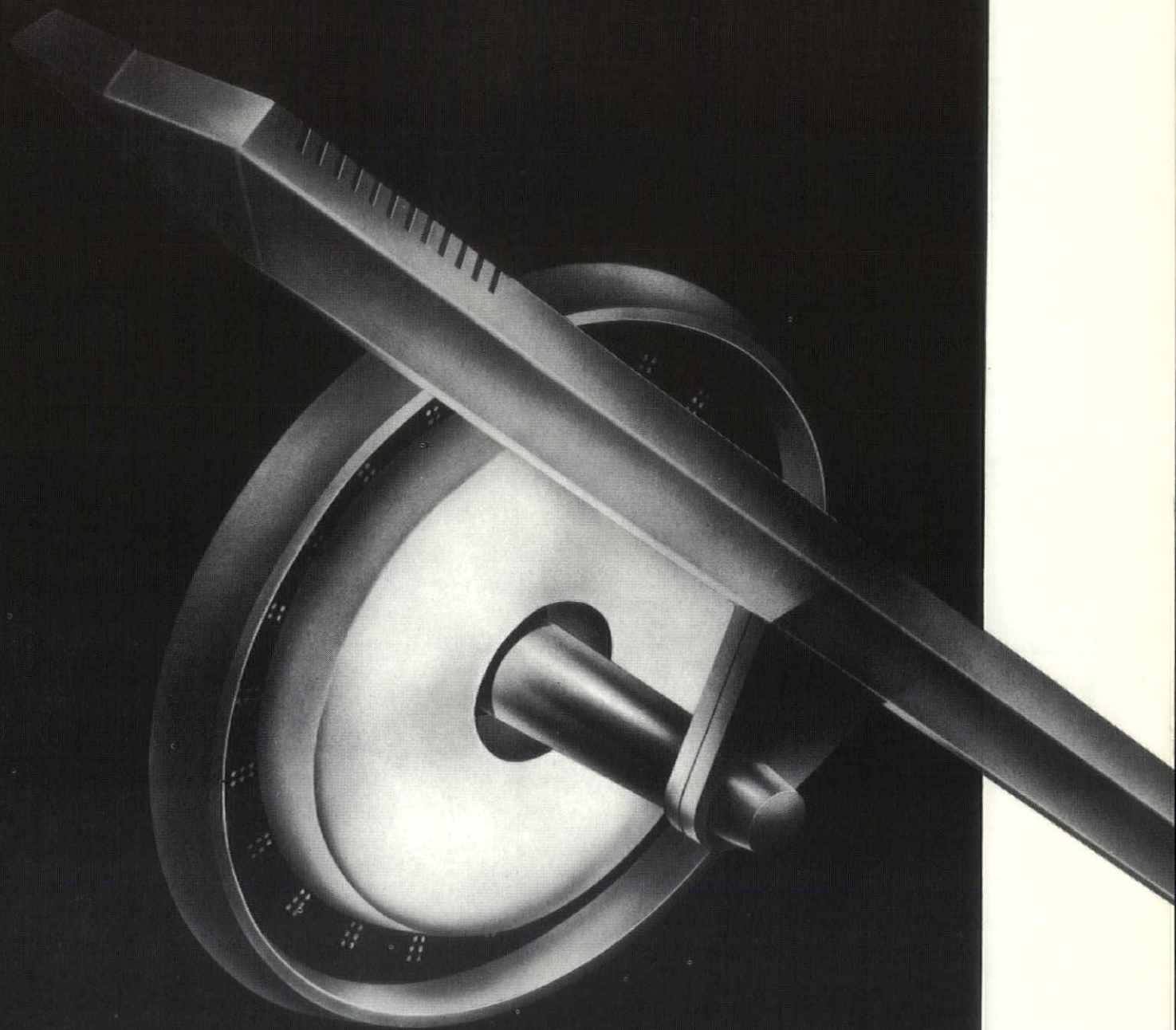
Even the briefest treatment of this subject cannot neglect to mention the interest of the federal government in metropolitan planning. Initially, and most obviously, this derives from the fact that Title VII of the Housing Act of 1954, amended, provides the main grants in aid for metropolitan planning—poorly as these have been handled. More fundamentally, it arises from the fact that so many federal programs have as their end result the location of post offices or federal buildings in cities; the approval of federally aided programs of roads, airports, hospitals, housing, or urban redevelopment; the impact of federal policies of the regulation of transportation, communication of trade; the underwriting of such urban enterprises as housing. The federal investment in the metropolitan areas of the United States today is probably well over twenty-five billion dollars. And there is no federal policy for cities and metropolitan areas, no effort to coordinate or direct these federal programs and interests in ways that contribute to the betterment of cities. Examples are abundant of federal agencies that ignore local planning. The policy of the Eisenhower administration, and of the Bureau of the Budget, was to ignore these issues or to pretend that some form of improved federal-state relations might ultimately improve them. The one effort of the Bureau of the Budget to establish a regional office with the avowed purpose of exploring what could be done to coordinate the short-sighted and narrow programs of federal bureaus was abandoned. Under the circumstances, the federal relations to cities and metropolitan areas are not innocuously negative; they are positively divisive and disturbing. Even individual agencies and their programs are hopelessly enmeshed with metropolitan interests as, for example, civil defense. A survey of this situation, what it means, and what should be done about it, deserves a high place on the Congressional agenda.

Let me conclude these rather brief comments by some observations on the planning process itself. Please do not think that my interest in the plan as such and in design problems means that I am unaware of the process theory of decision-making. On the contrary, it is because I believe the plan as a design has an authority of its own that it becomes a

powerful factor in the planning process. You have an excellent illustration of that in Pittsburgh where the Golden Triangle project exercised an influence upon much broader planning long before it was ever realized. The same force operates in plans of a larger significance than this limited measure of redevelopment. So long as a plan represents a valid set of facts and principles; so long as it is accepted as a political agreement; so long as it is an expression of popular determination—it must be reckoned with in the decision-making process. When it loses that authority it is finished as a plan. This conception of planning is one reason I am seldom much concerned with the legal status, or lack of it, of much metropolitan planning. Once you get over the money hurdle, the measure of planning's effectiveness is pretty directly related to how good the plans are rather than to the political strength that enforces them. I think it is easiest to see planning in this sense as comparable to organization or to budgeting—a set of influential guide lines rather than an inflexible document. We can reorganize, change the budget, or change the plan—but only where there is a good reason for doing it. This idea is horrifying to architects, engineers, or other people who look at planning as a kind of contract which, once it is accepted, is not to be changed because it has become the organizing instrument for work.

If we have plans, or perhaps you would prefer to call them planning policies, they also become the subject of political debate. Mayor Lee found this out in New Haven. Candidates were recently running for office in Miami with different conceptions of metropolitan government as their platforms. Cities are now beginning to find themselves in a trading position with suburban communities in the state legislatures.

To sum up, then, metropolitan planning must deal with the political issues of metropolitan growth and expansion and it must find political ways of getting its plans into action—whether these are short of the creation of some form of metropolitan government or actually propose such forms of government. If it deals with anything less than the whole range of metropolitan interests, it will cease to be accepted as metropolitan planning and become something else, as has been the case with private metropolitan planning efforts in Chicago, New York, and some other cities. And at that stage it is neither planning nor politics.



NEW

ILLUMINATED WALL BRACKET spotlights handrails
in corridors and stairways • • • Incandescent recessed lighting
provides added safety and decorative night lighting for:

HOSPITALS • HOMES FOR AGED • THEATRES • HOTELS • SHIPS



Blumcraft

OF PITTSBURGH

GENERAL CATALOG OF COMPLETE BLUMCRAFT LINE AVAILABLE ON REQUEST
COPYRIGHT 1961 BY BLUMCRAFT OF PITTSBURGH • 460 MELWOOD STREET, PITTSBURGH 13, PENNSYLVANIA

Mailed to all architects and allied organizations in National Capital Region and Baltimore Area and to local and national government officials—over 1500 circulation and growing.

Barber & Ross Company, Inc.

Aluminum Windows & Doors, Millwork, Builders' Hardware, Structural Steel, Manufactured Homes, Major Appliances and Kitchen Cabinets

2323 4th St., N.E., Washington 2, D.C.
DE 2-0501

BURGESS - MANNING

Radiant Panel Heating
Radiant Panel Cooling

HAMPSHIRE

4626 Annapolis Rd.
Bladensburg, Md. UN 4-0300

Executive Interiors

WHOLESALE TO THE TRADE ONLY

Showroom Displays of
Herman Miller - Robert John - Monarch
Imperial - Alma - All Steel - Accessories
1015 - 12th St., N.W. Washington 5, D. C.
DI. 7-4321

Revere Furniture & Equipment Co.

From Blueprint to Finished Interior Design
Staff of 5 Professional Designers, AID, NSID

507 Eighth St., S.E. - Washington 3, D. C.
Lincoln 6-9200

James A. Cassidy Company, Inc.

BUILDING PRODUCTS

Windows and Curtain Wall
by

General Bronze — Artex — Winco

Modernfold Partitions

Arcadia Doors

Brown Sun Controls

Dahlstrom Elevator Entrances and Cabs

Custom Convector Enclosures
and

Other Building Specialties

Eighth and Lawrence, N.E.

Washington 17, D. C.

LAwrence 9-5400

OUR THIRTIETH YEAR



we are pleased to offer
architects *technical assistance on*
gas air conditioning and the many other
applications of natural gas to residential,
commercial and industrial uses.



Call our Technical Services Manager,
STerling 3-5225, Ext. 8183



FEDDERS

WHOLE-HOUSE AIR CONDITIONING
The Cushwa Brick and Building Supply Co.
 TU. 2-1000 HU. 3-6575

James H. Carr, Inc.

Curtain Wall Panels of Fiberglass,
 Aluminum and Steel
 Glulam Arches and Bowstring Trusses
 Prefabricated Trussed Rafters
 2138 P Street, N.W. Washington 7, D. C.
 ADams 4-7979

United Clay Products Co.

Headquarters for
 Georgetown Colonial Brick
 Carrier Air Conditioning
 Alwintex Windows and Doors
 Bryant Heating Equipment
 1 Investment Building DI. 7-0787

Mt. Vernon Clay Products Co.

800 Hamlin Street, N.E.
 Washington 17, D. C.
 332-8485

BUILDING EQUIPMENT & MATERIALS

The Hampshire Corp.
 Acoustical Tile, Plastering, Flooring,
 Partitions, Roof Deck
 4626 Annapolis Rd., Bladensburg, Md.
 UN 4-0300

Kidwell & Kidwell, Inc.
 Irving L. Kidwell, Pres.
 Dellbert A. Kidwell, Sr., Chmn.
 Acoustical Insulation, Brick Laying,
 Drywall & Plaster
 Box 266, College Park, Md. GR 4-4500

Floyd E. Koontz
 Fella Wood Folding Doors and Windows
 Miami Medicine Cabinets and Mirrors
 Sargent Incinerators
 3250 K St., N.W., Wash., D. C. FE 3-2900

T. M. Woodall, Inc.
 Plastering and Acoustical Treatment
 6480 Silgo Mill Rd., Takoma Park 12, Md.
 JU 9-3811

D. A. Hubbard Co.
 Panelfab Aluminum Doors, Frames
 Benson Windows, Erie Porcelain
 Grade-Aid, U.S. Incinerator
 Box 5939, 8000 Norfolk Ave., Bethesda 14,
 Md. OL 2-8425 EM 5-2747

American Iron Works, Inc.
 Iron, Bronze & Aluminum Work
 Inwood & Kenilworth Ave.,
 Bladensburg, Md. AP 7-8444

Macomber Incorporated
 Standardized Steel Building Products
 8113 Fenton St., Silver Spring, Md.
 JU 9-7554

The Shade Shop
 Venetian Blinds, Window Shades, Folding
 Doors—Wood and Fabric, Daryl "Patio-
 Magic" Sliding Glass Doors and Windows
 2214-16 M St., N.W., Wash. 9, D. C.
 FE 7-1200

CONCRETE PRODUCTS

Tecfab, Inc.
 Precast Structural Insulating Panels and
 Window Wall Systems
 Plastic Mosaic and Tile Facings
 Beltsville, Md. GR 4-6211

Atlantic Perlite Co.
 Lightweight Concrete Roof Decks
 1919 Kenilworth Ave., N.E., Wash. 27,
 D. C. SP 3-0200

The Upco Co.
 Al Pack
 Non-Fading Hydroment for Color Concrete
 14800 Maydale Ct., Silver Spring, Md.
 EV 4-9474

FURNISHINGS & EQUIPMENT

Hope's Windows, Inc.
 The Finest in Aluminum and
 Steel Windows
 1820 N. Nash St., Arlington, Va.
 JA 5-8919

Milo Products Corp.
 Milo Cabinet-Wall Closets and Fronts
 Milo Bi-Fold Doors, Metalic Warp-Proof
 Sliding Doors, Accordion-Fold and
 Woywood Doors
 1010 Vermont Ave., N.W., Wash. 5, D. C.
 ST 3-9047

Klon O. Row, Inc.
 Sanymetal and Weis Toilet Partitions
 Flour City Ornamental Iron Co.
 4380 MacArthur Blvd., N.W., Wash. 7,
 D. C. FE 3-4410

Schatz Kitchen Equipment, Inc.
 Washington's Oldest Manufacturers of
 Kitchen Equipment for Restaurants
 and Schools
 5011 Minnesota Ave., N.E., Wash. 27,
 D. C. SP 3-5500

GENERAL CONTRACTORS AND BUILDERS

Altimont Bros., Inc.
 4929 Bethesda Ave., Bethesda 14, Md.
 OL 2-1700

Briggs Construction Co., Inc.
 4909 Cardell Ave., Bethesda, Md. OL 6-4545
 2020 14th St., N.W., Wash. 9, D. C.
 1908 Sunderland Pl., N.W., Wash. 6, D. C.

Warthen & Ward
 General Contractors
 10410 Montgomery Ave., Kensington, Md.
 LO 5-1186

Hill and Kimmel, Inc.
 General Contractors
 1103 Wayne Ave., Silver Spring, Md.
 JU 5-3911

C. M. Hale Co., Inc.
 Specializing in Churches, Commercial
 and Public Work
 3708 Perry Ave., Kensington, Md.
 LO 4-8363

Duncan Construction Co., Inc.
 10315 Kensington Pkwy., Kensington, Md.
 LO 4-7075

Morrison & Bready, Inc.
 Contractors & Builders
 4206 53rd Ave., Bladensburg, Md.
 Post Office Box 85 UN 4-8229-30

N. S. Stavrou, Inc.
 General Contractors
 516 Rhode Island Ave., N.E.
 Washington 2, D. C. CD 5-2212

HARDWARE

Builders Hardware Corp.
 Architectural Hardware Consultants
 Builders', Finishing Hardware
 4908 St. Elmo Ave., Bethesda, Md.
 OL 6-6800

Fries, Beall & Sharp Co.
 Architectural Hardware Consultants
 Representative of Sargent & Co.
 and Schlage
 Shirley Hwy. and Edsall Rd., Springfield,
 Va. FL 4-3600

HEATING FUELS

Griffith-Consumers Co.
 Distributors of All Types of Commercial
 and Residential Fuels and Heating Equip.
 1413 New York Ave., N.W., Wash. 5, D. C.
 ME 8-4840

LUMBER & MILLWORK

Anderson Lumber Co.
 Sanford Trusses
 Dover Rd., Easton, Md. TA 2-3060

Bradley Lumber Co., Inc.
 Lumber - Millwork
 Brookeville & Talbot Ave., Silver Spring,
 Md. JU 8-1212

MASONRY AND MASONS

A. Myron Cowell, Inc.
 Quality Masonry Contractors
 Brick - Glazed Tile, Cinder Block
 Rubble Stone - Glass Block
 Cut Stone Setting
 538 Forest Glen Rd., Silver Spring, Md.
 JU 9-3340 JU 9-4580

Anthony Izzo Co., Inc.
 Bricklaying Contractors
 Suite 711, 1000 Conn. Ave., N.W.,
 Wash. 6, D. C. ST 3-0587

Jack T. Irwin, Inc.
 "Dealers in Natural Stone", Flagstone,
 Building Stone, Georgia Marble,
 Slate Products
 1508 Rockville Pike, Rockville, Md.
 OL 4-6252

McLeod & Romborg Stone Co., Inc.
 Out Stone Contractors
 Bladensburg, Md. WA 7-2482

West Bros. Brick Co.
 Tunnel Kiln Face Brick, Various Colors
 6600 Sheriff Rd., N.E., Wash. 27, D. C.
 WA 5-8220

Washington Brick Co.
 Masonry Manufacturers & Distributors
 6th and Decatur Sts., N.E., Wash. 11,
 D. C. LA 9-7000

National Brick & Supply Company
 High Pressure Cured Block and Brick
 Dux Plank Floor and Roof System
 Terra Cotta, Wash. 11, D. C. LA 9-4000

PAINT

Cunningham Paint Company
 Distributors: PYA Muraltone; Muralo
 Masonry Finishes for All Interior and
 Exterior Walls
 2020 14th St., N.W., Wash. 9, D. C.
 OO. 5-2031

W. R. Winslow Co.
 Distributors for Benjamin Moore, Samuel
 Cabot and National Gypsum
 Winslow Products
 922 New York Ave., N.W., Wash. 1, D. C.
 NA 8-8610

McCormick & Son, Inc.
 Distributors Devco and Reynolds Co., Inc.
 Color Consulting and Coordination Service
 ROY J. MORRIS, Color Consultant
 5918 Georgia Ave., N.W., Wash. 11, D. C.
 TA 9-1886

PAVING

Standard Paving Co.
 All Types of Asphalt and
 Concrete Paving
 Commercial - Residential
 5200 River Road, Bethesda 2, Md.
 OL 2-3445

PLUMBING, HEATING & ELECTRICAL

American Radiator and Standard Sanitary Corp.
 Specifications for Plumbing and Heating
 8641 Colesville Rd., Silver Spring, Md.
 JU 7-6600

Nutone, Inc.
 Built-ins for the Home
 Local Sales Representative: Leslie A. Mell
 NA 8-9655

Albert A. Fox
 Mrs. Representative
 Architectural Engineered Lighting
 Commercial - Governmental - Church
 Institutional and Residential
 901 Quackenbush Street, N.W.
 Washington 17, D. C.
 ST 3-3480 — If no answer: RA 6-7385

General Heating Engineering Co., Inc.
 Heating, Air Conditioning &
 Plumbing Contractors
 4801 Central Ave., S.E., Washington 27,
 D. C. RE 6-5500

Neil Electric Co., Inc.
 Mr. A. Fleitell, Pres.
 Electrical Contractors & Lighting Fixtures
 3812 38th St., Brentwood, Md. AP 7-7511

PORCELAIN

Calcore Porcelain Co., Inc.
 Subsidiary of Calerie Appliance Corp.
 Architectural Porcelain - Curtain Wall
 Panels - Store Fronts
 912 Thayer Ave., Silver Spring, Md.
 JU 7-7800

REPRODUCTIONS & SUPPLIES

Leet-Melbrook, Inc.
 Blueprints, Architectural Photos,
 Drafting Supplies
 950 Silgo Ave., Silver Spring, Md.
 JU 9-8444

Cooper-Trent
 Your Authorized K & E Distributor
 Complete Reproduction Services
 4923 Cordell Ave., Bethesda, Md.
 OL 6-8800

Geo. F. Muth Co., Inc.
 Architects', Engineers', Drafting and
 Artists' Supplies, 3M-Adhesives
 Office Equipment and House Paints
 1332 New York Ave., N.W., Wash. 5, D. C.
 ST 3-6323

SPECIAL SERVICES

Foundation Test Service, Inc.
 James J. Schnabel, President
 Test Borings - Auger Borings
 Rock Core Drilling - Soil Testing
 1908 Sunderland Pl., N.W., Wash. 6, D. C.
 CO 5-3766

Joseph P. Sullivan
 Estimating and Cost Analysis
 Government and Private Projects
 10005 Edward Ave., Bethesda 14, Md.
 EM 5-4864

Mickelson's
 Prints and Paintings
 Fine Picture Framing
 709 G St., N.W., Wash., D. C. NA 8-1739

Patrick Sign Studio
 Sign Design & Manufacture
 Neon & Plastic, Billboards
 942 Silgo Ave., Silver Spring, Md.
 JU 9-2000

Sterling Maddox & Associates
 Surveyors and Site Planners
 Plane and Geodetic Surveys
 Aerial Topographic Maps
 4924 Hampden La., Bethesda, Md.
 OL 4-8980

Granger & Oliver
 Test Borings
 10400 Montgomery Ave., Kensington, Md.
 946-3313

SWIMMING POOLS

Lewis Swimming Pool Construction Co., Inc.
 Swimming Pools
 115 Mary St., Falls Church, Va. JE 2-7353

Paddock Swimming Pool Co.
 Mr. A. Stadt, Vice Pres.
 Swimming Pools & Equipment
 2218 1st St., South, Arlington, Va.
 JA 4-2626

TILE

The Mosaic Tile Co. of Virginia
 Tile Manufacturer
 Warehouse and Showroom
 607 S. Ball St., Arlington, Va.
 OT 4-5553 OT 4-5554

Standard Art, Marble & Tile Co.
 Scagliola, Marble, Mosaic, Terrazzo, Tile,
 Ceramic, Slate
 117 D St., N.W., Wash., D. C. NA 8-7413

Form 3547 Requested

POTOMAC VALLEY ARCHITECT
SUITE 304
8055 THIRTEENTH STREET
SILVER SPRING, MD.

Bulk Rate
U. S. POSTAGE
PAID
SILVER SPRING, MD.
PERMIT NO. 274

NEXT MONTH

• **SCHOOLS**

Mr. Henry H. Saylor
1735 New York Ave., N. W.
Washington 6, D. C.