

POTOMAC VALLEY ARCHITECT

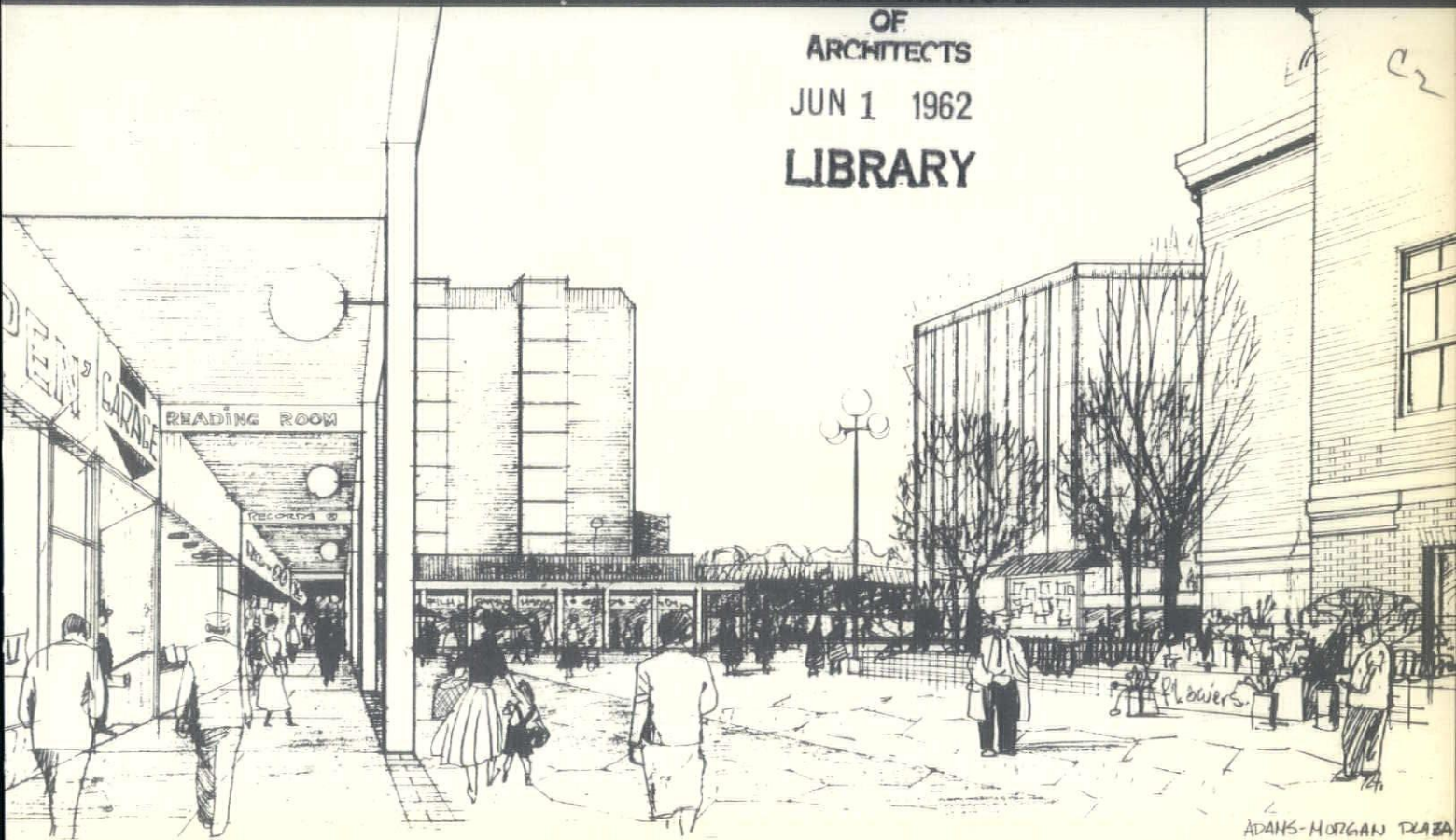


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ADAMS-MORGAN PLAZA

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POTOMAC VALLEY CHAPTER OF MARYLAND

American Institute of Architects

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NEXT REGULAR MEETING
AWARDS DINNER
Shady Grove Country Club
June 22, 1962

SUMMER EMPLOYMENT

A number of ambitious young men with high school architectural drafting experience, and some with several years of college training in Architecture are seeking summer employment in offices of local architectural firms.

Members desiring further information should call the Executive Office.

NEW PARTNER

Duane & Lawrence Architects have announced that Franklin J. Duane, A.I.A., is now a partner of the firm which has its offices at 1211-A Connecticut Avenue, N.W., Washington, D. C.

AIA FORMS

Chapter members purchasing A.I.A. Forms from the Executive Office should pay for them as soon as possible. This service is a convenience provided for our members and their cooperation will be appreciated.

LETTERS

Editor:

I have been impressed with the outstanding quality of your publication, and grateful for the contribution it is making for our related professions in this Washington Region. Please enter my subscription for 3 years.

Cordially,

Dorothy A. Muncy, A.I.P.
Consulting City Planner
Arlington, Virginia

Editor:

Your publication of the design submissions and jury reports on the various stages of the Southwest Urban Renewal Project has been one of the most useful contributions to good urban renewal design by any architectural publication. I am sure my feelings are shared by many when I express our gratitude for this editorial endeavor.

I think Washington, the RLA and local architects deserve national recognition for the quality of the work on this project. If as it draws to a conclusion it might be possible to publish a case study report on all phases of the development I think this would become one of the most useful urban design documents we could hope for.

Thank you.

Very truly yours,

Roger Montgomery
Associate Professor
School of Architecture
Washington University
Saint Louis, Missouri

NEW OFFICERS.

Officers of Potomac Valley Chapter for 1962-63 were elected at the May 2nd meeting.

Theodore R. Cromar, Jr.—President.
Dennis W. Madden—Vice-President.
John E. Moore—Secretary.
John W. Lawrence—Treasurer.
Jack C. Cohen—Director.
Andrew H. MacIntire—Director.
Harold L. Esten—Director.

NEW CORPORATE MEMBERS

The Potomac Valley Chapter welcomes two new Members:

Arthur Edward Hald, Jr., A.I.A.; Bachelor of Architecture, Catholic University. Mr. Hald is associated with Alvin L. Aubinoe, A.I.A.

Robert Harold Lee, A.I.A.; B. S. in Architectural Engineering, Hampton Institute. Mr. Lee is Associate Architect with F. Leonard Slagle, A.I.A.

DAMMING THE DAMS

by Benjamin P. Elliott, AIA

One hears in the news much about the Year 2000, and possible water shortages, and pollution of water supply. Much has been said, much more will be said; unfortunately, political maneuvering will end up having most to do with whether and where the dams will be built in the Potomac water shed.

The main problem acknowledged by the U. S. Corps of Engineers and other people involved with water supply, that untreated pollution dumping in the Potomac River is a problem which must be cleared up in order to ensure an adequate water supply from the fresh water streams and tributaries. The problem of jurisdiction enters as no one body has authority to prohibit the dumping of raw sewage and industrial waste into the river. The control is entirely up to the communities on the river; which is the basic weakness. As illustration of the "we could not care less" attitude on the part of some of our western communities and citizens: The nation's capital has become their sewage basin.

The Corps of Engineers has, from time
(Continued on Page 13)

JURORS FOR BIENNIAL COMPETITION

The Awards Committee announces that the jury for the biennial competition has been selected. Jurors will be Pietro Belluschi, F.A.I.A., Dean of the School of Architecture, M.I.T.; Ulrich Franzen, A.I.A., of Ulrich Franzen & Associates, winners of National A.I.A. award for 1962; and William F. Pedersen, A.I.A., of Pedersen and Tilney, winners of the recent F.D.R. Memorial Competition.

All Chapter members and other eligible architects registered in Maryland are urged to submit entries. Deadline is June 1, 1962. Panels must be delivered to the office of Eugene A. Delmar, 1107 Spring Street, Silver Spring, Md., before 5:00 P.M. of the due date.

The date of judgment will be June 7, 1962. The awards dinner will be at Shady Grove Country Club on June 22, 1962. Ed Ball has dinner tickets for those who wish to make reservations in advance.

The Awards Committee has been working steadily since last fall to make this competition a success. With the target date drawing near cooperation from other members would be appreciated. Those who are interested in helping please contact Gene Delmar or Andy MacIntire as soon as possible.

EDITOR'S PREFACE

The significance of urban design to the practicing architect has long been ignored.

In the following series of plans and sketches prepared by the NCPC staff, the value of public involvement in urban development is obvious. In addition to the basic proposal which would create a healthy, balanced residential-commercial center, the plan designers have created architectural opportunity. When private developers begin to build in Adams-Morgan their architects will have a basic framework of proposed buildings and open space. Sites have been created and opportunity provided for COHERENT ARCHITECTURAL EXPRESSION which is virtually impossible under standard single building uniform zoning practices.

Is urban design unattainable in rapidly growing Montgomery and Prince Georges Counties, or must we wait till we have built so poorly that with renewal the second time around we can design? Significant design opportunities are daily lost in the building of these counties because of the lack of interest on the part of our Planning Commission and the consequent poverty of staff imagination. Is there a single designer on the staff of the Maryland National Capital Park and Planning Commission who can foresee the inevitable result of their naively conceived multicolored maps?

PRELIMINARY PLAN PROPOSAL

by the NATIONAL CAPITAL PLANNING COMMISSION

ADAMS-MORGAN URBAN RENEWAL AREA

PROJECT STAFF: Lawrence Press, Project Chief; Robert Tennenbaum, Urban Designer; James A. Kalish, Urban Planner.

A. INTRODUCTION AND BACKGROUND

This progress report presents a summary of the preliminary planning proposals submitted to the Adams-Morgan Citizen Planning Committee. These proposals have grown out of a series of meetings of the Committee's Land Use Sub-Committee and were prepared with the technical advice and assistance of the staffs of the National Capital Planning Commission and the Redevelopment Land Agency.

The Adams-Morgan area represents a classic in-town neighborhood experiencing a decrease in total population with a proportional increase in both children and elderly population. These characteristics together with the aging and generally deteriorating stock of housing, occupancy patterns which lend themselves to overcrowded conditions, the existence of adverse environmental influences, a lack of recreational and open space and overcrowded school facilities, mixed and incompatible uses and a declining commercial area, subject the Adams-Morgan area to a degree of instability making it generally a less desirable place in which to reside, shop or conduct business.

The basic objective of the preliminary plan proposal is to reestablish and create a residential neighborhood of high quality with a sound and lasting value. The proximity of Adams-Morgan to downtown Washington, with its business center together with cultural and governmental institutions and its nearness to Rock Creek Park, create an outstanding environment and opportunity for attainment of such an objective. Consistent with this, one of the aims of the pro-

posal is to provide areas for the development of new residential buildings in order to obtain a more stable economic base for the renewal and continuing welfare of the neighborhood.

In light of the physical planning problems confronting the area and being that this is basically a conservation project with the primary goal being one of the maintenance and enhancement of the residential character and quality of the area, the plan proposals fall generally into two categories, all in accordance with a comprehensive neighborhood Plan. First, those activities which change the physical environment, to be accomplished by either some public means — parks, playgrounds, schools and streets — or those activities to be accomplished by private means — parks, playgrounds, schools and streets — or those activities to be accomplished by private means — residential developments and commercial developments. Secondly, there are those activities which form the greater and, in a sense, more significant portion of the activities in the area involving the rehabilitation of the residential and commercial properties which are to remain in accordance with the standards of the Plan. In this regard, the proposal contemplates that of the 144 net acres in the project area 78% will be retained and be rehabilitated.

1. RECREATIONAL AND PUBLIC OPEN SPACE.

The preliminary planning proposal makes provision for adequate public recreational and open space. The total recreational and public open space facilities proposed include the expansion of the existing facilities and provision of a new park site and playground sites.

The proposals increase the recreational and public open space from 6 acres to 15.2 acres.

It is envisioned that the area surrounding the church at 18th and Columbia will be developed as a paved plaza surrounded by retail and residential uses. Such an area would become an active meeting place in the Adams-Morgan area and would make the Church a very positive element in the design of 18th and Columbia. In this connection the developers will be required to provide the plaza area, in effect making it usable open space for the public.

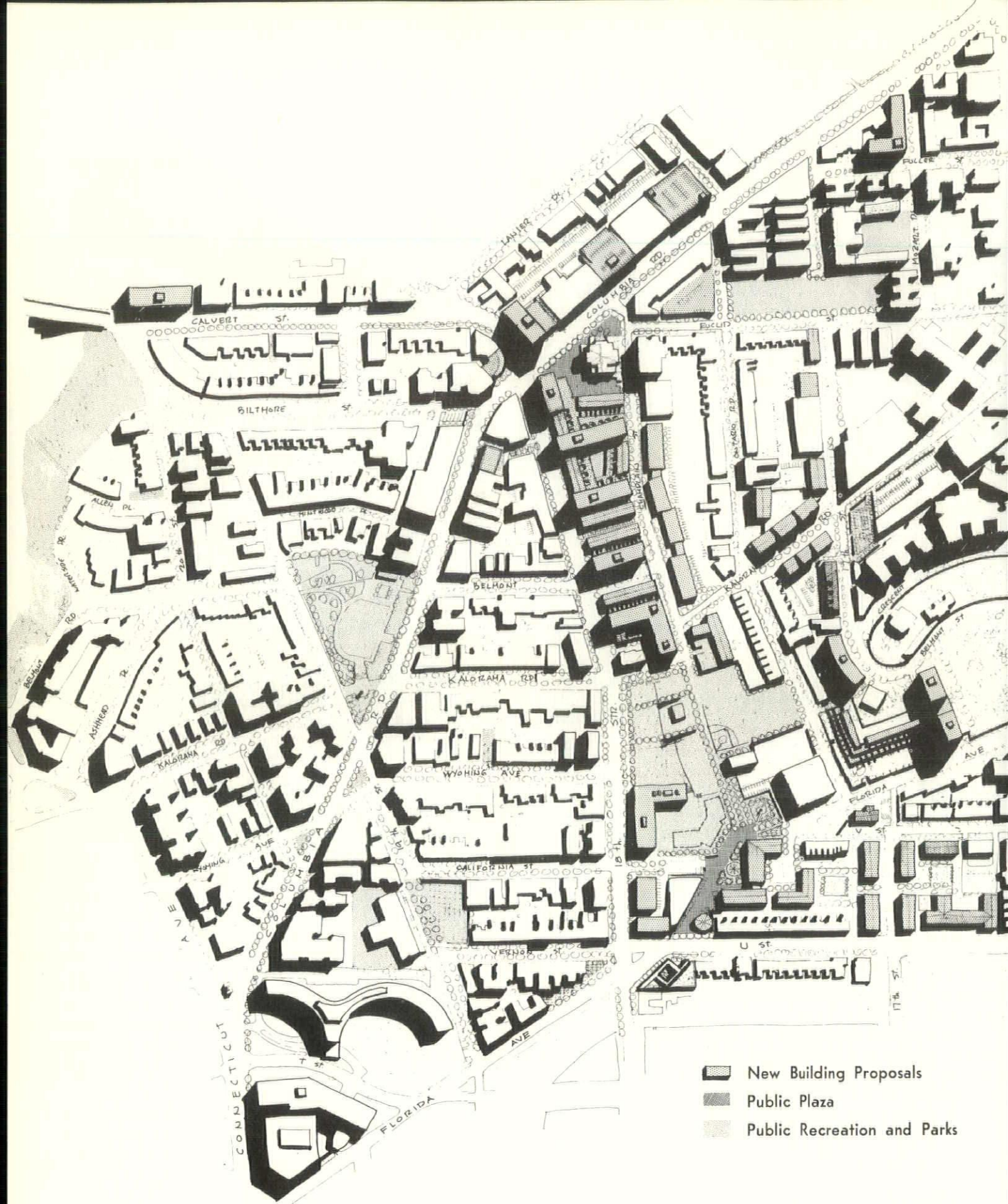
2. SCHOOLS.

The plan proposes a new classroom facility to be built along 18th Street north of California Street. This will eventually replace the existing Morgan School, the site of which will then be used for recreational purposes. The proposed new school would become part of the new park site.

3. RESIDENTIAL AREAS.

The plan proposes in addition to the increase in recreational and open space the provision of more residential space. This is proposed to be accomplished by replacement with residential uses the existing areas of obsolete or substandard housing and by the removal of incompatible uses from the area. The existence of scattered sites of heavy commercial and light industrial uses presents the area with a rehousing resource for many of the families to be displaced from substandard residential areas and areas proposed for public use.

A variety and diversity of building types encouraging a variety and di-



Adams-Morgan Design Proposals

National Capital Planning Commission

SKETCH PLAN

ADAMS-MORGAN (Continued)

iversity of family size and income levels is of importance in maintaining a neighborhood which will be a natural part of the central city residential area. The plan envisions the construction of low-rent public housing units on the present location of the heavy commercial light industrial use areas at 17th and Kalorama Road and along 17th Street between U and V streets. This proposal is based generally on 3-story, walk-up apartments as a housing type which achieves a reasonable density and maintains a degree of livability for the families with children.

In connection with the revitalization of the 18th and Columbia Business Area and in order to obtain a more stable economic base for the renewal and continuing welfare of the neighborhood the entire block bounded by 18th Street, Kalorama Road, Champlain Street and Columbia Road is proposed for acquisition and development for high density apartment houses with first floor commercial. In this connection the west side of 18th Street, south of Belmont Road, is proposed to be changed to residential use and thus eliminate the marginal strip commercial uses.

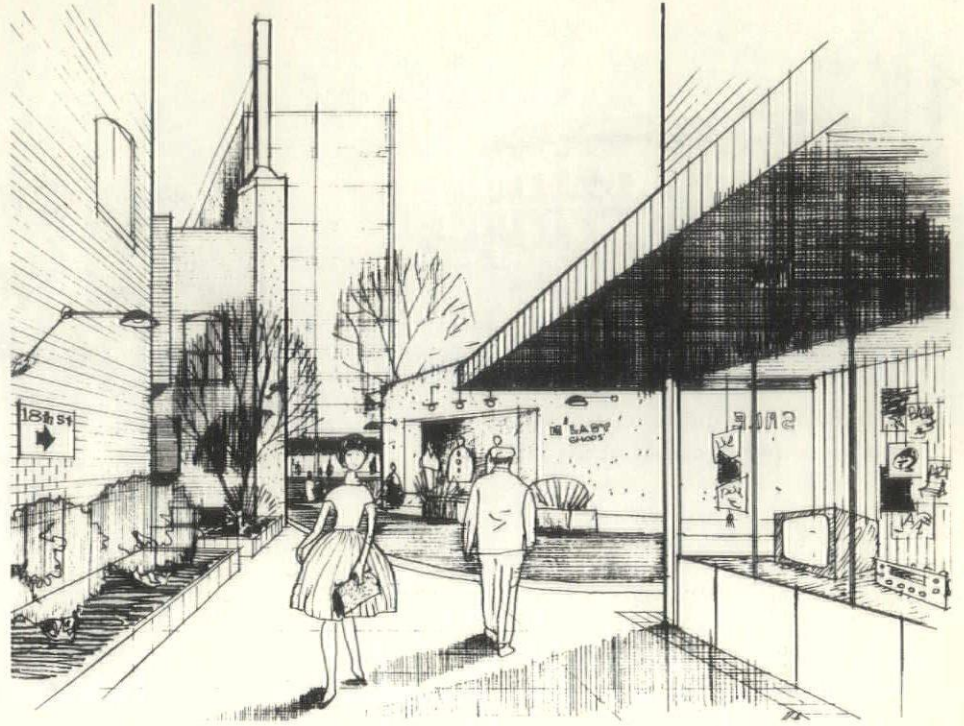
On the east side of Champlain Street north of Kalorama Road, the plan proposes medium density residential buildings. These buildings will replace existing industrial uses. Their proximity to the new shopping area and the school-recreation site, and their location away from the major street will make it a desirable place for small middle income families to live.

An apartment building is proposed for the Calvert Street Bridge on a prime site overlooking Rock Creek Park.

At the corner of Columbia Road and Mozart Place, the plan proposes a residential site. This location is within walking distance of shopping, passive recreation, public transportation and the many churches at 16th and Columbia and may be an appropriate site for housing for the elderly.

On the vacant hillside at 16th and Florida Avenue is one of the best large sites for upper middle income residential development left in the near Northwest. A combination of terraced apartments and one or more high-rise apartment buildings is proposed to fit the contours of the hill.

Another prime location for high income housing envisioned by the plan is in close proximity to this site. This is where Crescent Place overlooks the Adams-Morgan project area.



Pedestrian Passage Behind "Ambassador Movie" From 18th St. to Columbia Rd. Theatre on Left, New & Rehabilitated Shops on Right

4. 18TH AND COLUMBIA BUSINESS AREA

The revitalization and improvement of the 18th and Columbia Road Business Area contemplates the strengthening of the Columbia Road shopping street, utilizing both new construction of commercial space and rehabilitation of existing commercial space while at the same time reducing the commercial frontage along 18th Street. New retail space is proposed along the south and east side of the plaza and down part of the west side of 18th street.

It is proposed that along the north side of Columbia Road between Adams Mill and Ontario Road three new commercial structures be located. The corner of Adams Mill and Columbia Road is proposed as a site for a small office building. This building, a tall element, would be most desirable at this corner as it is the most prominent corner in the business area.

In order to permit better pedestrian circulation between Columbia Road and 18th Street the proposal contemplates a pedestrian walk-way connecting these streets, forming a short cut around the theater situated at the corner.

The land use proposal provides for adequate parking and off street loading in all instances to be in close proximity to all sections of the commercial area.

5. 18TH AND U STREET BUSINESS AREA.

The plan, in order to provide adequate commercial facilities, proposes that a small commercial complex with professional offices be located at 18th and U Streets. The use of the automotive sales and service facility at 18th and Florida Avenue is proposed to be eliminated and the building be used as a retail market for the merchants displaced from the surrounding area.

7. STREET ADJUSTMENTS

The changing or modifying of the existing street pattern in a completely developed residential area such as Adams-Morgan is not easy and in many instances not necessary. Significant changes in street patterns may also require the expensive removal and relocation of utility lines. In Adams-Morgan the plan objective and proposal is to plan for modern traffic related to the proposed development without destroying the character and diversity of the area so in this manner and deteriorating effect of the automobile on the neighborhood is halted. A basic objective of the land use proposal is, to the degree possible, insure that thru traffic will not filter through residential street but will use main arteries, Columbia Road and 18th Street, for quick access through the Adams-Morgan area.



Existing curved building on right to be extended around to Columbia Rd. to unify this corner of the intersection



Plaza — View west from Columbia Rd. & Adams Hill Rd. corner. Existing church on left, retail with residential above on right.



ADAMS SCHOOL RECREATION EXTENSION - 19th St. - U.C.P.C.

Adams School on left, play area in center, existing residential area on right.



ADAMS-MORGAN MARKET STREET PROPOSAL - N.C.P.C.

Converted Market & Existing Morgan School on Left. New Happy-Hollow Park in distance (center). New housing on right.



Looking north on 18th St. — View of west side of 18th St. between Columbia Rd. & Kalorama Rd.



ADAMS-MORGAN - COLUMBIA RD. - 18th St.

View up Columbia Rd. New office building on left, plaza & residential apartment house on right create focal points for this intersection.

"THE FUTURE CITY"

by Frederick Gutheim

President, Washington Center for Metropolitan Studies

The forms of cities and of their transportation systems are interdependent. Transportation is a formative influence in the shaping of a city. Correspondingly, the present shape of the city tends to define the transportation problem and, accordingly, to dictate the type of transportation needed and provided. The nature of this interrelationship is still not clearly demonstrated, and would profit from further research to illuminate, for example, just what factors of service, economics, technology and so forth actually shape the transportation decisions; and just how effective, as distinguished from other influences, transportation is in shaping urban forms. A typical example that is usually given of this interrelationship is the rail lines carrying commuters which commenced in 1856¹ and which stimulated the development of suburban communities in such places as northern New Jersey, the Philadelphia main line and elsewhere.² In a more strictly urban context, the close relationship between urban transportation and high residential densities and land values has been studied, particularly in New York City.³

In the conventional textbook on city planning, it has been customary to devote considerable attention to transportation, not merely as one of the important city services, but on the assumption of a close interrelationship between urban forms and transportation.⁴

Several aspects of this relationship may be singled out for attention. The first is the extent to which high density, multi-function central business district—the so-called "core" of the modern city—depends upon high capacity mass transportation, and cannot survive without it (vide, Los Angeles). The second is the extent to which the conventional specialized residential suburban community—as distinguished from "urban sprawl"—is a consequence of some form of mass transportation, whether rail, bus, or some other method. The third is whether metropolitan regions have any meaningful existence except as they are organized by means of a communications network that unifies the entire area as a single market for goods, labor or cultural activity, and whether they can be planned apart from some successful efforts to organize their transportation. One further aspect that might be mentioned is the

relation between transportation and urban renewal or development, especially as the creation of new residential centers in the existing built-up "gray belts" of cities will have to depend on transportation as well as housing developments.

That we have cities at all in this industrial age, of course, is to many students a function of industrialized transportation. Initially this was illustrated by the railroads, permitting heavy industry to be concentrated at a relatively small number of points where advantages of proximity to raw materials, to power, to shipping or to markets was found. As industry moved from its earlier (paleotechnic, in Mumford's phrase) to its later and lighter (neotechnic) phase, a changing set of requirements were encountered which included new sources of power, and which found in the automobile and the truck an appropriate form of transportation. Earlier forces of industrial concentration were superseded by a later tendency toward decentralization, at first to the environs of large cities and later to relatively remote locations or small towns.⁵ Therefore, the rise and decline of cities may be identified with changing needs for and provision of transportation.

The size of cities also affects the transportation requirements, and it has long been remarked that larger cities produce far greater transportation requirements. Indeed, before the automobile there was recognition of "the paradox of transit traffic increasing as the square of the population."⁶

Urban transportation in large cities is measured in terms of congestion. It is congestion that demands costly improvements in transportation technology, such as the \$22 million a mile Wacker Drive in Chicago or the proposed \$100 million a mile crosstown highway in Manhattan; or the proposed new rapid transit facilities in San Francisco and Washington. It is congestion that also reflects itself equally in the high density of residential development and of employment. Urban transportation becomes chiefly the movement of workers from their homes to their jobs.⁷ In the modern American city this has become the typical use of the automobile.⁸ The relief of congestion through improvements or additions to transportation is no longer

regarded as the only form of relief. Indeed, many analysts regard street widening and the construction of urban expressways as self-defeating because of the higher densities almost certain to be created. An increasing number of city planners have taken the position that once urban densities have been established, and transportation to serve these needs provided, every effort should be made to channel future growth in directions that will not disturb these initial balances. The outstanding program for metropolitan growth along these lines is the garden city movement which, since its initial formulation by Ebenezer Howard in 1898⁹ has become the principal foundation of British urbanism in the new towns movement.¹⁰ Transportation as a formative element in shaping the future city was also the basic concept of such influential modern utopias as Soria y Mata's lineal city, and LeCorbusier's "ville radieuse."¹¹

The need to construct a bridge between city planning and highway planning has been increasingly recognized. Some steps have actually been taken¹² but it is clear that without a basic conception of the future city both planning and urban transportation are attempting to bring into being, there will be little possibility of constructive collaboration between these two separate efforts. It is symptomatic that a major finding of a recent seminar in Urban and Suburban Transit, the first in a series on the commuter problem sponsored by the Railway Systems and Procedures Association, was stated, "The only hope really is to get together with the planners as well as the rail people and then put on a campaign to sell this to the people who are making the decisions on how public funds are going to be spent."¹³

Transportation planning that does not form part of a comprehensive city plan, if it obeys the principle of self interest, would certainly aim at a nation in perpetual motion. Its ideal city would be the one with the most travel rather than the least. This is a criticism which has been levelled at such independent agencies as the Port of New York Authority, and which is now heard increasingly with reference to highway planning as a competitor of rapid transit and other non-highway modes of travel.

The central question, therefore, becomes

that of what kind of cities we want. It must be assumed that this is really a question of choice, and that there is some practical possibility of influencing the future form of cities; and it must further be assumed that this, in a democratic society, is a matter of the political process. It is not, to be more specific, simply a matter of projection of existing trends in urban growth and change, but of altering those trends in the interest of producing some other end result. Considerations of choice involve also the machinery of choice, and in metropolitan areas particularly, this becomes a practical as well as a theoretical concept.¹⁴ In the development of the art of city planning, we may observe that after an early period of enchantment with the "city beautiful", created by the individual designer, and a middle period dominated by municipal engineers, traffic engineers, housing experts and other specialists in which any consideration of ultimate ends was substantially renounced, city planning is now trying again to formulate its ultimate objectives, this time in terms of a choice among alternatives that can be measured and tested against each other, alternatives that rather resemble the models of the economists.¹⁵

It comes as no great surprise, however, to find that the formal alternatives advanced most frequently are those hypotheses developed by the theorists of planning — the advocates of the planetary system, the radial system, or the lineal city. It may be observed that it is becoming increasingly feasible to make more sophisticated distinction than these crude pattern-descriptions, and in particular, to incorporate distinctions of function as well as density, and to test such more complex alternatives by the more elaborate computer devices we now possess. It also becomes possible to develop a calculus of planning, permitting a variety of public improvements of different sorts (sanitation, transportation, public buildings, parks and others) to be developed in relation to each other with corresponding economies in costs, and with larger benefits, and in this manner to substantiate some of the theoretical economies which have been claimed for comprehensive planning for many years, and send the bills for municipal improvements to the right addresses, a consummation in public finance greatly to be desired.

In an attempt to reflect a broad consensus, rather than an individual point of

view, let me now summarize what I think city planners are aiming for in the future city: They seek, to begin with, a city that is organized on a natural foundation, giving consideration both to the natural framework of resources and physical environment, and the natural social unit represented by the metropolitan agglomeration of population as distinguished from the political jurisdictions into which it may be arbitrarily divided. They seek a city which, in its physical expression, as a work of art and architecture, is a manifestation of visual order and a reflection of local regional requirements and traditions in such matters as the recognition of climate, local building materials, and other aspects of the genius loci, rather than a depersonalized, standardized, uniform and monotonous expression, responding to the same formative condition, in which all cities look alike. They aim at a city organized by function, and expressing that function as an important factor in the appearance of the different parts of the city, although increasingly to the modern city planner the city is less a collection of specialized and segregated land uses (such as residential, industrial, commercial and so forth) than a collection of more balanced urban and suburban communities, in each of which may be found homes, retail trade, sources of employment and a wide range of cultural and leisure-time services. Such communities may be primarily residential, or their basis may be one or more dominant urban functions characterizing the area or precinct. The city is also regarded as an expression of democratic political, economic and social ideas, one in which segregation by income, race, age or other characteristics is deliberately moderated, and instead the opportunity for interaction, conflict exchange and reconciliation among many different elements of the community is deliberately encouraged by the mixture of activities, land uses, housing types and modes of tenure, and other physical conditions. The city is also recognized as a vehicle for obtaining greater efficiency in private and public life, whether this takes the form of reducing the cost of housing, reducing unnecessary travel or maximizing leisure time opportunities, or increasing the access of a business or industry to its labor market or its consumers, or reducing the cost of local government services required by the population and consequently lowering the demands on taxpayers. The city is also recognized as frequently hostile to biological demands

of the individual, especially children, and of family life, and a consequent desire on the part of planners to take a generous view of public health is increasingly evident, embracing not only such factors as air pollution and street safety, but extending to mental health and such recreational conditions as access to reasonably clean natural waters in streams and lakes where recreational opportunities may be developed.

It is beginning to be possible to suggest a further picture of the future city, based on elaborate projections of present conditions without reference to the possibility they may be altered by public policy. For one city, New York, which under the direction of the economist Raymond Vernon has completed a comprehensive series of studies entitled *The Anatomy of the City*, we can see some of the consequences to transportation of today's major urban changes. Vernon's conception of the city assumes a central "core" area, surrounded by an Inner Ring, and farther out, an Outer Belt. Some of the major trends of significance to transportation which have been identified in the study are (1) a continuation and indeed intensification and growth of the present pattern where office building activities are concentrated at the center; (2) migration of manufacturing establishments from existing loft buildings to the Inner Ring; (3) continued use by the industrial labor force of housing in the "gray areas" — the older housing inventory at the edge of the Core; (4) high income executives and white collar employees residing at the outer edge of the Inner Ring. The total transportation problem created by these changes is, of course, considerably worse than anything we now have in New York or other cities. It assumes still more suburban commuter travel, especially from locations not served by mass transportation. It assumes reverse commutation by industrial employees from central city homes to new suburban industrial plants, again not located on mass transportation routes. As the urban economist Kirk R. Petshek has pointed out, such a forecast leads directly to quite different proposals that would provide greater satisfaction to the city's population and its industries. The gray areas could be assembled through the use of public urban renewal powers and reassigned to industrial users desiring close-in sites, thus moving to reestablish a community balance of homes-and-jobs with little transportation demands. Accompanying such changes would also be rehabilitation of

gray area housing, and the provision of recreation areas and community facilities now lacking. Thus from the New York regional study emerge two new public policy alternatives, one greatly increasing, one greatly diminishing the demand for urban transportation in the future city. Despite the great differences between booming Manhattan and other large cities in the United States, enough has been shown that appears applicable elsewhere, to make this a development of importance in any consideration of the future city.

How can these newer values be reconciled with the formal conceptions of the planetary, the radial and the lineal form of metropolis? To begin with, planners are interested in testing alternative formal conceptions of the city in terms of the newer values. They are also interested in working with transportation specialists and others who are concerned with the future form of the city, to broaden the effort to test alternative conceptions of the city so that the form ultimately agreed upon may have the political strength which results from the largest possible consensus. Thus, while the form of the future city which is most efficient in terms of transportation per se may not appear to be the most desirable from many other points of view, transportation must be a major contributor to the process by which such a decision is reached. In that process, those at work on urban transportation are likely to gain valuable insights into their own field from considerations produced out of the more comprehensive planning effort. Such a consideration, for example, would be the increasing amounts of circumferential travel resulting from the location of new employment centers, shopping centers and schools near the periphery of large cities; the increased conflicts between radial and circumferential traffic movement; and the heavier total peak hour flow in both directions resulting from the counter-movement of central city employees to jobs in the suburbs. But of the greatest importance, of course, is the prospect that the transportation problem may be simplified or diminished in severity or difficulty by changing the statement of the problem rather than by altering the terms of its solution. A beginning was made in this direction during the war when the conservation of gasoline, rubber, manpower and other scarce items made it a national objective to reduce unnecessary travel, and the location of new housing in relation to employment centers was

influenced by conditions attached to priorities granted builders for the necessary materials. Substantial reductions in transportation were achieved in Hampton Roads, San Diego and other congested centers of war production. Mass transportation was greatly stimulated. Wartime conditions are not required, nor are wartime economic controls necessary, in order to throw sufficient light upon the individual and social waste involved in poor planning and produce changes in popular demand and business practices. It is from such a process that the future city, one which more nearly reflects the values I have indicated above, is likely to be realized.

While recognizing that local conditions will frequently dictate something else, I have several times concluded that, after considering the various forces at work, the most likely pattern of the future metropolis is what I have called "an automotive Venice", a city organized into a series of increasingly clearly defined areas, with clearly designed centers. Transportation within these areas will be clearly distinguished from travel from one of them to other parts of the city, just as the Venetian is a pedestrian most of the time and a passenger in his vaporetto, motorboat or gondola only as he takes longer trips. He may go to the Piazza San Marco in the center of the city, the Rialto or the Grand Canal, on special occasions, but his daily life is centered in his own community, which is fully equipped to meet family needs for shopping, education, religious and civic life, and even to provide substantial amounts of production or local employment. The key to such a program, as well as a consequence of it, is a revitalization of local community life and its characteristic institutions, and a strengthening of the elements of community stability as distinguished from those of flux and change (social and geographical mobility) which are at present dominant in our urban life. It is precisely because we see so clearly what an urban pattern of this sort involves that so few of my colleagues are satisfied with the efforts thus far made in this direction. The new urban neighborhoods in Detroit or other cities that are making deliberate efforts along these lines seem deficient in many particulars. The British new towns, like Harlow, have been accurately criticized for their lack of "urbanity", their inadequate industrial base, and specific transportation deficiencies. The Swedish new town of Vallingby, the world's most impressive evidence of coordinated trans-

portation planning and urban development, lacks the architectural quiet and social coherence demanded by a free-standing community, qualities which are being remedied in the second new town of Arsta now under construction south of Stockholm.¹⁶ Yet contrasted with these major efforts, most American cities are doing nothing. We are offering our new communities only such meagre satisfactions as may be obtained from a commercial shopping center (where youths can speed their Go-Karts on Sunday mornings) or a stripped-down neighborhood school whose closest approximation to community facilities is a "cafetorium" offering folding chairs on a flat floor in front of a 15-foot stage. Before community action can create the necessary institutions and equipment, blight will have set in and civic devitalization commenced. To live the abundant life promised by the affluent society, transportation has become the vital necessity. Transportation to where? To Kenneth Galbraith's bitter "picnic by a polluted stream?"¹⁷ What kind of transportation? What New York parkways know on a Sunday night? Along roadsides lined with drive-in movies, stations and hamburger palaces? The more educated, prosperous, leisured, numerous Americans of tomorrow can look forward to an increasing number of Cape Cods, stamped out in the image of what you see around you. The question we all have to answer is whether that is the best we can do. It is, as H. G. Wells said half a century ago, a race between education and catastrophe.

Comments prepared for Transportation Study Group Conference, National Academy of Sciences, Woods Hole, Massachusetts, August 9, 1960.

¹ The first commutation ticket was purchased by Horace Greeley to travel from his farm at Mount Kisko, N.Y., into the city. At about the same time the summer vacationers at Greenwich, Conn., banded together to finance the construction of a depot at that point.

² Tunnard and Reed, *American Skyline*, pp. 162-171 and other refs.

³ Adams, *Outline of Town and City Planning*, pp. 182-184; 185 ff.

⁴ Harold M. Lewis, *Planning the Modern City*, I, pp. 59-195.

⁵ Lewis Mumford, *Technics and Civilization*; Mumford, *The Culture of Cities*.

⁶ J. Rowland Bibbins, "How Shall We Solve Traffic Problems?", *Electric Railway Journal*, February 23, 1924; and Bibbins, "Hauling Ford Workers," *ibid*, September 15, 1924.

⁷ Liepmann, *The Journey to Work*.

⁸ Editors of *Fortune*, *The Exploding Metropolis*, pp. 32-61.

THE FUTURE CITY (Continued)

⁹ Howard, *Garden Cities of Tomorrow*, 1946 ed.

¹⁰ Report of the Barlow Royal Commission, 1940; Osborn, *Greenbelt Cities*.

¹¹ George R. Collins, "The Ciudad Lineal of Madrid," *Journal of the Society of Architectural Historians*, XVIII, 2, pp. 38-53; and Collins, "Linear Planning Throughout the World," *ibid.*, XVIII, 3, pp. 77-93.

¹² Mitchell and Rapkin, *Urban Traffic, a Function of Land Use*.

¹³ Summation, *Railway Systems and Procedures Association, Urban and Suburban Transit Seminar, April 28, 1960, Knickerbocker Hotel, Chicago; mimeo available from the Association, 433 Grand Central Station, Chicago 7, Ill.*

¹⁴ Arthur Maas, ed., *Area and Power*, pp. 53-69.

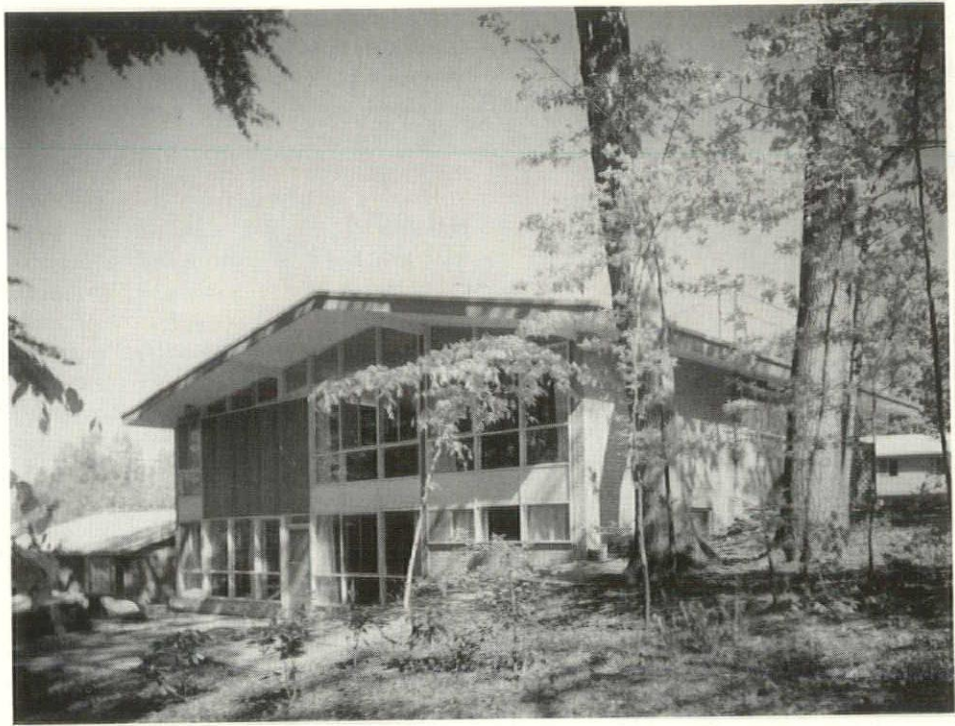
¹⁵ Mumford, *From the Ground Up*, pp. 201-243; Walker, *The Planning Function in Urban Government*, 1941; *Proceedings of the Regional Science Association, Washington, December, 1959*.

¹⁶ Documents issued by Congressional Joint Committee on Washington Metropolitan Problems on Transportation and Related Questions, 1958-60.

¹⁷ Galbraith, "The Affluent Society".

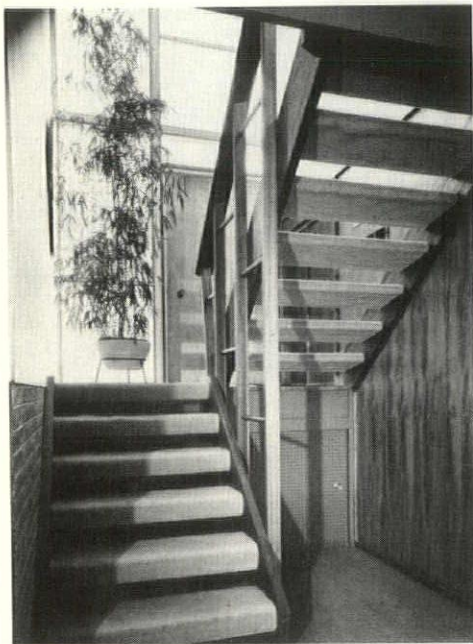
THE CUNIN RESIDENCE

Designed by Hyman Cunin, A.I.A., for his own use, this residence is located in Silver Spring, Md. Incorporated are many carefully thought-out details. The house is sited with precise consideration to the terrain.



Innovations in the Cunin house include inside storm glazing for all fixed windows, set in thin wood and neoprene frames held in place by Pella clips, with small screened holes to vent to the outside; upper partition glazing to give

flow-through of living - dining - kitchen - family spaces together with sound and odor isolation; sliding door with ingenious bolt to protect bedroom area; specially designed light fixtures, etc.





winning design by Morris Lapidus, Harle & Liebman

THE PORTAL SITE

The D. C. Redevelopment Land Agency has announced that it will schedule a public hearing in the near future on the subject of a proposal to lease or sell the important 6.32 acre "Portal Site" in the Southwest Urban Renewal Area to the D. C. Realty and Development Corporation, a wholly-owned subsidiary of the D. C. Transit System, Inc. Triangular in shape, this site is bounded on the south and southwest by the new Southwest Expressway and Maine Avenue, on the east by Twelfth Street and on the north by the Pennsylvania Railroad right-of-way.

Offers for the land were solicited on the basis that the land is to be sold for \$30.00 per square foot or approximately \$8 1/4 million or rented for an equivalent amount to a financially and otherwise qualified offerer whose plan in the judgment of an architectural jury was the best of those submitted to the Agency by an organization offering to purchase or lease the land. With the goal of excellent development of this strategic site, which borders the major entrance to Washington from the South, the Agency sought proposals which would best achieve the following objectives:

a) A development of aesthetic merit and compatible with neighboring planned or existing buildings;

(b) A contribution to the National and International character of the Capital as a tourist, commercial, professional recreation and cultural center;

(c) An economic benefit to the City

of Washington in the form of taxes and stimulation to the local economy resulting from the proposed development;

d) Design and adequacy of off-street parking facilities; and

(e) Development within a reasonable time.

Following is the list of the organizations offering to purchase or lease the land and the architects who prepared the plans accompanying the offers:

- | <i>No.</i> | <i>Offerer</i> |
|------------|---|
| 491 | D. C. Realty and Development Corporation (D. C. Transit System, Inc.)
3600 M. Street, N. W.
Washington, D. C.

<i>Architect</i>
Morris Lapidus,
Harle and Liebman
New York, New York |
| 492 | National Heritage, Inc.
c/o Hannan, Castiello and Berlow
637 Woodward Building
Washington, D. C.

<i>Architect</i>
John M. Walton and
Associates
Arlington, Virginia |
| 493 | DISC, Inc.
1000 Connecticut Avenue, N. W.
Washington, D. C.

<i>Architect</i>
John H. Bennett
Washington, D. C. |

The members of the architectural jury were Pietro Belluschi, Dean, School of Architecture and Planning, Massachusetts Institute of Technology, Cambridge, Massachusetts; Richard M. Bennett, Partner with the firm Loeb, Schlossman and Bennett, Chicago, Illinois; Grady Clay, Editor, *LANDSCAPE ARCHITECTURE*, the official publication of the American Society of Landscape Architects, Inc., Louisville, Kentucky; and William W. Wurster, Dean, College of Environmental Design, University of California, Berkeley, California, and former Chairman of the National Capital Planning Commission.

The D. C. Realty and Development Corporation offered to construct a National and International Industry and Science Exhibition and Trade Center, a Transportation Center, including a heliport, underground car garage, an office showroom building with 300,000 square feet of space and a 306-room hotel with a convention hall, restaurant, swimming pool and other facilities.

D. C. Realty and Development Corporation estimates that the cost of construction of improvements will be \$27,000,000.

National Heritage, Inc. proposed an expenditure of \$27,500,000 for the construction of office space, a motel and exhibition facilities for historical and scientific exhibits.

DISC, Inc. proposed the expenditure of \$33,782,750 for the construction of six elevator buildings to be used as an International Trade Center.

Joint Report
Architectural Review Panel

THE PORTAL SITE

Pietro Belluschi, FAIA;
Richard M. Bennett, FAIA;
Grady Clay, Hon., AIA;
William W. Wurster, FAIA

The Panel unanimously, and with enthusiasm, chooses Entry No. 491 as clearly the superior design entered in the competition for the Portal Site.

We appreciate the scale of the new Washington as exhibited in this proposal. It is a solution which brings the new Southwest Washington into close proximity to the traditional governmental complex of older buildings. This design illuminates the desirable blending of new and old by which the architectural development of the nation's capital city should proceed.

It also suggests another useful lesson for the future development of the city: a spacious approach toward new construction which comes from low coverage of the site. It is noteworthy that the winning design covers only 37 per cent of its site; had he chosen to do so, the developer might have covered 51 per cent.

The Panel strongly commends the Re-development Land Agency for its pioneering and successful efforts to attract the highest quality design to the rebuilding of Washington. By establishing the proper price of the land, it has made possible the selection of a proposal on its quality alone. It has looked toward capturing the highest long-range values for this site. To do this, it specified the price of \$30 per square foot, as established for this site by competent appraisals. It then asked developers to submit proposals which would, among other things, make a maximum:

"Contribution to the national and international character of the Capital as a tourist, commercial, professional, recreation and cultural center."

This attention to the quality of reconstruction is worthy of emulation by all our cities. This emphasis on good design is needed wherever reconstruction takes place.

Such highly visible and important sites as this should not merely be sold off to the highest bidder, as has been the prevailing practice. The method undertaken successfully here in Washington offers clear guidance to other cities seeking new developments which return far more than economic benefits to the

community. It also insures the future enhancement of the real values of this site.

We have unanimously and enthusiastically chosen Entry No. 491 for the following reasons:

1. The idea of an "International Trade and Exhibition Center" with fine mass transit possibilities, and its associated motor hotel, is clearly suited to the needs of Washington as a growing international center for the interchange of ideas, for meetings and for conventions. It should be an asset to the economic life of the community, and an inevitable tourist objective, day and night.
2. This design has made the most of a spectacular site, occupying a key position at or near the crossings of major transportation routes. It exploits the site and its public visibility to a high degree without becoming exhibitionistic.
3. By recognizing the helicopter and commuter train as an increasingly necessary part of big city life, this design looks toward the future, not the past. The Panel commends the developer and his architect for their ingenuity in the heliport, commuter station, bus terminal and adequate off-street parking as integral parts of this proposed multi-purpose center. Although the number of cars parked inside exceed the Agency's minimum requirements, the Panel questions the workability of the internal garage arrangement shown on this proposal. The Panel deplores the lack of pedestrian connections with surrounding neighborhoods and nearby centers of activity. However, since such connections were not specified by the Agency nor provided by the community, the developer could not be expected to solve them by himself.
4. It is heartening to find an architectural solution which permits a variety of circulation within such a limited site and contributes to the liveliness and variety of human experiences.
5. This design shows a skillful utilization of a difficult site. City land is seldom a tabletop awaiting the placement of buildings; this site is rough, oddly shaped and "difficult." Yet the architect has skillfully fitted a complex group of buildings to it; and has created a variety of external forms with great assurance. There is no slavish addiction to one structural form.

RECOMMENDATIONS TO THE AGENCY

The Panel feels that efforts should be made to establish better pedestrian connections with the site north of the Pennsylvania Railroad tracks, and with the community of buildings north of D Street. There should be some means for pedestrians to walk between the Convention Center and the Waterfront without jaywalking.

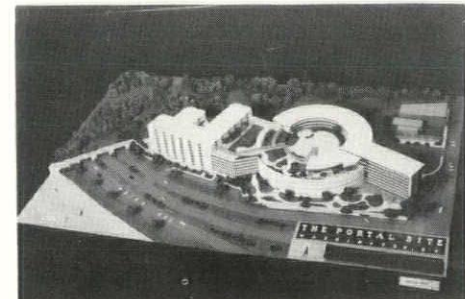
It is the conclusion of the Panel that the portion of the Portal Site immediately north of the hotel is not fully and adequately used; nor is it well insulated from the adjoining railroad. We have considered such suggestions as a walled garden north of this building; and an improved design of the restaurant wing so as to achieve a more intimate relationship with the gardens.

The Panel suggests that the design of the motor hotel might take better advantage of the magnificent westward view of the Tidal Basin, Jefferson Memorial, and Lincoln Memorial.

SUMMARY

This is not only the best of those submitted but in absolute quality has delighted the Panel. More than that, it is a brilliant solution by any standards. We are confident the Agency will insure, for the public's benefit, that the final buildings will exhibit the same high quality as does this proposal.

Without question this should become a welcome addition to the nation's capital.



John M. Walton Associates
Architects



John H. Bennett
Architect

THE PRACTICE OF URBAN DESIGN

by Morton Hoppenfeld, AIA, Assoc. AIP
National Capital Planning Commission

As an idea, urban design is becoming more and more popular and, like so many important ideas, it is still vaguely defined and can be all things to all men. Quite simply, we are talking about the conscious design of cities by men of goodwill. While it may be difficult, I think it necessary that we seek a definition which will ultimately be the consensus of all who are involved. Toward this are these remarks directed.

One is an urban designer when one is affecting the apparent form or quality of the city. Undoubtedly, this definition incorporates the widest range of activity and it should be added that certain of these acts are clearly more significant than others. How these acts are ranked in order of importance is a question of individual values, I suppose, but I would think that most people would agree that the impact of an urban freeway on the apparent form of the city is more significant than a house in the same city; but then, again, the impact of a single house on a given street can be very great indeed. This definition of urban design, implies that virtually all who participate in city building are, at that time, "urban designers". To a large extent, this would be true provided, of course, they acted with the consciousness of their role.

There are at least four basic characteristics necessary to an urban designer:

1. A positive attitude toward the city; a sense of involvement, a personal commitment to the city as a way of life; and urbanism as a study of man;
2. Knowledge in many fields, but most of all the ability and willingness to learn continuously, as the intensive study of urbanism is a new phenomenon and the works are continually being done.
3. Experience — There is no substitute for the maturing value of experience in the field where personal ideas and values are sharpened and refined in constant conflict and the complex and often inscrutable processes of urban building are brought strongly into focus;
4. Talent — There is little one can do about talent. It is probably the most elusive of all four criterion but, by far, not the least and in many ways the most important.

In the course of my work as an urban designer, involved daily in the process, certain basic aspects of an emerging philosophy of design have come to the fore; it is these aspects and their design implications which I would like to put forth:

1. *The Urge to Correlate.* It can reasonably be said that nothing in the city is absolute but that all elements are related with a degree of significance to all other elements. If we accept the city as a natural, constantly changing, constantly growing organism, then all individual acts of creation, either as additions to or changes of the organism, must correlate to the immediate environs and to the organism as a whole.

2. *Incompletion.* Analogous to the concept of the relationship between elements is the fact that no single element, be it building or place, is complete within itself. If this idea is recognized and understood, it would be reflected in the approach to design and the finished product. There are so very few occasions in the city where either a building, a place, or a system can be perceived as an entity and, therefore, should be logically designed as such. A building within a block becomes complete only within the context of the rest of the block; a place is complete only in use; and a system is complete only at an instant in time. We are dealing with fragments. A fragment implies a larger unity. All urban design is a fragment of still a larger one.

Consistent with the idea of incompleteness is open-endedness as a requisite for growth. If we accept the idea of open-endedness, of continual change, growth and incompletion at all points in time, we must add a further requirement, however apparently inconsistent with the former, and that is a *sense of completion at all times*. In other words, one of the key values of a truly good design will be its apparent completion, its apparent unity within itself but still its ability to grow, change and mesh with the rest. A design would ideally be "complete" at all stages or phases of development, not losing qualities in growth, merely changing.

3. *The Idea of Process.* Urban design is a part of the larger process of city

building, urban planning, or whatever an appropriate title might be. The process is a never ending, constantly changing one. The process reflects the continued change in our social institutions and technological state; the way in which we behave in, and react to our environment and in our relationships to one another. In order to be truly effective in any design situation, a designer must be a part of this changing process since the product of his works represent only a phase in this process and, in fact, affects it. Needless to say, the ramifications of this idea of the on-going process of city building include necessary knowledge of urban economics, political practice and theory, social forces, social values and the rest which are involved.

4. *Symbolism.* Man has always lived with symbols as an essential part of his relationship to the world and to his systems of communication; the city has been a symbol of the state of civilization in its totality and as a conglomeration. Few contemporary designers recognize the symbolic significance of their work and the kinds of statements they are thereby making. The consciousness of our symbol making is important to the urban designer. At the lowest level his symbols are sources of basic intelligence about the city ("this is a business street — this is an important place, etc."); at the highest level his symbols are poetry. A dilemma is obvious — when the society is mean; it should be so expressed, for a false symbol, once recognized as such, is worse than a statement of fact regardless of the unpleasantness of the fact. To work in symbols is a high order of abstraction, so the designer must know his media. He must know his society and what it wants to say about its way of life or its aspirations. The personal symbols of the "detached artist" have little or no place in the urban design process.

5. *Programming.* One of the most distinguishing aspects of urban design, as compared with other design practices (i.e., architecture, industrial design, etc.) is the fact that the urban designer seldom has a program given but, instead, usually designs toward the *evolution of a program*.

Even when given a program, it generally is limited to the internal aspects of the problem, the private or client interests; i.e., so much floor space, so many units at such a price range, etc. To complete this kind of program, the urban designer must add the civic program — the unstated, but significant, interests of the community in all its manifestations as a balance to the special interest of a given situation.

To many, a program is simply a statement of physical and functional objectives or limitations — often described in terms of land uses, building coverage, number of units, building types, etc. When so seen, they describe to the average architect a range of architectonic forms permissible but, in reality and more significantly a program does, in fact, describe a life style. Whether explicit or implicit, the program is a description in the broader sense of the way people will live in and use the particular fragment of the city under design.

It must be emphasized that *programming is the first and often the most important act of urban design*. Programs are derived by many means from expressed social or economic demand, from felt human need, from political and economic opportunism or idealism, etc. They should, in fact, evolve through the interaction of the minds of many of the specialists involved in urban planning-building such as the sociologist who can describe reasonable population structures for a given community; the economist who can relate the land uses to economic productivity; the politician who can judge the feasibility; to the administrator who can establish the strategy and timing. In among these must come the designer who will inject his own *formal objectives*, the formal implications of what others suggest, and the human implications of what might be a formal solution or a formal imperative to a given site and symbolic situation. *The designer must be part and parcel of the program-making process* — sometimes to dominate, other times only to mitigate — but always in at the formulative stages of the program, lest his design be, in fact, created by those with no concept of the end product. Without the coordinative and imaginative role of the urban designer, the various interests in competition with one another would likely result in a product unwanted by each. Program formulation must be a feedback process based largely on empirical knowledge and only partially on assumption, surmise or fancy theory.

6. *Urban Forces and Their Logical Expression*. This is perhaps just another way of describing urban process and the role of design in relation to it. However, certain attitudes toward these forces are important in the designer; (1) He must understand them in order to ascertain their strength, their direction and their potential; (2) having understood them he must then decide whether what he proposes is consistent with these forces in a basic way; and (3) If he can utilize them for the ultimate accomplishment of design objectives either by bending the forces slightly or by bending the design objectives. The alternative to this would be to *consciously or unconsciously* buck the forces which build the city. In either case, the design would be largely futile. Examples of this naive approach are numerous: perhaps the Fort Worth study for its downtown is the most recent of the classic examples; numerous other examples can be drawn, I am sure, from various magazines, in particular, the AIA Journal which almost monthly publishes proposed “bold” pedestrian malls and the like in places and in situations where the reality of the situation and forces at work would not let them be, assuming they were necessary and desirable, but even that is a questionable assumption. Often “boldness” is only a mask for naivete!

7. *Urban Design as a Function of Local Government*. If we accept urban design as an aspect of urban planning-building, then the most significant part of urban design practice should logically be done as a function of local government. The reasons are many. The most essential elements of the urban scene, which are the essence of the urban designer's media, are such things as circulation systems ranging from the freeway to the greenway, sewers, curb cuts, zoning ordinances, etc. These are all public responsibilities paid for with public funds and are the responsibility of public officials and ultimately the electorate. Only when the designer is in touch with these elements of the city and the institutions where all of these are brought together, and where the various interests involved can sit at one table, can he begin to be effective at the scale which will really count in the long run.

As part of the concept of local government is the issue of *community goals and aspirations* which the electorate expresses in one way or another. It is the designer's responsibility to work toward

them, at times to stimulate and try to influence them, but never to be out of touch with them.

This is not to suggest that urban design cannot or should not take place outside the aegis of local government. Many aspects of the total problem are best solved independently, particularly at the lesser scales. Also different interests, greater freedom of thought range and less responsibility will result in different, sometimes new and sometimes better ideas. However, for the positive aspects of this non-public sector of design ideas to be accomplished, they must, usually and ultimately, be incorporated into some aspect of local governmental process.

8. *Relationship of Quantity and Quality*. Size does, indeed, change things in kind. To suggest, as some poetic designers have, that the “city is a house and the house a city” is a pleasant euphemism but dangerous as an idea. The idea of two houses, in fact, differs in kind from the idea of one house. The additional complications and factors involved require a different kind of designer. Again, not to suggest that the designer of a house is incapable of designing the city sector or community, but that in his latter role he is dealing with a basically different kind of problem. The oversimplification of urban design process by the analogy to the house can only lead to bad design. Urban design practice has no scale; we do not limit the role of the designer. We must continually appreciate that as the project changes in size, from the neighborhood to the urban region, the design elements change in kind, from the tree to the watershed, from the width of street to the mode of travel and, with these changes in design elements, there must come a corresponding change in the designer's response to the situation — no small requirement, indeed.

I do not think we are aiming at establishing a new and separate profession. Nor do I think that urban design is the *particular* realm of any of the existing professions, such as architecture, landscape architecture, or urban planning. Neither is urban design something which occurs only within certain scales or size of project, such as building groups or renewal projects. Instead, I would suggest that urban design is essentially a *frame of mind* or an *attitude* one holds toward the multiple acts of city building.

THE TEAMWORK OF ARCHITECT AND INTERIOR DESIGNER

by Joanna Panagos, NHFL. Color & Interior Consultant

Office of Ronald S. Senseman, AIA

The importance of an interior designer working with an architect has great advantages to all concerned, especially the client. The interior designer gets the feel of the job as it progresses from the preliminary stages to the finished drawings. He or she is there whenever any changes occur and may be consulted in reference to any changes which can affect the appearance of the interiors. The architect creates space for living and the interior designer prepares the space for you to live in . . . The interior designer plays an integral part in selecting and advising as to placement of interior doors, windows, colors, materials, ceramic tiles, lighting fixtures, floor designs, designing of built-ins and many other phases which should be decided on before the job goes out to bid.

Furnishings and appointments should provide a pleasant continuity with the overall architectural feeling of the building. This can be achieved when the interior designer can understand and interpret the architects work from the preliminary stages.

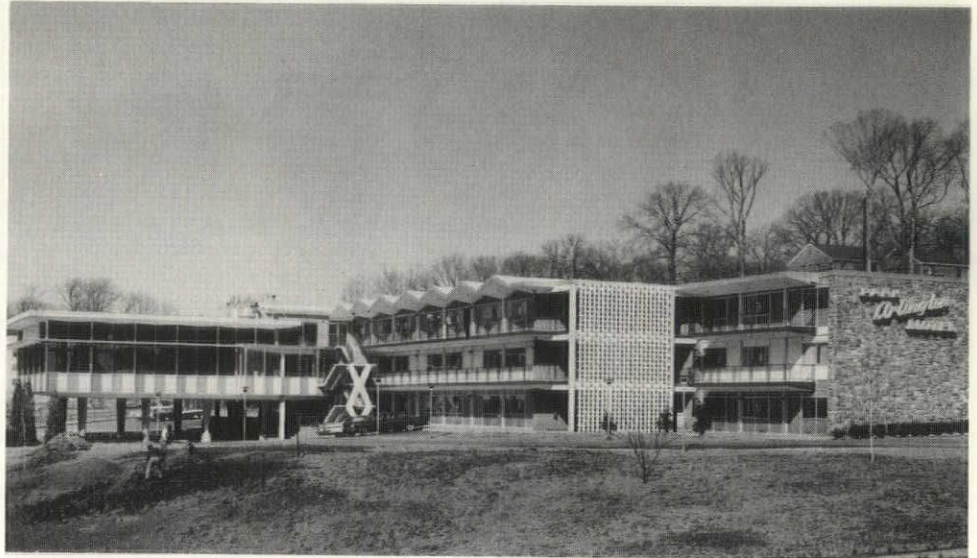
The Park Arlington Motel is an example of one such job resulting from the cooperation and collaboration of an architect and interior designer working as a team. In the following paragraphs is a synopsis of the interiors of Park Arlington Motel including Schrafft's Dining room and Coffee shop, and other public areas. Architect: Ronald S. Senseman, Interiors by Joanna Panagos.

LOBBIES

"Around the world in 80 days" is the theme of the Park Arlington Motels first floor lobby. The color scheme is an earthy one in tones of russets, oranges, deep golds and accents of black. The lighting fixtures, called "starfires", create a cluster of twinkling-like stars on the ceiling. The arcade on the east wall was designed to recall the building's roof design.

MOTEL UNITS

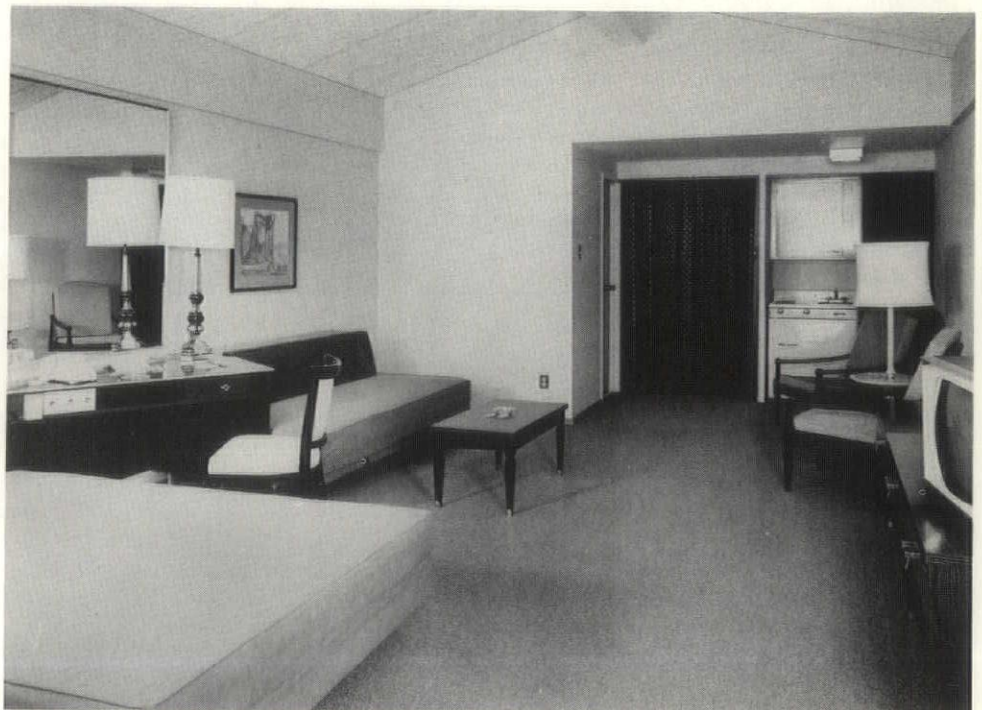
The guest rooms are spacious, practical, comfortable, convenient, and attractive. Much thought and planning was put into these rooms, for there are many factors to consider in furnishing motel guest rooms. The walls are attractively covered in a grass cloth vinyl. All case good wood surfaces are laminated. The cushions on the lounge type chairs are zippered to be easily removed for cleaning and all cushions are reversible. Dra-



peries are milium backed for extra coolness in the summer and extra warmth in the winter with complete privacy all year round. The face of the night tables is equipped with automatic radio, heat and air conditioning controls. Dual strip lighting over beds for night reading and over all lighting. Vanity stools and desk chairs are covered in vinyl for easy washability. Table lamps were made with switch in base for quick fingertip control. These are but a few of the conveniences and easy maintenance features put into these rooms.

The case good piece were specially designed by the interior designer to meet the requirements of this specific

job. The unusual use of woods laminated and overlaid in such a way to create a residential look rather than a commercial type of motel unit. The selection of and combination of macassar ebony, light burl and black give the furniture elegance and individuality. The decor of the rooms is what I would call "classic modern". That is classic in design, but modern in that we used all the latest innovations and materials. There are four variations of color schemes and four types of rooms. The two schemes used primarily are, a monochromatic scheme of blues with touches of purple which create a cool and restful setting; the second scheme is of gold and



apricot tones, a warm and delightfully blithe environment. The bathrooms are completely tiled with a vertical multi colored stripe over the tub and followed through to the ceramic tile floor. An added feature to most of the rooms is a mirrored marble vanity in the dressing area adjacent to the baths. There are executive suites available with kitchenettes. Piranesi prints hang in every room matted in damask type fabric which matches the covering of the lounge chairs. The table lamps are all of a classic column type in black with antique gold trim.

MEETING AND BANQUET ROOMS

There are two large banquet-meeting rooms which will facilitate over 500 people for banquets or meetings. The larger of the two has been named The Jefferson Room and carries a stylized mural painted especially for this room and is suggestive of the Jefferson Memorial and Monticello. The opposite wall is covered in a vinyl simulating antique silk. The floors are carpeted but can easily be removed if the occasion so called for it. The color scheme appropriately is red, white, and blues.

The second meeting-banquet room follows a classic decor. The exposed concrete columns were painted and decorated into stylized Roman columns. The color scheme here is pale greens, gold and royal purple.

There is a recreation room in the lower level which will offer ping pong, pool and other forms of recreation for the guests.

The swimming pool will be olympic size with cabana club facilities.

The contrast from the first floor lobby to the upper lobby is like stepping from autumn into spring. The colors and theme is suggestive of a garden terrace. The relationship of the interiors to the outdoors is further enhanced by an abundant use of greenery, a cherub water fountain, exposed brick walls and lantern type lighting fixtures of wicker and wrought iron. The color scheme of greens and blues blends with the airy and colorful Virginia countryside.

PRIVATE DINING ROOM

Off of the upper lobby is a formal private dining room with cathedral ceilings and plushy red carpeting. The south wall is paneled in walnut with inserts of red renaissance flock paper framed in black moulding and hanging within are a pair of electrified brass and black candelabras with red silk shades. The ceiling chandeliers are brass and black fashioned with ornamental brass stars and rheo-stat controlled for intimate dining.

(Schrafft's) DINING ROOM

The generous use of glass achieves a mood of gracious and spacious openness. To the interior designer this is a real challenge to create from this a warmth and sense of coziness for guests who are dining. The glass is treated in an unusual fabric called Bahia blinds which are made of natural colored hemp type strands draped and stitched to fall graciously into a version of an Austrian shade. This creates a warmth and elegance but does not shut off the outside view. To offer a little intimacy to a wide open dining room, the center of the room is partitioned in multiple verticle strands of 4" round crystal balls hanging on a brass chain, again a see thru affect which does not close off the view completely. The color scheme is gold, olive, and black. The luxurious carpet was specially woven in these colors in a Greek key design. The dining room chairs are black and olive with specially designed black tufted banquettes. The table linens are gold with a natural linen underlay. Three walls are glass and the fourth is walnut paneled adorned with a pair of large decorative electrified candelabras. The center of this wall will feature groupings of local artists paintings. In each section there are two large but graceful chandeliers finished in brass and black. The chandeliers are on rheo-stat controls for a soft intimate atmosphere.

(Schrafft's) COFFEE SHOP

For those who have little time for leisurely elegant dining, there is a colorful and gay coffee shop with a friendly and gala atmosphere. Glassed in off the main lobby, the glass is decorated with multi colored glass discs called rondelays. The lighting fixtures are circles of stained glass which are related in appearance to the rondelays. The ceramic tile floor was specially designed to conform to the colored discs. The west wall is decorated with alternate panels of a tree and epergne design called "Mid Summer" which carries out the color scheme of apricot, greens, blues, and white with accents of black.

DAMMING (Continued)

to time, proposed a dam at River Bend on the Potomac River (the bend in the river is just a short way upstream from Great Falls). In the early 1920s the House District Sub Committee had a hearing when the Corps of Engineers presented its ideas for a hydro-electric power plant-dam in the vicinity of Great Falls. At that time the purpose of the dam was only for hydro-electric power, not for water and not for flood control.

Thomas Blanton, Representative from Texas, opposed this proposition because he was not in favor of the military spending the money it would take to produce electricity and he was dead against the affect it would have on the natural scenery of the area.

In 1944 the dam was again proposed by the C of E, this time linking flood control with the benefits of the hydro-electric power. (Incidentally, the amount of hydro-electric power from the dam would not be sufficient to meet even a small part of Washington's needs). Now in 1962, the dam is again proposed for flood control and water supply and it is interesting to note that the hydro-electric gimmick has been dropped completely.

Exhaustive studies have been made by the Corps of Engineers, by citizen groups of leading citizens from Virginia and Maryland and individual smaller citizen groups who are interested in maintaining the beauty of the surrounding territory and who are also interested in the future welfare and benefit of the greater Washington-Metropolitan area.

There is a short-sightedness on the part of many people in thinking only in terms of fresh water supply for potable water. They disregard the tremendous advances and steps made by science in developing the saline distillation system which produces cheaper water in some areas than fresh water. By the time the Washington area is seriously affected by a scarcity of fresh water in dry years, the distillation of sea water will be a widely used system along the coastal regions and it will be as economically feasible as the construction and maintenance of dams and impoundments.

The big, big dam at River Bend, along with some tributary reservoirs would, conservatively, cost close to 400 million dollars, in addition to the cost of cleaning up the river to make this large impoundment work and the relocation of utilities, roads, etc. In accomplishing this, at least 35,000 acres of ground, miles of road, miles of utility lines (electric, water and gas) in the Metropolitan-Washington area would be completely covered and additional properties would have to be obtained for the control of the water shed. At low levels of water over 13,000 acres of exposed mud flats would grace our community.

The historic and scenic Chesapeake and Ohio Canal would be covered for over 40 miles. The river would be widened to such a magnitude that the construction of bridges across the river to meet the needs of the growing metropolitan area would be highly uneconomical. (Cont. next page)

Common sense alone seems to indicate that smaller impoundments on the many tributaries, some earth and some concrete, would offer more flexible sources of fresh water supply and would eliminate many of the flood control and flushing problems.

HOW ABOUT THE DALLAS CONVENTION

by Edwin Bateman Morris FAIA

Primarily A.I.A. Conventions are serious in intent, with meaty discussion, well worked-out philosophies, broad concern and the like. But there is the lighter side — the laughing, the non-seriousness. The meaty side is written and appears upon printed pages. The light-heartedness is not recorded.

I think, thus, that I may be permitted to speak of some of the things that made the Convention visitors laugh. One of the most impressive rituals of the conventions is the awarding of Fellowships. Yet a young, not quite teen-ager behind me, in a voice really too audible, inquired "Why do they call it an Investiture? I watched carefully and they did not put a single vest on anyone. All they did was to give each one another necktie."

One of the delightful persons who addressed the Convention was Ben West, mayor of Nashville, Tennessee. Speaking on the general subject of the Social Dimensions of Design, he wandered somewhat off the track on occasion. He paused to define somewhat the difference between his position as Mayor of Nashville and that of the Lord Mayor of London, the latter being addressed as "My Lord the Mayor, and he himself often as "My God! the Mayor!"

Explaining the difficulty he found himself in in trying to speak on the somewhat abuse subject of Social Dimensions of Design, he said he was always finding himself in situations of embarrassment like that, citing the incident of his knocking upon the wrong door in a hotel and having it opened by a beautiful lady he had never seen before, who raised her brows and said "Yes?" "And," the Mayor told the Convention, "I hadn't even asked her."

Most of his stuff seemed rather new, but he got tripped up on one of his stories. He had told about the television horse Mr. Ed being brought to the Mayor's office, on which occasion he

heard someone say in a loud whisper "That's the first time the WHOLE horse has been in this office."

One of the nice parts of any convention is meeting Sam Homsey round and about. Sam had come to the Convention to rest up after the arduous task of moving to a new apartment, a task made more difficult because Sam is a hoarder, who had boxes and boxes of little treasures stored hither and about in the preceding residence. Sam explained that he must have inherited that trait from his aunt. When this aunt died, they found bags and bags of material, particularly string. One bag, bulgingly full, bore the title "Bits of string too short for any use."

On one occasion in the course of the gatherings, a chairman of meeting, by slip of tongue introduced Florence Gervais, intending to say she was former secretary of something but ending up by saying she was the late secretary, a statement which threw a momentary damper upon the occasion.

I went one morning to an event called Breakfast with Mary. Now of course I am awfully careful about going to breakfast with Mary, or Jane, or Huldah, because as you know people will talk. But as it happened Mary was the speaker. She was a most delightful person in appearance, but her voice, which was probably quite low and sweet, did not seem to get along with the microphone, which worked as if it had been out all night the night before.

There were some more than excellent pictures of Russia, which was the subject of her talk, but I heard nothing of the text, except the word Ivanhoe along midway in the course of the talk. Later I asked someone what the connection there was. I don't believe he heard either, because he said there was once a Russian who sent away for Scott's novel Ivanhoe, thinking it was two words and was a book on Russian agriculture. I think, however, with that one the man was out in the rough, for certainly Mary was too cultivated to descend to that level.

At the Statler-Hotel in all the bathrooms appeared the neatly lettered sign bearing the words "Please place curtain in the tub when taking a shower", a very silly request, since a shower curtain in the tub makes uncertain footing and anyway is more useful hanging from its overhead rod.

The Scrapple Breakfast, after having officially been declared dead in 1961 found itself miraculously alive in 1962.

One of the Dallas newspapers said "Scrapple is (for the benefit of all non-architects) corn meal with pork and liquor. Morris says if you mix the ingredients in scrapple and burn them at a high temperature you end up with tile."

One of the architects however explained that tile was a part of Architecture, while Scrapple should properly be considered as Interior Decoration.

At the final departing time at the hotels on Friday afternoon, the Convention ran into difficult times. I have not as yet investigated closely to find out whether the city of Dallas has five taxicabs or six. But when all the various conventions and gatherings, naturally closing on Friday, attempted to get their personnel and guests from hotels to the railroad stations, there was a terrible confusion. I solved the problem by bribing a bellhop in his green uniform to un-park his personal car and for a premium price take us to the station. It was a stirring sight to see us driving in state to the terminal, with this brightly caparisoned chauffeur in stately correctness at the wheel. It seemed somehow rather a descriptive note covering the Convention — beautiful, correct, appealing.

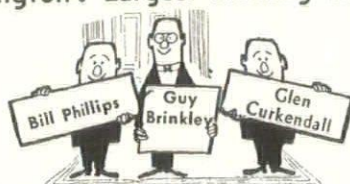
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