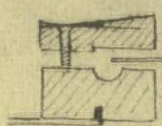


Section of the
Frame of the light



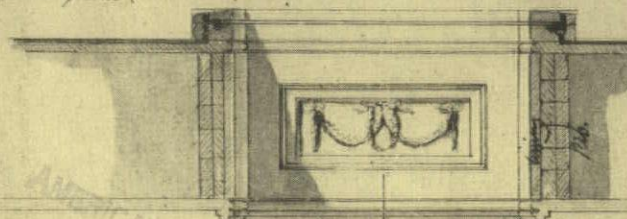
Upper frame
glass
lower frame

Section of the light
to the base

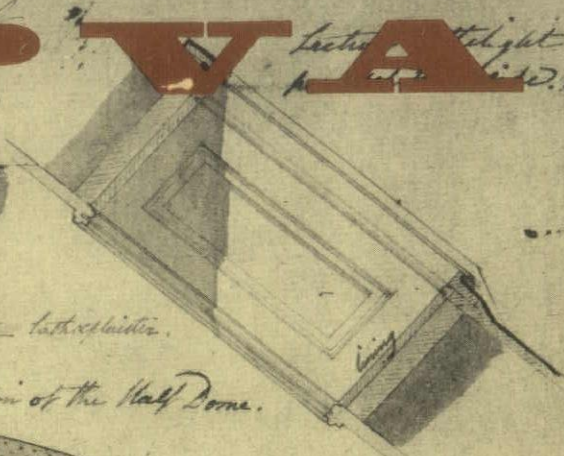
PWA

Section of the light
to the side

2



lath plaster



Section of the Center piece

of the ribs on the
end of the ceiling
the interior part
with the
ribs being
circled the
is
ception,
within
annels

Section of the Half Dome



Plan of the
lower range of lights
Scale 1/2 inch to
a foot

For the curved lines
of these Arches, see the
of the Building, and refer
letters on the subject.

Half dome
colored yellow, are of 3
es.
notes by black lines are
thicknesses.
es are of 2 inch
excepting
frame in
is of 3 inch
es, marked
and

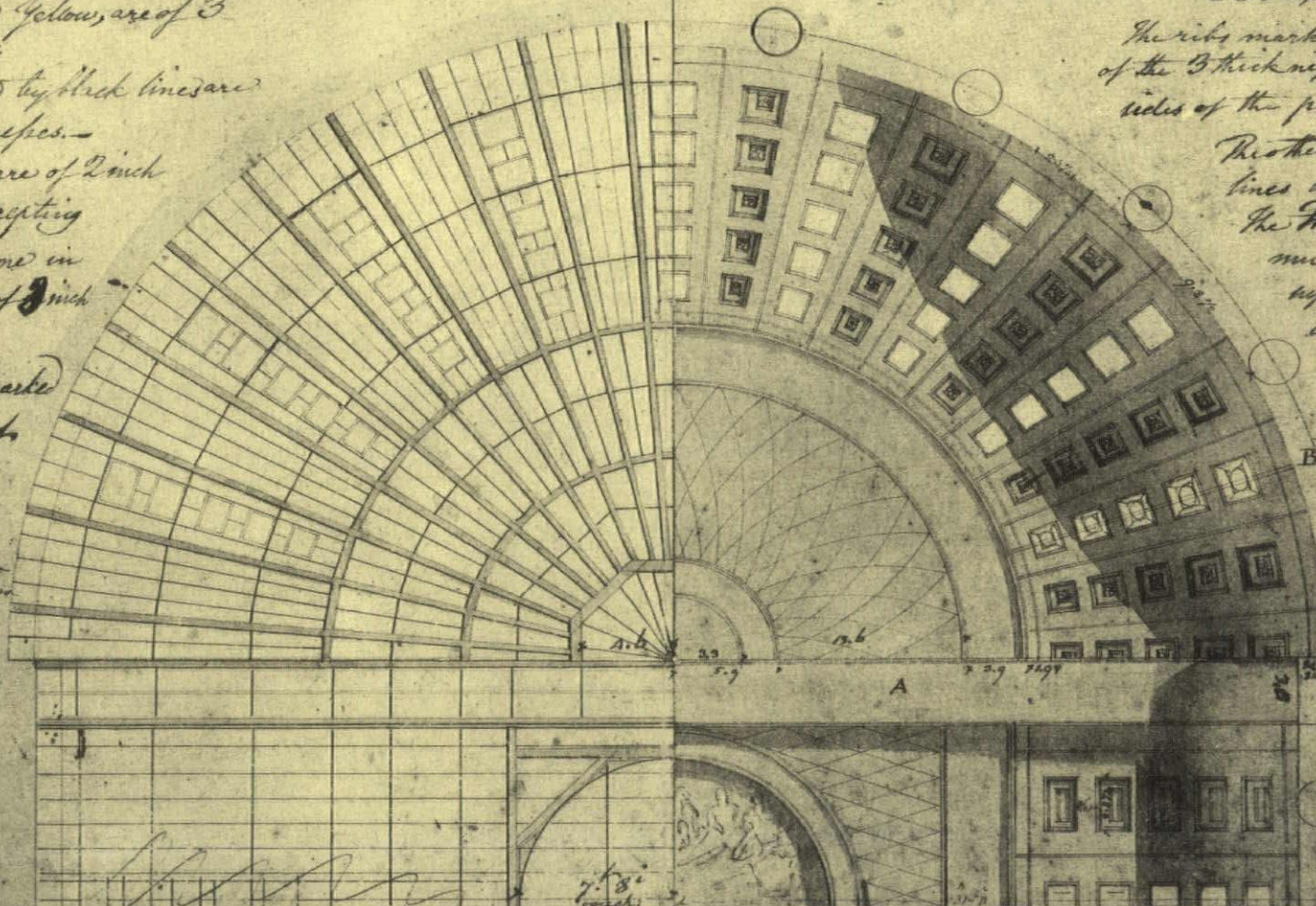
Center piece

The ribs marked with
of the 3 thick ribs and
ribs of the part A.

Moreover, marked
lines are of 2th
The frame in
must be of
sufficient
a lantern
ceiling.

The range
marked
proposed
ted by
frame

The ribs
the
2 inch
the
a
Paw



J. H. H.

POTOMAC VALLEY ARCHITECT

February, 1964 • Volume 8, Number 3

OFFICIAL PUBLICATION • POTOMAC VALLEY
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OF ARCHITECTS

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The articles in this magazine represent the personal opinions of the authors and/or the editor and should not be construed as representing the viewpoint of the Potomac Valley Chapter of the A.I.A.

THIS MONTH'S COVER

Studies for the ceiling of the House of Representatives, 1805. A drawing by Benjamin Latrobe from the collection on view at the Octagon.

EVENTS and EXHIBITIONS

AIA OCTAGON

opening March 4

Early Architectural Drawings for the U. S. Capitol

PHILLIPS COLLECTION

opening March 16

Paintings by Manessier

PAN-AMERICAN UNION

March 2 through 20

Tapestries by Lincoln Presno of Uruguay

March 21 through April 9

Oils by Romulo Maccio of Argentina

CORCORAN GALLERY

through March 29

Gabor Peterdi

through March 22

John Chapman Lewis

March 5

Lecture by Louis Kahn

WASHINGTON GALLERY OF MODERN ART

through March 17

Van Gogh—60 paintings, 60 drawings

TEXTILE MUSEUM

through April 25

Textiles of Ancient Peru

Ancient Egyptian Imports

NATIONAL GALLERY OF ART

through March 22

Paintings from the Museum of Modern Art

SMITHSONIAN INSTITUTION

through April 5

Nature Printing: Selected Historical Examples

through March 30

Photographs by Kosti Ruohomaa

March 7 through March 29

Craftsman of the Eastern States



"Twinstile" one of a wide variety of nickel stainless steel swinging and balanced doors designed and manufactured by Schacht Associates, New York, N. Y.

As installed in Butler Senior High School, Butler, Pa. Architects: Perkins & Will, Chicago, Ill.; Associate Architects: Howard & Murphy, Butler, Pa.

These Nickel Stainless Steel doors take a beating at 3 o'clock every afternoon and look like new every morning

These are the doors of a large senior high school, and they are assaulted by hundreds of stampeding teenagers every day. You couldn't ask doors to take more punishment. That's why the architect specified nickel stainless steel.

Stainless steel stands up to years of day-in, day-out wear and tear. Because it's stronger and tougher than other architectural metals. Because it resists abrasion and denting and won't crack or chip.

But a stainless steel door has more than superior durability to recommend it. Its bright, modern finish adds to the beauty of any building. And its corrosion-resistant surfaces stay beautiful with a minimum of care. Ordinary washing is all it needs. Stainless steel is economical, too—because it costs so little to maintain and because it lasts so long.

These are the highly practical reasons why more and more architects are specifying nickel stainless steel

for commercial and institutional building entrances — for swinging, sliding, rolling or revolving doors that will last the life of the building. For more information on the many advantages of stainless steel, write for the 32-page booklet, "Architectural Uses of the Stainless Steels."

THE INTERNATIONAL NICKEL COMPANY, INC.

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POINT OF VIEW

Suburbanites want rapid transit

Over three-fifths of Montgomery County commuters would prefer a rapid transit system, such as subways, to any other proposed method of improved commuting facilities between the county and Washington. (From a recent study by National Analysts Inc.) Incidentally, 289,245 people drive to work in D. C. as opposed to 203,639 who drive to work in Manhattan.

D. C. Transit wants all bus system

D. C. Transit system President O. Roy Chalk has announced that his executives will soon be planning an all-bus rapid transit system for the entire Washington area. This announcement comes after Chalk fought successfully against Congressional approval of the Washington area subway system and thence declared a national busman's holiday! It becomes quite clear to planners, government, business people, civic groups and the man in the street that neither O. Roy Chalk or the do-nothing majority in Congress cares whether we become a modern city as long as D. C. Transit gets an all-bus, all-fume BUS-I-NESS SYSTEM under way. I am confident that D. C. Transit buses in the future will be labeled as per U. S. Public Health requirements, "WARNING, THE INHALATION OF FUMES FROM THESE BUSES IS A GROWING MENACE TO THE GENERAL ENVIRONMENT AND THE HEALTH OF MAN."

State Senator Fenwick sponsors subway financing bill

Bills to create a northern Virginia transportation district as part of a metropolitan Washington rapid transit program went before the Virginia General Assembly. Sponsoring State Senator Charles R. Fenwick proposed the bill to provide a means of meeting Congressional objections on the uncertainty of suburban financial participation and a mechanism to absorb any deficits. If Maryland could also recognize its own citizens' demand

NEIL R. GREENE, AIA

for rapid transit, and institute similar legislation, then pressure could be brought to bear on Congress for the transit program.

Beauty and delay in southwest

With Chloethiel Smith's Capital Park and I. M. Pei's Town Center taking three of the 28 FHA National Awards published in the January House and Home, with Tempos coming down on the Mall, Harbor Square being excavated and the Tiber Island Development looking as brilliant as the competition model, things are looking up in Southwest. The only exception is the one project that never seems to break ground, "Chalk House West". Perhaps with his recent bus proposal Mr. Chalk has reappraised his needs to expand, and is considering a contemporary trolley barn in S. W.

Citizens urge general plan

In an unprecedented example of solidarity, twenty-four local civic organizations this week urged MNCPPC immediately to adopt the general plan including the basic concept of wedges and corridors. The action was most likely precipitated by the County Council's favorable vote on the 3000 acre planned high density community in Poolesville where the general plan indicated low density.

Difficult going predicted for shopping centers

Why? There are too many being built too fast. The Urban Land Institute says that without taking in more money, they are costing more to stay open. With 14 regional shopping centers in Washington we probably have more than we need for the next ten years and new ones live on the customers of the older ones. Sixty-thousand new residents a year help the situation but the real solution will be revitalization of the existing suburban cores such as Silver Spring, Bethesda and Hyattsville.

NEW MEMBERS

Darcy Diniz, a new corporate member, was born in Rio de Janeiro. He studied architecture at Illinois Institute of Technology, and graduated from both the University of Brazil and the New York School of Interior Design. Immigrating to the United States in 1954, Mr. Darcy settled in Houston where he spent seven years, the last two in practice as a principal. He moved to Washington in 1961 and was associated with Morton Noble until opening his own office recently.

New Associate Member Richard Leith Gill studied architecture at Johns Hopkins University, and since 1962 has been with the office of Eugene A. Delmar, AIA. Mr. Gill and his wife live in a house he designed and built in Potomac, Maryland.

ANNOUNCEMENTS

Chapter member Benjamin P. Elliott has been appointed a corresponding member of the Committee on Religious Buildings of the AIA Commission on Architectural Design.

The Department of Defense will offer a course in Fallout Shelter Analysis beginning in February. The course will be given in both Maryland and Virginia. Details are available from the OCD in Olney, Maryland.

NATIONAL AWARD FOR EDWARD H. NOAKES

Among the twenty-eight award winners in the FHA 1963 Honor Awards for Residential Design was the House in the Pines nursing home in Easton, Maryland. Architect for the project was chapter member Edward H. Noakes.

Owner:
Doca, Inc.
Architect:
Jewell & Wolf
Structural Engineer:
Perry & Lamprecht
Mechanical Engineer:
James K. Wolford
General Contractor:
Whiting-Turner
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SCORE 4 FOR FLEXICORE

IN DELL HOUSE CONSTRUCTION

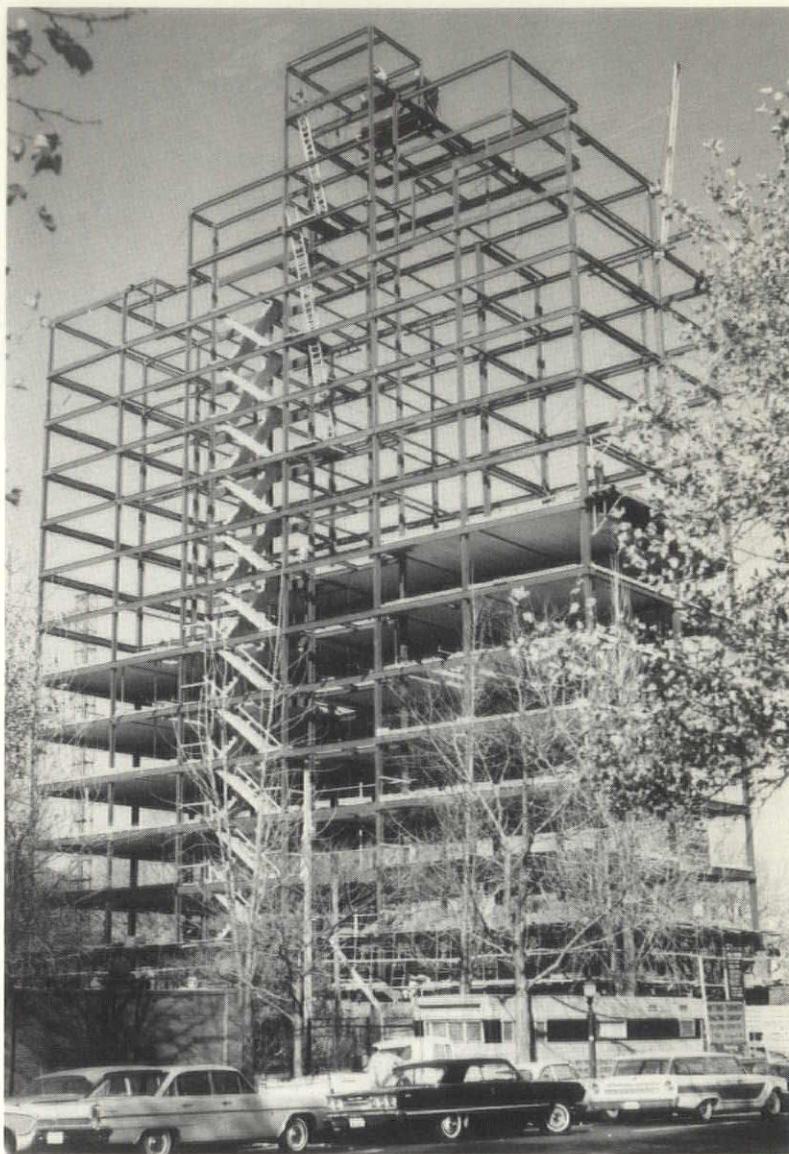
Flexicore precast concrete slabs by Strescon Industries scored high in four important areas in the construction of Dell House.

ECONOMY: Flexicore's use in Dell House allowed the architect and engineer to use only 6.2 pounds of structural steel per sq. ft. / Ceiling plaster is eliminated, reducing finishing costs and job time. / Building height reduced by 8" per story. / Reduces contractor's overhead because the job can be completed sooner — less supervisory expense; lower job financing costs.

SPEED OF CONSTRUCTION: Flexicore saves on-the-job labor and job-time: no lengthy pours, no wait for curing, no forest of shores. / Flexicore installation at the rate of 4000 sq. ft. a day per crew. / Deck becomes immediately available for other trades.

CONTROL OF COST: Flexicore allows the architect to accurately estimate a major portion of the building cost (framing and floor).

SOUNDPROOFING: Flexicore construction reduces noise transmission between floors. Hospitals, apartments, office buildings, retirement homes, educational facilities, churches, and other construction have benefited from the quiet of Flexicore.



DELL HOUSE ELEVATOR APARTMENTS (Flexicore Particulars)

This fireproof (another Flexicore advantage), 40-unit structure, named after **The Dell** across from which it stands, is located at Charles and 29th Streets in Baltimore. Each of the 13 floors contains 3 apartments, with a two-story apartment in the penthouse. Underground parking is provided. Saxe clips were used in the erection of the steel frame. Pre-cast concrete stairs by **Strescon** were used (see photo) which proved to be more economical and faster. Distance floor to floor: 8' 10". Ceiling height: 8' 2".

Write or call for more information and free booklets on the **Economy, Speed of Construction, Cost Control, and Soundproofing Qualities** of Strescon's Flexicore.

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MANOR CIRCLE APARTMENTS

Robert C. Lautman, Photo

EUGENE A. DELMAR, AIA, ARCHITECT

LOCATION: Takoma Park, Maryland
OWNER: Thomas Woodall and I. L. Wagner
CONTRACTOR: Carl Ford

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1965 CONVENTION LIAISON

R. S. Senseman, S. H. Arthur, T. R. Cromar, Jr., J. E. Moore, A. H. MacIntire.

CHAPTER EXPANSION

E. A. Delmar, Chairman, C. D. Patton, J. J. Chapman, Jr., M. L. Bagley, R. Melby, R. E. Blomberg, W. Shewell.

A European visiting North America carries back many memories. The plains and the mountains, the roads and the industry, even the hamburgers and hot dogs all leave their marks. But what does he remember most? You've guessed it, the telegraph and power poles—dead trees planted in rows, phalanxes of creosoted sentinels, grotesque and ugly in every way, marring every scene they confront. If Europeans can still place their telegraph wires underground after the financial depletions of two major wars, surely we, who despite our prosperity have more than our share of the most consistently dreary cities on earth, can pay better than lip service to the idea.

An American visiting Europe is usually charmed in spite of himself by the lack of wires. If he isn't, he should ask himself some questions. How would the Arc de Triomphe look framed by a couple of real "corkers"? Or what about Buckingham Palace with a nice row of dark beauties marching down the Mall? They wouldn't look so hot, would they? But on most of our outstanding modern gardens and buildings the architectural photographer has to angle them out of his pictures.

Why do we have to live with such blatant ugliness? I suppose it all goes back to that pre-historic *cause celebre* of what the public will pay for. We'll pay \$500 extra for vulgar appendages on our cars but not for underground wires, and the Europeans would apparently rather have their architecture unsullied than eat, God bless them.

What about the poles themselves? No amount of landscaping will compensate for a black, creosoted power pole slashing the wide blue horizon. If poles are found necessary, cedars only should be used. These weather eventually to a silver grey, and although hardly ornamental, they are inoffensive compared with most other species. They may even look quite reasonable along a country road with a continuous background of green woodland.

Individual poles are improved by painting or staining them a shade of pale grey or light brown. Green is a poor color for this as green paint invariably clashes with the greens of the landscape. Poles at the backs of the gardens can be screened out by planting columnar trees. Most utilities are now sensibly using the easements for the poles. If there are already telegraph poles on your street, planting medium-sized wide-headed trees underneath them reduces their severity.

Streetside power poles have all the rhythm and spatial impact of a row of trees but unlike the trees, instead of being the finest structures of the cities they are consistently their worst and ugliest. Yet, attempting to improve a power pole is the most difficult design job in the universe. At one point we even tried totem poles. But obviously decorating a telegraph pole is never more than a halfway measure. The end result just doesn't measure up. And like Zuleika Dobson, Max Beerbohm's heroine, we can only give them the order of Chastity Second Class.

After lengthy heart-searching, we are forced to divulge that telegraph poles must have been designed by engineers. Apparently if an architect designs a building, it may fall down; if an engineer designs a building, it should be pulled down. I have yet to see an architect-designed power pole but surely it's time we gave our utility engineers some education in the humanities.

The above quotations are taken from GREEN DAYS IN GARDEN AND LANDSCAPE, by Desmond Muirhead, Miramar Publishing Co., Los Angeles, California. Ranging from the theory of modern landscape art to practical planting advice, it is notable for its humor and modesty, rare virtues in the current spate of landscape books.

r a n d o m q u o t e s

By Paul and Rose-Helene Spreiregen. The authors of this article are a Washington architect, now writing the Urban Design series in the AIA Journal, and his Parisien wife who stimulated the comments contained herein.

SIDEWALK CAFES

"I have to live in a city of several million," said the Parisien intellectual, "in order to select my eight or ten real friends." Then he added, "And I need the sidewalk cafes as a place to meet them."

Obviously not everyone is so discriminating that he needs a city of millions to choose a handful of friends, and there are as many reasons for the popularity of the sidewalk cafe in France as there are people who use them. But it all adds up to one: the sidewalk cafe is a necessary component of leisure in French life. Every society has its own particular components, and many share with France in the use of the sidewalk cafe. Italy has a number of different kinds of bars, indoor and outdoor restaurants—and the sidewalk cafe. Germany has its "ratskellers" and beer gardens (indoor and out)—and the sidewalk cafe. The sidewalk cafe is an institution in Turkey, Spain, Greece and North Africa. It is just now making its popular debut here in the United States.



Some nations are of a temperament that disdains the sidewalk cafe (which the French call a *terrace*, by the way). The English prefer the secure intimacy of their indoor pubs to sitting outdoors on display. No doubt this is largely due to the climate though, in the summer, they use terraces for a drink or light meal. The Swedes have a positive outburst of sidewalk cafes in their short but beautiful summer. Sunshine transforms them completely.

The attractions of the sidewalk cafe are so numerous that they cross many national and cultural boundaries. Actually, the sidewalk cafe or restaurant is the oldest form of public refreshment place. The earliest restaurants were plain stands for selling food and drink in the midst of city bustle. We have long enjoyed them here in the form of the hotdog, ice cream, and peanut stands.

Our own places of refreshment range from the corner saloon to the chic cocktail lounge, and they reflect two of our national characteristics: we have minimal skill in employing the outdoors for purposes other than pure contact with nature and we have been just a wee bit ashamed of leisure.

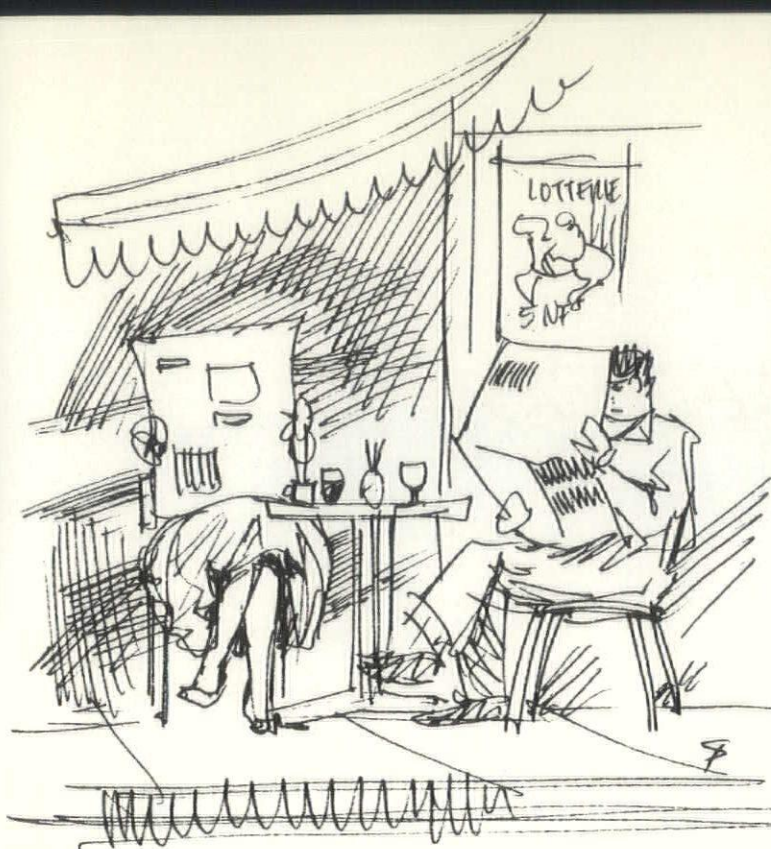
But that is fast changing and the adoption of the sidewalk cafe is a keynote of the change. We are becoming more conscious of a problem which confronts us: as our work hours decrease our leisure hours increase—just how will we use these leisure hours? The popular definition of leisure runs something like "having fun," "killing time," or "just plain hanging around"—in general, something other than work. But a more mature definition of leisure is found, interestingly enough, in one of the older circles of modern architecture, the now defunct C.I.A.M.

C.I.A.M. defined leisure as the cultivation of the spirit and put leisure on as high a category as work as a justification of the city.

Our present attitude towards leisure parallels our present abilities to design sidewalk cafes. Our ability to improve this skill hinges on a more mature attitude toward leisure. The twenty-odd sidewalk cafes in and around Washington are proof that we want them and that they are profitable. But their current design quality leaves much to be desired. In general, they are too precious in appearance and too finicky in detail. They are too self-conscious. We can level the same criticism against the design of most of the lobbies of the new luxury apartment houses—also tokens of leisure.

The finicky details of our sidewalk cafes are their too-delicate chairs, which are often uncomfortable, their gimmicky awnings, which weather poorly, and their cute little planting boxes, which would better be omitted.

The basic principles of good restaurant design are simple: they are founded on customer satisfaction.



That means a place of intimate character, of relaxation, of variety, and a feeling of authenticity in its atmosphere. Service planning must accommodate these requirements. When design attention is diverted from these considerations to "arty" little details, the guise is thin indeed. In fact, for this reason the really best restaurants are the ones designed by a sensitive and skillful owner himself, with few exceptions.

One of the least understood principles of the sidewalk cafe—and the easiest to remedy—is table and chair arrangement. Most of our sidewalk cafes are set up as indoor restaurants without walls. Table and chair arrangement on the sidewalk is something else. They are theaters of the passing street scene and so should face out on it. The most desirable Parisien terraces for sitting and seeing are the ones which have all the chairs facing out onto the street—not facing each other around a table. This holds true for eating as well as drinking. Incidentally, this facilitates service and chair-shifting when sitting or standing up. It also requires rectangular tables which are easier to use than circular ones, both for customer and waiter. Of course, eating outdoors calls for just a little more privacy than drinking outdoors. This too, is easily accomplished—by having the tables for dining close to the restaurant proper and the tables for drinking bordering the street. One area serves diners, the other, drinkers. Scheduling of restaurant operation could include a shift in table-setting at mealtime to indicate which tables are for eating and which for drinking, but this is necessary only for large cafes. Otherwise, a meal could be served at any table a customer chooses by simply laying a paper tablecloth where the dining customer sits.

The actual size of the sidewalk cafe is also misunderstood. Probably no public facility operates at so great a range of sizes as the sidewalk cafe. The largest sidewalk cafe in the world is said to be Floiran's in the Piazza San Marco. The smallest that we know of is a three-table arrangement on a side street in Majorca so narrow and steep that it is stepped and passers-by almost have to walk sideways around the tables.

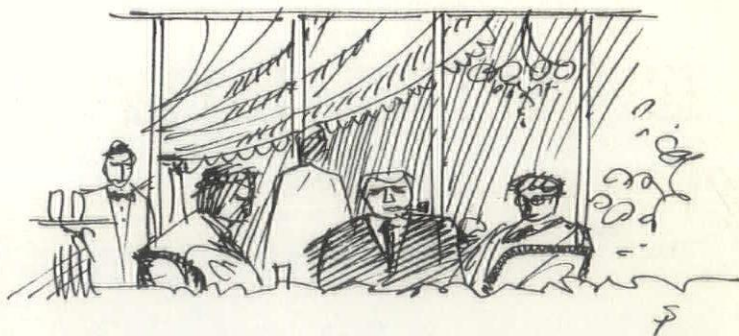
We have been too conservative in allocating space for the sidewalk cafe. The eight-foot pedestrian right-of-way in the District is unnecessarily generous and precludes the creation of better sidewalk cafes in certain vital spots where they really add to the urban scene, such as at Bassin's.

But the most neglected aspect of sidewalk cafes is their ability to operate all year round, during the coldest winter weather. This requires only three simple design elements: a wind screen, a radiant heat device, and a modest floor installation.

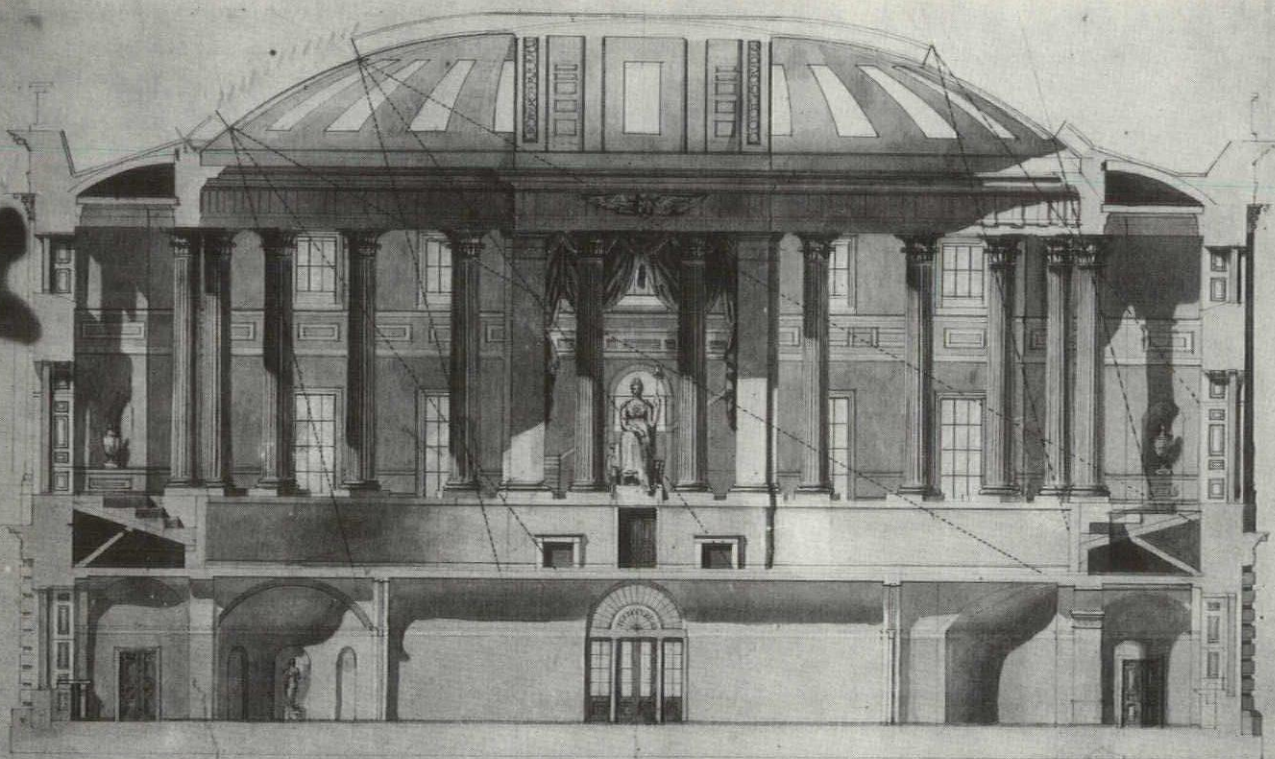
Some ski resorts have open air terraces on mountain tops, warmed only by the sun's radiant rays. The cold wind is blocked by glass or plastic wind walls and so skiers can sit in sub-freezing air in their shirt sleeves.

If the sidewalk cafes of Washington were enclosed by simple glass or plastic boxes, similar to greenhouses in construction, heated by radiant gas or electric devices, and raised on insulated wooden floors, they could operate during the coldest weather. Paris is full of such enclosed cafes, many of them as elegant as the old glass and iron structures of the 19th century.

Finally, one can never overlook the quality of service in sidewalk cafes and this, too, is a matter of design. This quality must, of course, be based on customer satisfaction, but it also includes the matter of flair. Service planning should enable waiters to serve customers as soon as they sit down and then give them time to dawdle—not vice versa. The waiters themselves can provide much of the flair by carrying trays and opening bottles with one hand only.



The best place to observe principles is where they have been developed. To all who are interested, we suggest a trip to Europe, particularly Paris, to see the results of years of experience. But, as we proceed on man's journey upward from the ape—pausing for a while at a sidewalk cafe—let us be thankful for the courage our restaurant operators have shown and let us hope, too, that our meandering notes aid their particular journey.



Cross Section • House of Representatives • Benjamin Latrobe

EARLY DRAWINGS of the U. S. CAPITOL

On March 4, the Octagon opened an exhibition of drawings by Benjamin Latrobe and William Thornton, dating from 1795 into the early 19th Century. The draughtsmanship is outstanding, and many of the sketches bear the architects' own working notes.

The story of Rockville's ambitious \$10,000,000 Mid-City redevelopment program, with some interesting lessons on the strategy of successful planning.

RENEWAL IN ROCKVILLE

Once a days travel from Washington, five years ago the gateway between suburbs and "up-county", Rockville is now surrounded by metropolitan sprawl. While home building in the city proceeds at a rapid rate, the mid-city business area is already in decline. Efforts to reverse the trend have left untouched the problems of decay, congestion, and circulation.

The problems are fourfold: a system of narrow and too-close-together streets poorly related to the buildings they serve, a lot system determined by the streets and long abandoned residential use, inadequate and inconvenient parking, and obsolete and decaying buildings.

Realizing that any real and lasting solution would involve large financial investments, the city government, with the encouragement of a citizens advisory committee drawn from all parts of the community, decided to attack the problem through the federal urban renewal program.

In January 1962 the city received an Urban Renewal Administration grant of \$120,000 (a sum since risen to \$168,000) for preparing a preliminary plan for renewal of forty-six acres of downtown land. One of the first steps was consultation with the citizens advisory council to formulate goals for the project. The agreed objectives were: restoring the economic health of the business area, providing facilities for Rockville's function as county seat, and establishing a balance of uses forming a focal point for the entire community. Subsequent work included an inventory of all existing structures, a market analysis of economic potential, a study of more than twenty proposed traffic patterns, and other investigations including parking facility estimates, test borings and utility layouts. An "open door" policy at city hall kept the planning work exposed to public sentiment. Consultations with existing business interests and potential developers guided the work. A constant check was maintained between the renewal plan and the city master plan, and zoning ordinances were overhauled to meet new needs.

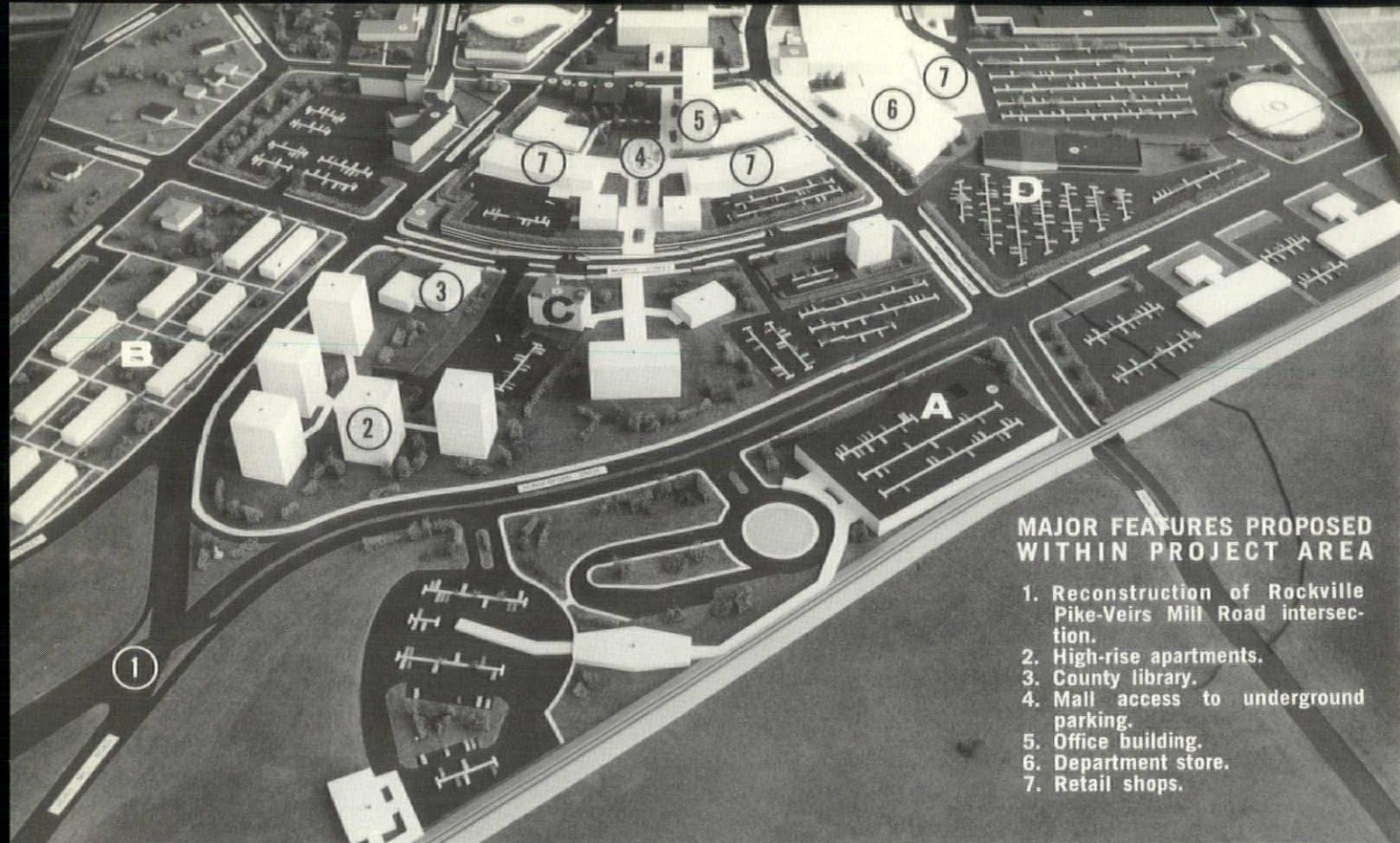
The plan was introduced to the people of Rockville at public meeting in November 1962 and then submitted to the Urban Renewal Administration for review. URA approval is expected this month and the plan will be submitted to the public for final comment at a public hearing scheduled for March.

The plan attempts to combine the attractions of the regional shopping center and the traditional business district in a complex of stores, offices, public facilities and high density residential units, taking advantage of a central location, a large and growing retail market, and a redesigned functional street pattern.

Only the best of existing buildings will be saved, the great majority razed. Major streets will be realigned, and several minor streets eliminated. A city operated authority will furnish adequate convenient parking, a combination of lots and underground garages. A system of malls and walkways will separate vehicular and pedestrian circulation. Retail and office space is planned both to rehouse existing enterprises and to provide for future growth—a major department store and possible federal office space. High rise apartment units in the project will help add around the clock activity to the area. Also planned are a regional library, a convertible motion picture theater and a variety of restaurants including facilities for late night and outdoor eating.

The vehicle for these changes will be the city's purchase of all properties with substandard buildings, or uses not in keeping with the plan—a total of over 35 acres. Prices will be based on at least two appraisals from private firms hired and paid by the city. Areas planned as building sites will be cleared and resold to private interests to be redeveloped in accordance with the plan.

Methods of selecting developers will vary from parcel to parcel. Some sites may be awarded at a fixed price, on the basis of architectural excellence similar to the RLA pattern. In all cases the city will retain some control over the land use and the architectural solution. Where possible, new facilities will be built before existing businesses are demolished, and the city will pay up to \$25,000 relocation expenses. Existing owners will also be given priority in the redevelopment of their land.



MAJOR FEATURES PROPOSED WITHIN PROJECT AREA

1. Reconstruction of Rockville Pike-Veirs Mill Road intersection.
2. High-rise apartments.
3. County library.
4. Mall access to underground parking.
5. Office building.
6. Department store.
7. Retail shops.

A SCALE MODEL of the Mid-City Project shows the suggested redevelopment of downtown Rockville, looking west. Suggested uses outside the project area include: (A) Rapid transit station and (B) Apartments. Some of the existing structures are: (C) IBM Building and (D) Safeway Shopping Center. A brochure identifying all other uses and explaining the project in detail is available at City Hall.

Faced with the complexities of developing a preliminary study into an actual construction program, Rockville has determined to retain an urban design consultant. His job will be to create urban order both through his own design assignments and by coordination of developers' work. He will be advisor, technical consultant, and coordinating architect, and will design all public parking facilities, all public rights of way and street furniture, and possibly the library and public housing units. The city will choose the urban design consultant through interviews with qualified firms.

Such ambitious plans are not unusual. What is uncommon is a city of 35,000 moving so surely and decisively through the renewal process where far richer more powerful communities have racked up such spectacular failures. Though the first shovel of dirt has yet to be turned, chances are excellent that the actual construction will proceed as smoothly as the planning process. Even before final federal approval of the plan, the city has passed a major test of its determination, by advancing \$250,000 of its own money to buy a parcel of land about to be developed on the site of a proposed major street intersection.

The most convincing reasons for optimism are poli-

tical. Rockville is an exceptional city. Situated in the midst of rich farmland now giving way to expensive suburban development and light prestige industry, it has grown from 7,000 people in 1950, and envisions an ultimate population of 65,000. Unlike most towns, Rockville from the beginning has tried to plan and shape its own growth.

The master plan for the city, adopted in 1959, provides not only a well developed program of services, parks and a successful cultural center within the present city, but sets limits of the maximum boundary expansion which may be needed to meet changes in the neighboring countryside.

The voters of Rockville are a prosperous, sophisticated, alert group, and the city government reflects their interests. The political structure is simple and coherent. The city is incorporated, governed by an elected mayor and council, and administered by a city manager whose staff includes a director of planning and a director of urban renewal. The city has its own enabling legislation for both planning and executing renewal, and exclusive of the financial backing of the URA, is responsible to no one but the voters. The federal government will invest an estimated \$2,000,000

in the venture and will in addition furnish financial backing for the city's purchase and resale of land. Rockville will invest about \$650,000 in cash, 1/3 of the U. S. outlay. This money will be borrowed on the open market, requiring no referendum or special voter approved bond issues. Thus redevelopment activity will be operating as a normal part of the city's continuing capital improvements program.

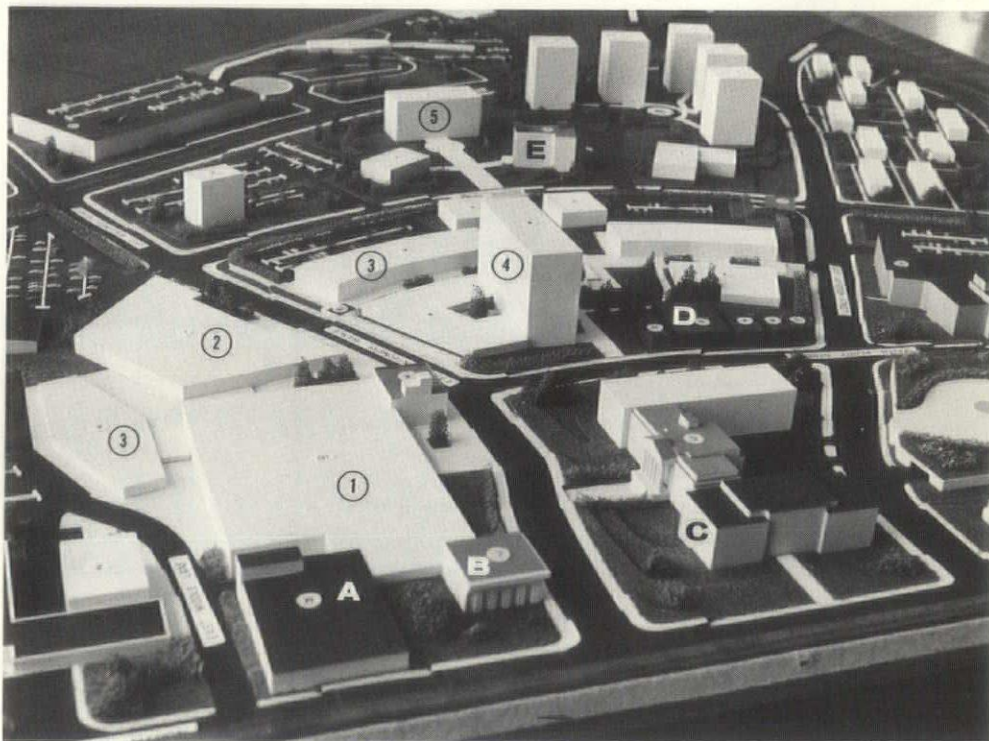
The history of the Mid-City Project has been one of direct action. The mayor and council, backed by a consensus of the voters, decided a federal renewal program was needed in Rockville. Undertaking the program they made its execution as simple and as integral a part of their administration as the provisions of police and utility services. Opponents of the program can express themselves at public hearing and take their grievances out in only one place, the ballot box. There is a myth abroad that politics should be kept out of planning. The result is too often an eminently respectable agency equally far removed from both political fighting and political power. Rockville's lesson shows that planning not only needs the articulate support of the community but functions best as an integral part of a healthy and responsive political structure. No brilliance of plan will compensate for these lacks, as the beleaguered staff of RLA can testify.

The factors producing efficiency in renewal will not, however, guarantee the quality of the plan itself. The urban designers will need a sure hand indeed to carry out their responsibilities. The city center will succeed only through the designers' ability to reconcile the desires of many developers, and their talent in creating a visual matrix strong enough to subdue what differences cannot be reconciled. All the pitfalls of redevelopment will be present: the tendency to destroy the urban street feeling in a vain search for suburban niceties, the rawness of block after block of all new construction, the inevitable attrition of the shoestring businesses that can survive only in cheap structures but add so much interest and vitality to the feel of a town.

These problems facing Rockville are those besetting any renewal plan. They can be solved only with design talent, public understanding and forbearance, and the desire to do a first class job. Speaking of this desire, renewal director Cheney says "We consider good urban design to be as important as economic practicality".

Hopefully an administration wise enough to have understood and accepted the challenge of such a thorough attack on the city's troubles will have the vision and patience to insist on a solution worthy of their ambitions. —R.B.R.

A VIEW TO THE EAST shows the new street pattern and the following buildings which will remain: (A) Woolworth Building; (B) First National Bank of Maryland; (C) Court House; (D) Fire station; and (E) IBM Building. Proposed uses are: (1) Parking garage; (2) Department store; (3) Retail shops; (4) Office building and (5) Theater.



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