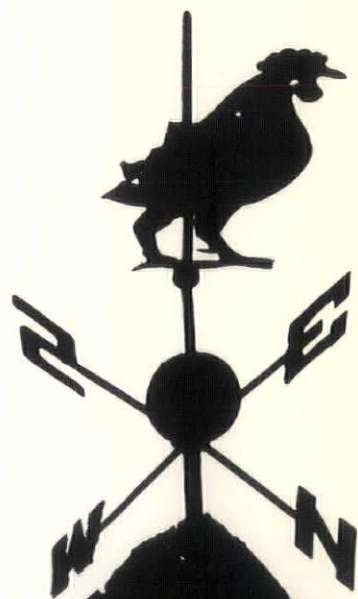


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## POTOMAC VALLEY ARCHITECT

May/June

Volume 8, No. 12

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CHAPTER OF MARYLAND AMERICAN INSTITUTE  
OF ARCHITECTS

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### ON THE COVER

Symbolism intended. Photograph "Weather-vane" by Lowell A. Kenyon, Chevy Chase, Maryland. Graphics by Editor.

### BEST WISHES

The Potomac Valley Chapter of the American Institute of Architects takes this opportunity to congratulate all newly elected Fellows to the Institute, all

## EVENTS and EXHIBITIONS

### CONSTRUCTION SPECIFICATIONS INSTITUTE

Regular Meeting: Tuesday, June 22nd at Skyline Motor Inn, 10 Eye Street, S.W.

Cocktails: 5:30, Dinner: 6:30, Business Meeting: 7:30, Program 8:30 p.m. — Reservations, please. Guest Speaker: A. J. Steiner, Fire Protection Engineer, Underwriters' Laboratories, Inc. Movie: "Conducting Fire Tests on Building Components."

### CORCORAN GALLERY

*through August 1st*

Childe Hassam — paintings and drawings

### NATIONAL HOUSING CENTER

*through June 20th*

"18th Century Elegance in 20th Century Living" — exhibit by National Society of Interior Designers

### PAN-AMERICAN UNION

*through June 15th*

Julio Rosado del Valle — one of Puerto Rico's most important painters, known for outstanding murals executed for architects

*June 15th through July 5th*

Kaiser Industry of Argentina — Third Biennial of Cordoba: paintings by South American artists

### PHILLIPS COLLECTION

*through June 28th*

Retrospective Exhibition of paintings by Milton Avery

### SMITHSONIAN INSTITUTION

*through July 4th*

Sketches by Constable

*July 15th through August 15th*

Treasures from the Plantin-Moretus

### TEXTILE MUSEUM

*through September*

Near Eastern Kilims and Soumaks

### WASHINGTON GALLERY OF MODERN ART

Special Note: During the AIA Convention, for the convenience of visitors, the Gallery will be open Tuesday, June 15th and Thursday, June 17th until 10 p.m.

*through June 20th*

Of particular interest to architects:

Retrospective Mondrian — the most complete exhibition of the artist's work ever shown in the U. S.

*opening June 25th*

Organized by the Gallery, and prior to U. S. tour: Washington Color Painters — Morris Louis, Kenneth Noland, Gene Davis, Thomas Downing, Howard Mehring and Paul Reed.

## CHAPTER NEWS

### NEW MEMBERS

Potomac Valley welcomes two new Corporate members this month — incidentally, our 100th and 101st:

JACK S. KERXTON, AIA, received his B. of Arch. degree from Ohio State University. A resident of Silver Spring, he has been with the office of Cohen, Haft & Associates since 1958 and is now an associate in the firm.

FRANCIS MICHAEL LEAHY, AIA, holds a B. of Arch. from Catholic University, resides in Silver Spring and is a partner in

## WELCOME

With the spirit of a good neighbor, the Potomac Valley Chapter of The American Institute of Architects would like to welcome all guests of the Washington-Metropolitan Chapter attending the 1965 A.I.A. Convention and the Eleventh Pan American Congress of Architects. Many from the host chapter live in the Potomac Valley while some of our members work or live in the District. A quick glance at a map will explain to you how entwined suburban Virginia and Maryland are in Washington life.

The Potomac Valley Chapter is a ten-year-old offspring of the D.C. Chapter. It was founded by a group who settled and worked predominantly in the Maryland suburbs. You will meet many of us at the Convention, be guests in some of our homes, but the full schedule of the Convention will probably not allow you to explore our area with any degree of leisure. To rectify this and to acquaint you at least pictorially with the suburbs, we are dedicating this issue of POTOMAC VALLEY ARCHITECT, our official Chapter magazine.

— Hilleary

Scene at the recent Chapter tenth anniversary party which emphasized "A Great Environment for a Great Society." Shown addressing the architects and their many distinguished guests is Charles M. Nes, Jr., FAIA; Director, Middle Atlantic Region, AIA. Seated at his right is John E. Moore, AIA, Potomac Valley Chapter President.

Photograph by J. Alexander





JOB NAME: South Hill Luxury Apartments/ARCHITECT: Robert Calhoun Smith/ENGINEER: Gurewitz & Werner/CONTRACTOR-OWNER: Howar Brothers

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**JOHN F. KENNEDY CENTER PLANS** — for the performing arts have been finalized and approved by the trustees with glowing praise for the architect, Edward Durell Stone, and great optimism for the institution's future. Ground will be broken in the fall for the Center which will house a concert hall, opera house, theatre, film library and be completed in two and one half years. The grand foyer will be a magnificent 630 feet long, 600 feet high, 30 feet wide and will be, the architect says, "one of the most gracious spaces ever built".

**FORD'S THEATRE RESTORED** — for live productions with Congress allocating 2.7 million dollars for restoration by Park Service and consultation by architect William N. Haussman and Actors Equity. The building at 511 10th Street, N. W. will be rebuilt to appear as it was on the evening Lincoln fell. District Safety Codes allowing 600 people, half the original capacity, will enable audiences to relive history in a living theatre museum of the 1865 era.

**GEORGETOWN PARK AND SHOPS UNDER FREEWAY URGED** — Potomac waterfront plan to replace the dingy commercial and industrial area under the freeway with a scenic park, overlooks and promenade, backdropped by rows of interesting shops located beneath adjacent freeways. The D. C. highway plan will be the city's first attempt to utilize space beneath freeways for commercial and residential uses.

**DISTRICT OK'S AIR SPACE BILL** — authorizing the D. C. Government to lease air space above and below freeways for construction of office or apartment buildings, parks, recreation area and other public purposes. Construction of buildings above freeways should greatly reduce tax revenue loss caused by removal of structures in the paths of highways.

**POTOMAC RIVER, CONSERVATION MODEL OF FEDERAL GOVERNMENT** — gets underway with interstate advisory group from D. C., Virginia, West Virginia, Maryland and Pennsylvania to discuss regional plan for development of Potomac Valley Basin and its effect on urban areas and wilderness. One result may be abandonment of the controversial Corps Engineers plan for 16 upstream dams.

**SMOG DEATHS RISE AND PRICE RUNS HIGH** — Air pollution costing some American cities \$100 million a year, with as much as 25,000 tons of *air borne pollutants a day* in just one of our larger cities. Besides the physical damage to stone and metal building materials, depressed property values, building and home maintenance, and laundry bills costing every man, woman and child \$65.00 a year, the pollution is playing havoc with heart and lung and other respiratory diseases. Why mention it here? It is part of the ugliness with which we are at war!

**NORTH CENTRAL FREEWAY BACK TO DRAWING BOARD** — as citizens demand re-evaluation of traffic volume estimates of highway officials. An independent consultant, to report in two months, will

evaluate ten-lane road and the protests of damaging physical impact on communities along proposed route. One proposed plan is that the road be located above the B & O railroad tracks, minimizing impact on the residential areas. Right or wrong, the citizens have had their day in court.

**EIGHT LANE ROUTE 95 TO BALTIMORE** — goes under construction this summer costing \$50 million for the 22 mile route with a finish target date, 1969.

**UNION STATION JET AIRPORT** — possibly under FAA's administrator, Najeeb Halaby, proposal to provide over the present Marshalling Yards, a jet runway that would allow aircraft to fly from downtown Washington to the heart of New York City in one and a half hours. Destined to become a student and visitors center, he proposes a structure to support a runway area over a 600 car parking lot and a subway terminal to become a major transportation hub.

FAA is presently studying the future use of National Airport which Halaby considers "obsolete", "saturated", "congested", and a "really inadequate airport for a major city". He visualizes a "remarkable terminal here if modernization is accomplished", including a subway station to make the airport 6 minutes from downtown.

**300 M.P.H. TRAIN TO GIVE JETS AT UNION STATION COMPETITION** — Chances are good that Washington to Boston train ride will take 80 minutes, with cars spun off along the way at intermediate stops. M.I.T. engineers say by mid 1970's the system could be serving part of the route. The administration is putting a big effort into perfecting a rapid transit in this northeast corridor.

**AIR RIGHTS OVER G STREET, N. W.** — proposed by Woodward & Lothrop to connect its two existing buildings for five stories, two levels above street. The imaginative plan, which may set a precedent in Washington, is being considered in a bill before the House District Sub-committee. With more planning control and some revision of the bill it may receive support by Engineer Commissioner Charles M. Duke and the National Capital Planning Commission.

**BETHESDA BEAUTIFICATION** — spurred by President Johnson's beautification program and Architect Edward H. Noakes, Potomac Valley A.I.A. member, who proposed plans for the Bethesda Chamber of Commerce and Maryland State Roads Commission. With the State Roads paying half, County Council and community contributions will replace the monotony and neglect of the median strips of Wisconsin Avenue with trees, large plant boxes and brick pavements.

**FROM THE WHITE HOUSE** — First — the possibility of an eleventh cabinet post, the Department of Housing and Urban Development; Second — the likelihood of support from the administration to create a National Foundation of the Arts and Humanities; third — the President's all-out support for a rapid transit subway system in Washington, D. C.

# POTOMAC VALLEY

## IN SICKNESS AND HEALTH

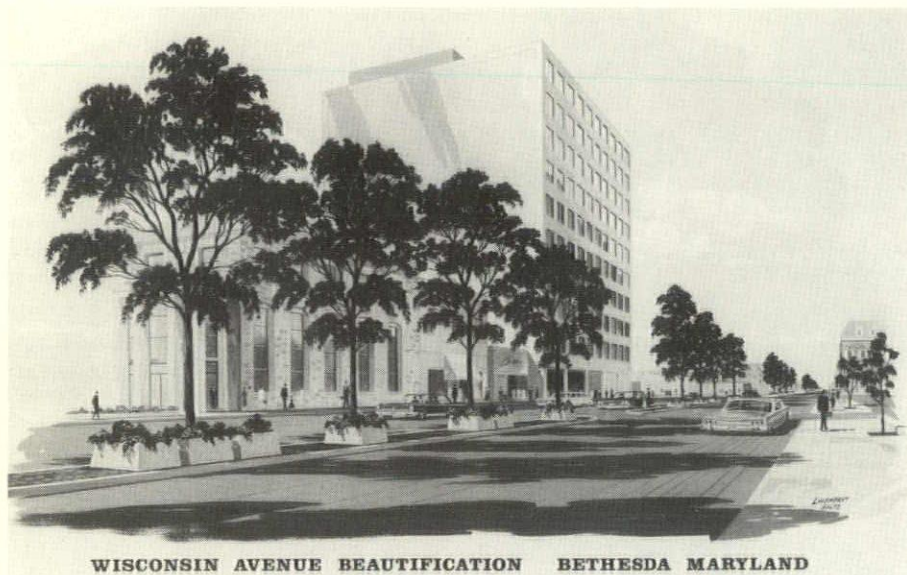


Figure 1

Photograph by Brooks

We are a typical American Suburb. Indeed, one of our cities, Rockville, recently won the coveted title of the All American City. Being typical, our growth and development has very much paralleled that of the remainder of the country with one exception. We are reputed to have the highest income per capita of any county in America. We have our share of monuments and historic homes engulfed in Twentieth Century clutter and even our Twentieth Century monuments similarly treated. Lots of what you would care to see is hard to find, so we will try to guide you through the maze and traffic, if you are interested and have the time. The rest can take the Circumferential Highway and bypass everything.

Great Falls is a beauty spot west of the city shared equally with Virginia, our neighbor across the Potomac. The route to it is not always pretty by land or by water, but scenic routes are being run on both sides of the Potomac (Virginia is ahead) and President Johnson's plans for the Potomac are already history. Great Falls is not Niagara, but is nonetheless a beautiful turbulence.

West of Washington is, or I should say was our hunt country. It still has its horse farms and showplaces, but by its proximity

to Washington and its prestige, it is fast giving way to overdevelopment, a horse in every garage concept. It still has its proud moments though. There are some good contemporary houses much too well hidden away and even a good contemporary development or two. A very active citizens' association is fighting hard to preserve the area.

Traveling north from Washington along traffic-choked Wisconsin Avenue, we cross the District line to Bethesda. At the risk of redundancy, it is typical. Once predominately residential, it now has a hustling commercial complex of shopping groups, motels, office buildings and apartments. Bethesda is well aware of her problems and it is now just a matter of time and planning before the congestion is relieved by a traffic corridor. At present an active Chamber of Commerce, attuned to the plea for urban beautification, has planned and is ready to renovate a mile-long paving and planting strip (Fig. 1) and has more ambitious plans for an Architectural Compe-



Figure 2

Washington Science Center  
Cohen, Haft & Associates, Architects

Photograph by Lowell A. Kenyon  
Rockville, Maryland

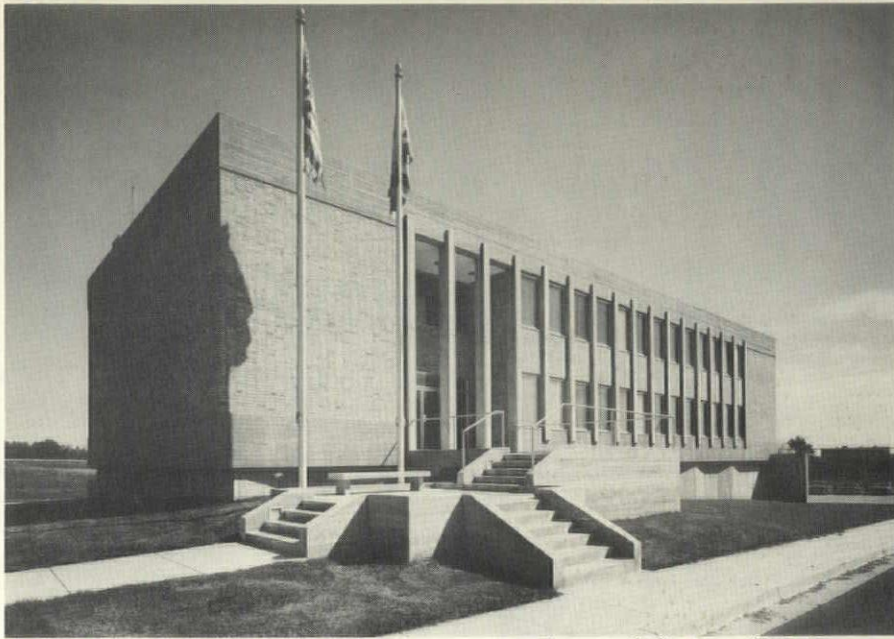


Figure 4  
Rockville Police Building  
John F. Stann & James F. Hilleary, Architects

Photograph by Lowell A. Kenyon  
Rockville, Maryland

tition for the further development of signs, street furniture and general improvement.

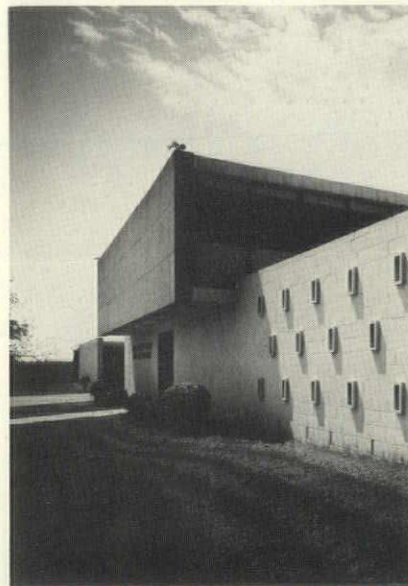
North of Bethesda are two landmarks needing no introduction; the Bethesda Naval Hospital and the remarkable and rapidly expanding National Institutes of Health. The route to and beyond is cluttered despite isolated buildings of some interest and is a prime target for the newly organized Committee formed by the Montgomery County Council to combat ugliness. Though still an infant, its voice is starting to be heard and here and there are signs of activity in the form of small parks taking shape and new planting springing up around county buildings. We all have high hopes for this committee.

Rockville beyond is the County Seat. Until relatively recently it looked a pleasant sort of frontier town with its stuccoed offices and shops still bearing the telltale marks of a residential past. It is not an old city in the sense of Georgetown or Alexandria, but boasted a few interesting examples of early style. Many loved the city as she was, but it was unrealistic to think that the County Seat of such a rapidly growing and affluent sub-

urb could remain unchanged. The past few years have seen many additions; office buildings (Fig. 2), an advanced jail concept (Fig. 3), and a new police station, (Fig. 4), but most important of all is her plan for the total renewal of the heart of the city. Plans are not available as of this printing, but are expected to be unveiled momentarily.

Beyond Rockville, still traveling north, there is still a great amount of farmland. However, this too is diminishing as the towns along the way grow toward satellite stature. The Bureau of Standards and the Atomic Energy Commission are already located near Gaithersburg and are soon to be joined by I.B.M., which has just announced plans for its complex (Fig. 5). Various satellite proposals in this area are still at the zoning possibility stage.

Though our Chapter extends further north, things are generally quieter there, though hardly inactive. Schools and residences are still the major building form. However, with the relocation of industry and governmental agencies and the new highway systems, we can expect increasing building activities in the area around Hagerstown and Frederick, an early Georgetown type city with great potential.



Photograph by Lowell A. Kenyon

Figure 3  
Montgomery County Detention Building  
Rockville, Maryland  
John S. Stann & James F. Hilleary, Architects

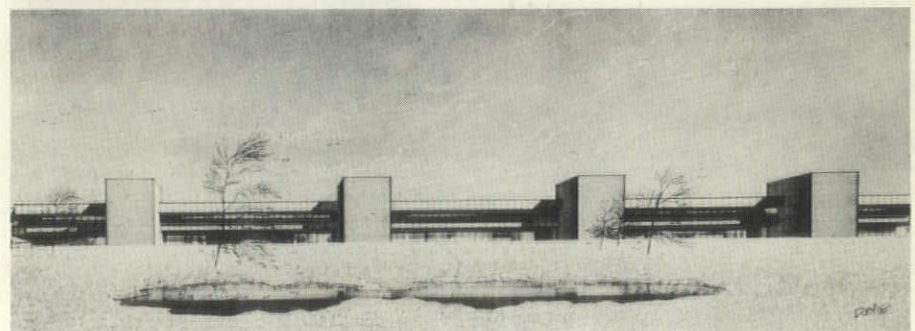


Figure 5  
I. B. M. Building  
Curtis & Davis - Definitive Design  
Blake Construction - Execution

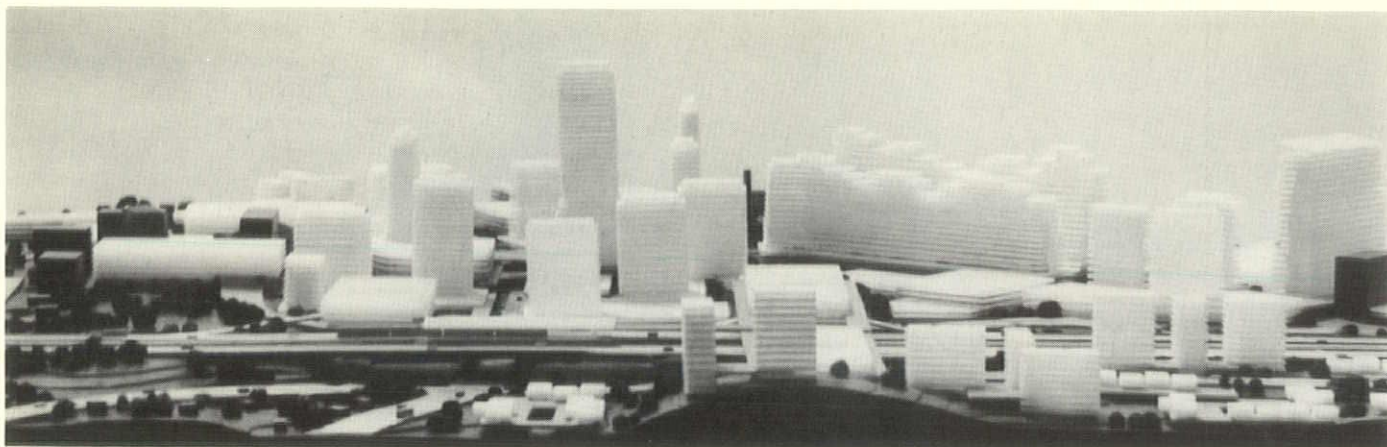


Figure 6  
Study Plan for Silver Spring  
Graduate School of Planning

Virginia Polytechnic Institute



Figure 7  
Rossmoor — Leisure World  
Collins & Kronstadt, Leahy, Hogan & Collins, Architects

Photograph by Davis Studios  
Olney, Maryland



Figure 8  
Federal Building  
Edward Durrell Stone; Brown, Chapman, Miller, Wright, Assoc., Architects

Photograph by Maris — Ezra Stoller Assoc.  
Prince Georges County, Maryland

Northeast of Washington are two of Maryland's most sprawling communities: Wheaton and Silver Spring, the latter being Montgomery County's largest city and the second largest city in Maryland. She has grown rapidly in recent years and not always pleasantly. The Potomac Valley Chapter undertook a study for renewal and revitalization of this city, published some time back, and most recently is encouraging an ambitious re-study by the architectural students at Virginia Polytechnic Institute. (Fig. 6).

Also located in this generally northeast direction are Colesville and Olney which are also the scene of much building activity. Of interest in the Olney area is an ambitious development devoted exclusively to senior citizens (Fig. 7). Called "Rossmoor — Leisure World," it is almost that, occupying one thousand acres of woodland with ten thousand varied living units and boasting its own shopping center, hospital and leisure facilities.

East of Washington lies Prince Georges County. Though not as generally vocal as Montgomery County, it is nonetheless equally active. Where some parts of Montgomery County are predominately devoted to the single family residence, Prince Georges County is enjoying a very active apartment building boom. This has logically precipitated a rapidly expanding school program, reputed to be the fastest growing in the country. Nor has their commercial development lagged. Edward Durrell Stone has designed an office building there,

in association with Chapman-Miller, (Fig. 8) which will soon be joined by a cultural center from the same architectural source. Among the interesting newly announced projects in Prince Georges County is the regional office of the Maryland-National Capital Park & Planning Commission, a pavillion in a park-like natural setting (Fig. 9).

The tour has been swift and I am sure that much importance has been overlooked along the way, with apologies to some of our talented designers. If, however, it has given you some idea of the scope of the suburban scene, then it has served its purpose. We would like to invite you all to come out and take a look for yourselves when or if you ever find the time.

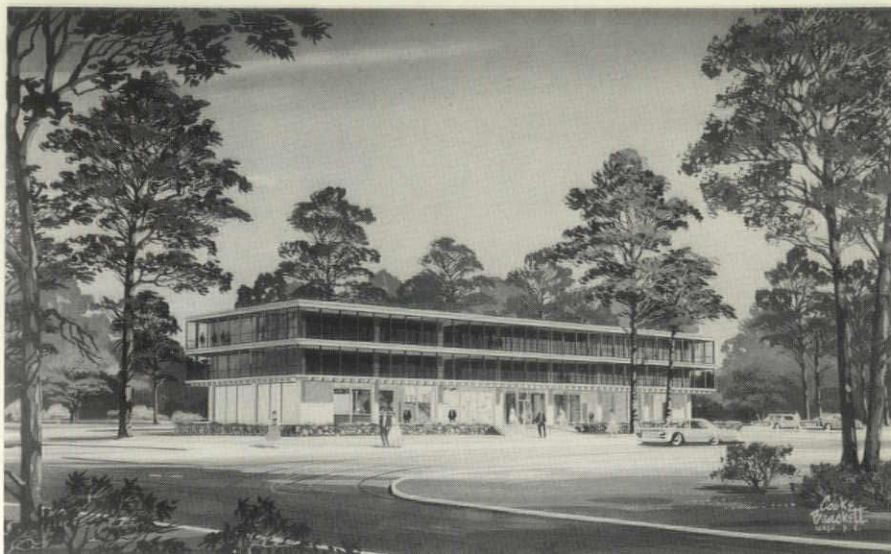
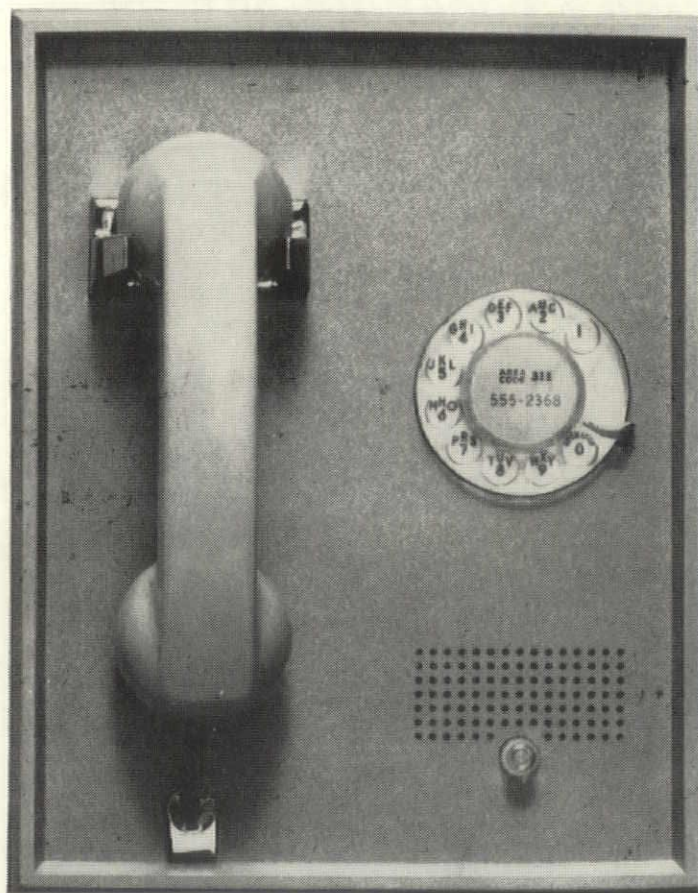


Figure 9  
Maryland-National Capital Park & Planning Commission  
Regional Office Building  
Edwin F. Ball, Architect

Photograph by George Kalec  
Prince Georges County



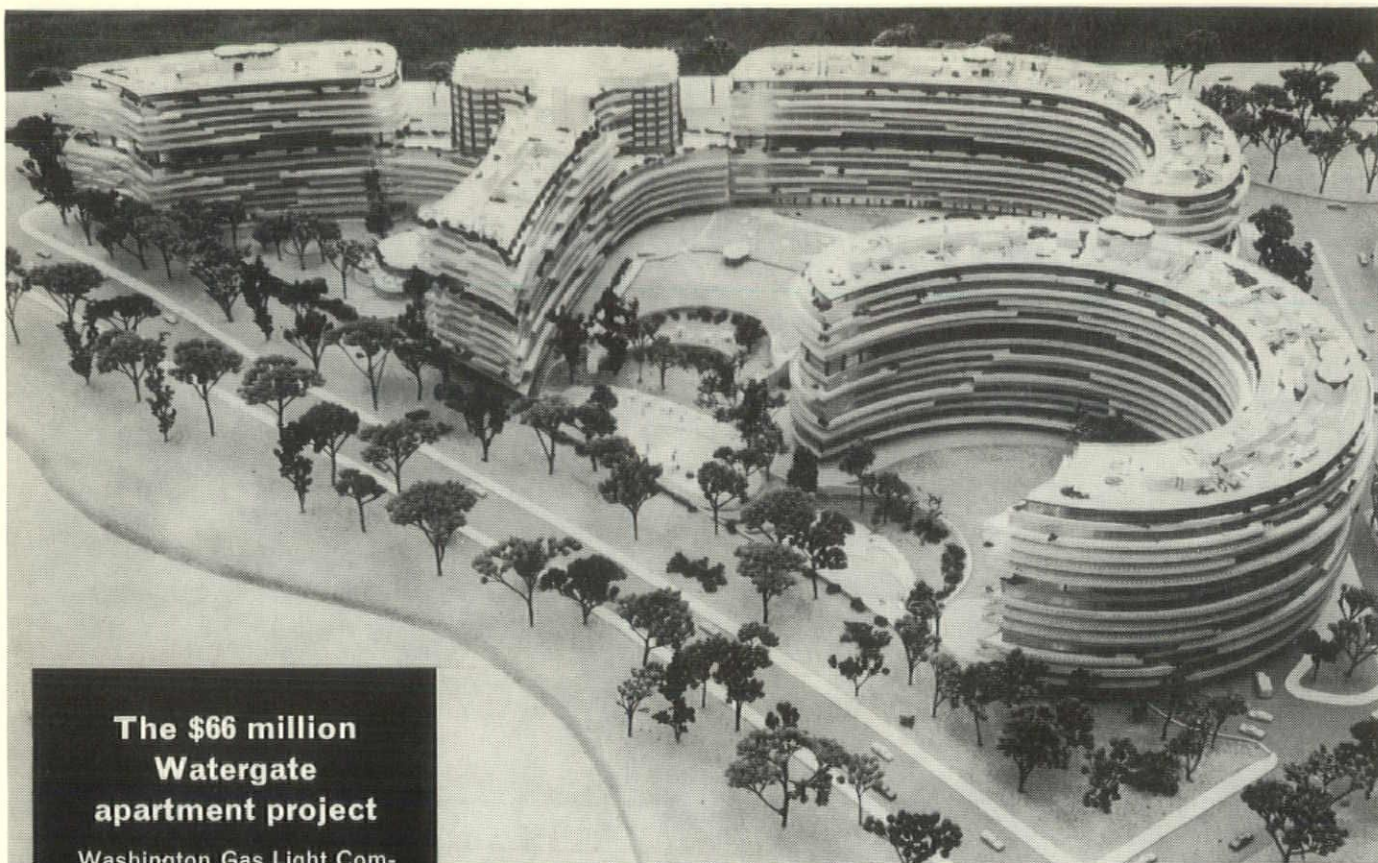
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## "A Look at the Architect's Role in Right-to-Work Laws and Situs Picketing Legislation"

DONALD S. JOHNSON, JR., A.I.A.

Employers and employees throughout the country, are, individually and collectively, fighting for their freedoms, guaranteed under the Constitution and the Federal Labor Laws, against *compulsory unionization*. At first glance, the Architect, might ask himself, "why should he be interested in this and how does it affect him as a private citizen as well as a practicing Architect?" The Architect, representing his clients, the public, is the primary element in the building field, a major component of the larger construction industry.

The Architect realizes that one of his primary obligations to his clients is the endeavor to manage his projects so that the owner will receive full value for each dollar invested, and that the contractor and all of those engaged under his direction will be enabled to render service honestly, efficiently, effectively and with *freedom of competition*. Because of this realization, the Architect's role in legislation affecting "right-to-work laws" and "situs picketing" is a primary one.

The Democratic platform of 1964 pledges the "repeal of Section 14(b) of the Taft-Hartley Law". This is the section of the law that allows individual states to pass laws that ban compulsory unionism. Under the law, workers have the right to join a union and to bargain collectively or refrain from such activity and through Section 14(b), the states have the power to pass "right-to-work laws" which protect the non-union worker. Thus the union shop is legalized under Taft-Hartley but the closed shop is banned. At the present time nineteen states have passed "right-to-work laws". All the laws ban the closed shop and the union shop. The closed shop requires a worker to be a union member before he can be hired. *The union shop conditions the right-to-work upon membership in a labor union by contract or agreement except in a*

*state which has a right-to-work law.* For example, in the construction industry a worker is required to join a union not later than 7 days after he is hired.

In simplified terms, Section 14(b) enables the individual states to pass laws that protect the right of non-union workers and union workers to obtain and hold jobs without being compelled to join a union. In considering repeal of this Section, the basic question therefore is one of individual liberty and freedom that is inherent in our American way of life. Is the liberty and freedom of the individual to be subordinated to the power of the group (unions) if a person is to obtain and hold a job in industry? This country's strength lies in the value the Declaration of Independence, Bill of Rights, and the Constitution place upon the dignity and freedom of the individual.

Carried to its logical conclusion, compulsory union membership could give a monopoly of employment in a national industry, such as the construction industry, thus we would be in the hands of a few leaders who could dominate the entire course of construction. The danger would be multiplied if this were to be enforced in all of the industries of this country.

In the early 1900's, labor leaders objected to employers requiring their employees to agree not to join a labor union (yellow dog contracts). Their principle objection was that it was a violation of the principles of American liberty. The Norris-La Guardia Act of 1932 outlawed the "yellow dog contracts", thus protecting the right to join as well as the right not to join a labor union. These rights were later reaffirmed in the Wagner Act of 1935 and the Taft-Hartley Act of 1947. The constitutionality of "right-to-work laws"

(OVER)

has been consistently upheld by the Supreme Court throughout the years as being consistent with Federal and State Constitutions.

Today these same labor leaders are arguing for the repeal of Section 14(b). Thus the very principles the union leadership fought for 60 years ago will be destroyed and compulsory unionism will in fact become a reality. Where once labor leaders fought for the freedom of the individual, today they ask for the right to force and coerce the worker into compulsory union membership. Repeal of 14(b) will give the union bosses this power.

It can then be seen that repeal of 14(b) involves more than meets the eye. It is the "thorn in the side" of the union's leadership. If 14(b) is repealed, then the unions will have "the means of eliminating the competition of the open shop and the non-union workers". This is the union leadership's primary goal in striving for repeal of 14 (b).

While repeal of Section 14(b) is the primary goal of the union leadership this session, the AFL-CIO's construction unions have urged Congress to pass legislation that would permit picketing directed at an entire construction project because the unions are in a dispute with a single contractor at the site. This is commonly referred to as "situs picketing". It is rumored that an appeal for this legislation will be combined with the request for repeal of Section 14(b).

This legislative demand is closely related to Section 14(b) in that its primary purpose, despite published union reports, is to eliminate the "competition" of the "open shop" and the "non-union worker".

Under the present Taft-Hartley Act the secondary boycott (situs picketing) is illegal. The Supreme Court has consistently found the secondary boycott to be illegal. In the construction industry the Denver Building Trades Case (1951), is a prime example where the Supreme Court ruled as unlawful the picketing of a union general contractor because of a dispute a union had with non-union electrical subcontractor.

Despite the Supreme Court's rulings against secondary boycotting, the unions continue to picket both union and non-union general contractors on construction projects involving the use of open shop subcontractors where there is a union general or the use of a union sub where there is a non-union general contractor.

This condition is particularly prevalent in the Greater Washington area where there is an abundance of qualified open shop general contractors and subcontractors.

Recently, an Architect became very involved in a dispute on a large school project in nearby Virginia. The case there was one of a union general contractor using an open shop sheetmetal and pipe covering subcontractor. The local unions partially picketed the project for a couple of weeks and when this failed, the President's Organizing Committee composed of national AFL-CIO union leaders arrived in town to put extreme pressure on the general contractor. Almost

immediately the project was picketed so extensively that all work came to a standstill. A temporary injunction was granted by the Courts almost immediately ordering work to proceed. Yet during the following six to eight weeks virtually no work was done. Because of this and learning about the union's intention of picketing at the end of the 80 day temporary injunction, the general contractor filed for a permanent injunction. Unable to obtain a Court hearing for at least 60 days on this the Architect was notified that the project was at a virtual standstill and already at least 8 weeks behind schedule.

The Architect immediately called a meeting with all concerned in an attempt to have work proceed in order that the high school open in September. After many hours of negotiation and threatening to turn the project over to the Bonding Company, the unions agreed to go back to work provided *that they were not sued for damages by the union general contractor*. Work began almost immediately yet the school was some 10 weeks late in completion.

The general contractor estimated that this delay cost over \$40,000.00 to his company and the affected subcontractors in legal fees, equipment, rentals, etc. While this was a clear violation of the secondary boycott of the Taft-Hartley Act, the legal red-tape was so involved and time consuming that the contractor was literally forced to complete the project or face losing the job to the Bonding Company. It may also be pointed out here that within a matter of days after work was resumed, both the plumbing subcontractor and masonry subcontractor principals committed suicide.

The above case is but one of many very similar. They all point to the union's growing power in this country over the construction industry. Legalization of situs picketing and the secondary boycott will be the "stepping stone" to complete domination of the industry by the unions. It may even come to the point where the Architect has to consult the unions before he can specify which products, good or bad, will go into the construction of a building. Situs picketing legislation, carried to its logical conclusion, will enable the construction unions to dictate to the owner, Architect and general contractor who could work as an employer or as an employee on a construction project and what products could be used in its construction.

Thus the practical effect of such legislation on the Architect and the construction industry will be to give the construction unions unlimited power against the non-union or open shop contractors and subcontractors. Freedom of competition is essential in the construction industry and the industry should not become the private "whipping boy" of any group.

In conclusion, it can then be seen that the Architect's role in repeal of Section 14(b) and situs picketing legislation is one which affects him as a private citizen as well as a practicing Architect. He should not sit idly by, but take a firm stand and make his position known before it's too late!

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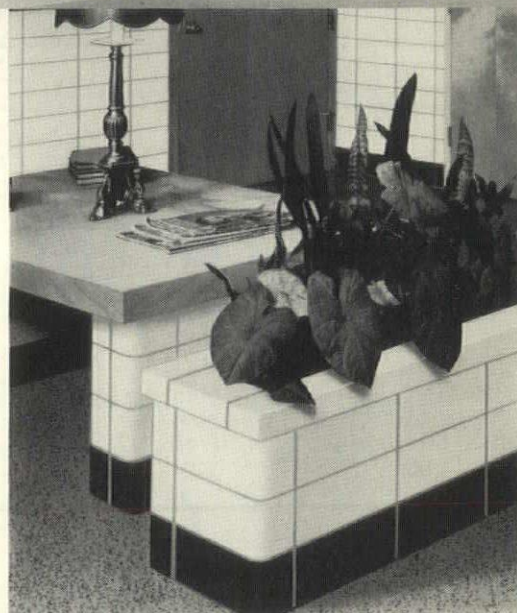
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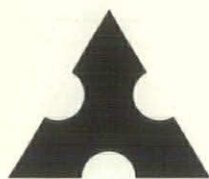
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