CHAPTER NEWS

George W. Bushey, AIA, and James J. Chapman, Jr., AIA, of Hagerstown, announce the formation of their new firm, with the addition of John C. Burrey, AIA, as a principal. The name of the new firm is Bushey-Chapman-Burrey. The address and phone number remain the same.

Robert Lynn Coble, AIA, and Paul E. Burger, AIA, of Hagerstown, are pleased to announce the formation of Baker-Wibberley-Coble-Burger, Architects-Engineers, now located at 580 Northern Avenue, Hagerstown, Maryland. Phone: 739-4861.

Benjamin P. Elliott, AIA, announces that he is now publisher and business manager of the new publication Faith & Form, the journal of The Guild for Religious Architecture. It will be a quarterly publication, starting in January 1968. Corporate members of the chapter have already received a special issue.

"MYTH AND REALITY IN ARCHITECTURE"
A SEMINAR SPONSORED BY THE POTOMAC VALLEY CHAPTER

The American Institute of Architects has undertaken a research and development project seeking greater adherence to guidelines for barrier-free architecture with respect to the handicapped. This project is being carried on through a grant from the Department of Health Education and Welfare. The task force conducting the program is The Potomac Valley Chapter.

Two main themes have been analyzed and tested during the past year.
1. The necessity of designing for the handicapped and their problems in negotiating buildings.
2. Designing for the total man with emphasis on the changing nature of the total population and the need for adaptability of design as a result of the diversity of capacities and limitations.

The results and future planning for this venture will be covered in a seminar which will be held at the Statler Hilton Hotel in Washington, D.C. on October 31, 1967.

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The waterfront is of strategic geographic significance. The first pioneers stopped here when they reached Georgetown in 1608. The waterfront quickly became a major loading point for the area immediately to the west. Georgetown was closely linked to contemporary estimates of the potential of the Potomac — thus, the C & O Canal, was originally initiated by Washington before the advent of rail transportation west.

The B & O railroad competed successfully with the canal and its spur into Georgetown, revitalized the riverfront
industry, bringing coal from the west and grain for the mills. Later, transportation once again became a raison d'etre for the waterfront — the Capital Traction Company established itself next to the railroad yards. Coal-fed boilers supplied electric power to the city's trolleys. Industrial development continued as Potomac Sand and Gravel became the major district source of the raw materials for the capital's government buildings. Once again the river access played a key part. Barges loaded with sand from downriver were brought upstream to be unloaded by cranes at the water's edge.
At the eastern end of the waterfront Georgetown residents developed water-oriented clubs around the old pier of the C & O Canal aqueduct — the area's first example of keeping a physical form and changing its context. With the tremendous real estate boom of the postwar years Georgetowners began to look to the waterfront again — now as a source of unique buildings and exciting interiors. Professionals opened offices and studios in old warehouses. Enterprising merchants created a variety of impressive individual shops.

Yet some of the major opportunities for fresh uses of historic buildings and fresh attitudes towards old institutions went unseized. Ironically, the very success of Georgetown contributed. Owners of property south of M Street watched land values reach $25 a square foot, reflecting the heavy demand for residential and commercial space immediately to the north. Owners of property along the waterfront realized the significance of the proposed highway as a guaranteed backstop to land values. Both groups came to regard their property in terms of square footage value for indeterminate future uses.

While this was an understandable individual reaction to the possibilities, it failed to generate any concern for the total waterfront as an urban event. Only in the last decade has this concern been expressed, and the initiative was provided by residents themselves.

A series of studies helped clarify the problems of developing the waterfront. The only public agency in a position to affect the entire waterfront was found to be the highway department was in a position to acquire most of the land between K Street and the water. Lobbying began on the nature of the highway. Suddenly the issue became . . .
STATEMENT

We hope to act as catalysts to provide direction and stimulation to the natural energies and creativity of an active and diverse urban population—to help develop the sort of individual self-consciousness that can automatically result in urban development scaled to individual possibilities. This is a matter of nouns and verbs, dramatizing, emphasizing small details as well as large forms. It is not a matter of two dimensional plans, invented vocabulary and tree stamps. We hope to stimulate a dialogue between those who now use the Georgetown waterfront and include in that dialogue those larger numbers of persons who for commerce, residence, and enjoyment will seek out the area as its potentials are developed. We do not seek the challenge of attempting to invent, by ourselves as architects or planners, an "optimum" urban environment. We seek rather to show how human-scale development of the Georgetown waterfront can proceed pluralistically from diverse resources already at hand.

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