

Did you read
about Harbour Squares
in the Newspapers?



EDMUND J. FLYNN COMPANY

Co-operative Specialists Since 1920

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Photos by Ed Labour of Dunlop Inc.

The State of Real Estate

Trellised walkway connects some of the Harbour Square buildings between the gardens.

Something to Be Seen at Harbour Square

By John B. Willmann

We think it's the most exciting cooperative adventure of our generation!

If you've become jaded about housing, a visit to Harbour Square might perk up your viewpoint. The newest complex of residential buildings is open for viewing on the new Southwest waterfront.



Even if you cannot afford to live where the cooperative units start at \$19,000 for efficiencies and rise to more than \$100,000 for large town houses, you now have an opportunity to slip over to Maine Avenue to see what architect Chloethiel Smith and builder John McShain have wrought:

ASK ABOUT SUBSTANTIAL TAX SAVINGS!

- A complex of half a dozen different high-rise buildings effectively related to three historic houses that have been thoroughly rehabilitated.

a fantastic 270° view!

- A glittering view of the Washington Channel and the Potomac — with eyes moving from one side to the Washington Monument and then to the Washington Masonic Memorial in Alexandria.

- A sunken garden between buildings where a dozen 45-foot-high sugar maples have found a new home amid other plantings — and all above two levels of underground parking.

- A large willow growing out of a down-to-earth container inside an acre of water gardens that will be planted with flowers and floating electric lights.

- Balconies overlooking these gardens; some enclosed with glass bays and others stretching two stories high with stairways leading to private, glass-enclosed "lighthouses" on the roof.

Perfect gin 'n tonic roof gardens

- One hundred and thirty-six floor plans.

- Four apartments with skylights that seem to make them perfect for a stargazer or an artist—or someone who just likes natural light.

- Crossthrough apartments—some have windows on three sides—with wood-burning fireplaces and private gardens on top.

- An indoor swimming pool, near which residents will have their own lockers and an opportunity to do bellyflop dives in January while snow piles up around the windows.

heated indoor pool!

More than four years ago the contract was signed for the Harbour Square development on a choice waterfront site in Southwest. The construction pace has been tediously slow but completion now seems within grasp. Prospective buyers are not given an exact time

See HARBOUR, D19, Col. 3

Harbour Square to Offer Vacation Style Comfort

for arrival on the premises but they are told to think in terms of August.

However, the buildings are not entirely residentless. One apartment is occupied by owners Mr. and Mrs. Carl Vollmer. Why? Well, Mr. and Mrs. V. (she's the former Patricia Flynn) are part of the Edmund J. Flynn Co., which is handling the cooperative selling of the buildings constructed by McShain Inc. and codeveloped with Shammon & Luchs Co.

The Vollmers are residing there because the Flynn family felt that the buildings needed a tenant and because it is convenient for the members of the staff to "camp out" in a fashion not recommended for regular buyers and owners.

On the scene in the selling suite (it will be a club-room later), Edmund C. Flynn is quarterbacking the sales effort. "Most of the larger, more expensive units were sold first," he said. "We still have about 70 efficiencies. One might tend to think \$20,000 a big price for an efficiency to be owned cooperatively, but this Harbour Square complex is so unusual, with so many features shared by all, that a buyer at a low price actually becomes part of a luxury community at a relatively low price."

Harbour Square is definitely cooperative—not condominium. The terms of ownership are different — with a stronger personal hold via deed and mortgage being available in the condominium plan. However, the Flynn people have been handling cooperative apartments here since 1920—long enough to be regarded as experts.

The firm, currently involved with its first condominium in another part of the city, maintains a particularly warm feeling for cooperatives.

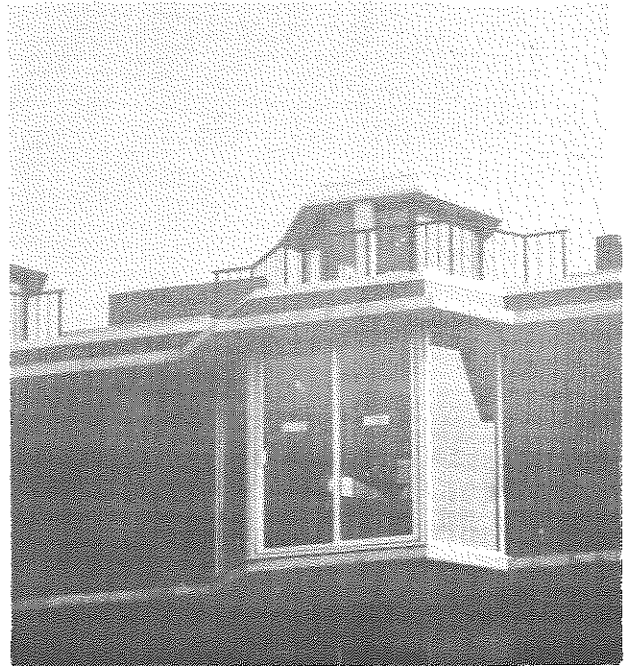
Ed Flynn, whose father founded the firm, conducts weekend tours at Harbour Square. He rests on Mondays. "It seems that I've walked a thousand miles

And many others have moved in since!

Entertain from 10 to 100 in this big brilliant Clubroom with a view!

Cooperative ownership includes this choice waterfront ground!

many buyers intend to use it as a second home in town!



HARBOUR SQUARE—This Harbour Square apartment includes a glass-enclosed balcony with a curving stairway leading to the private "lighthouse" on top, one of the unusual floor plans of buildings in Southwest.

around this place in its final stage of completion," he said. "But it is no exaggeration that I find some new facet for appreciation each time around. We've been in this business a long time and have never handled a project with so much exhilaration and style."

"This is the sort of a place that people might want to stay during a vacation and then write postcards to their friends about how well they are living. Here, we are selling this way of life as a feature for Washingtonians. I made arrangements to buy one of the 2-bedroom apartments for myself. We will rent it until our children are older."

Located between N and O sts. sw., Harbour Square is near-neighbored by the Chalk Houses, Tiber Island and Carrollsburg Square. And not far away are the Capitol Park, Town Center and River Park complexes—plus new churches, schools and other buildings.

Altogether, the looking is worthwhile for the person who has not ventured into the New Southwest for a spell.

Repeat! the most exciting of our generation!

Will no doubt be an architectural landmark!

Just browse if you wish—but don't miss it!

The New Southwest:

YESTERDAY an infamous slum . . . tomorrow a colorful quadrant of the central city . . . today, well, today Washington's redeveloped residential Southwest is a collection of stylish buildings looking for an identity. Already, Southwest is a great place to live, but how many people go visiting there?

Approximately two-thirds completed, with further substantial construction under way, the T-shaped residential Southwest is bounded roughly by the Maine Avenue waterfront on the west, Ft. McNair on the south, 3rd Street on the east and the Inner Loop freeway on the north. It is dominated by stilt-supported high-rises flanked by snug townhouses and an assortment of other modernistic buildings, several of them dramatic churches. These all sprout amid weedy lots and bustling construction sites, giving the whole area the look of a bombed city being expensively, and rather randomly, rebuilt.

Some of the attractions are quickly apparent. The location is a superb one, with monuments and historical landmarks in sight in several directions. An obvious job convenience is the proximity of many federal office buildings to the north. The architecture is distinctive—some of it has won prizes, almost all of it is thoughtful. The site is an open one; there is a sense of a lot of sky.

The typical resident attracted to Southwest is liberal, youngish, well-educated, mobile and hard-working. Such people have given the area a social character that is cosmopolitan, alive and stimulating.

And this is really the point. An American Institute of Architects citation commending Southwest for its communal architecture went on to say that what the area was doing was "reasserting and enhancing the role of the central city as a cultural and commercial center and as a rewarding place to live."

A bit of history puts matters in perspective:

Fifteen years ago the government advanced preliminary planning funds to end the blight that was Southwest. With a population of 23,000 at that time, the quadrant was notoriously known

for its privies "in the shadow of the Capitol dome," as a favorite description went. Twelve years ago land clearance began—a blitz which was to embrace virtually every building. Seven years ago the first housing, Capitol Park, opened for business on what had been the city's largest inhabited alley, Dixon Court. (There are NO alleys in the new Southwest.)

Two years ago Tiber Island, the first of the architectural design sweepstakes winners, accepted its first tenants. And this year neighboring Harbour Square will be completed and set a new standard of luxury for the area.

The boom is on and the population is growing fast. Occupancy rates of nearly 100 percent are reported by some developments. Some projects have been sold out before they open. Developers slow to take an interest in Southwest in the early days now prize small holdings. "People used to ask me, 'How's your crazy New York client?'" recalls Washington architect Chloethiel Woodward Smith, who has been deeply involved in Southwest from the start. The reference is to builder James Scheuer, now a congressman from the Bronx, who developed Capitol Park. "Some people wish they had been as crazy," she says.

If residential Southwest is still a lot of unconnected development, it is equally a ringing success financially. Rep. Scheuer says of the recent purchase of an interest in Capitol Park by the New York firm of Lazard Freres: "I think it's very significant that the most conservative Wall Street firm now considers urban renewal a prudent investment."

But as to whether Southwest is a success in larger terms is less easy to determine, thinks Mrs. Smith. "This whole business of a large scale urban renewal program reflects a moment's thinking in time," she emphasizes. To achieve coherency and organization, the planners necessarily sacrificed something of the rich diversity of city life. "At least," she says, "Southwest gets an 'E' for effort."

As one of the first such projects in the whole country, its planners had a great problem

in getting all the paperwork done. Southwest, she feels, did have a tremendously useful effect on the attitude toward the central city. "It took a smash thing like Southwest to focus the attention," she says.

Who lives there? The range is from secretaries to Assistant Secretaries. Past and present residents include over 10 percent of the entire membership of the House of Representatives, two Senators, a Cabinet member, a solicitor general, Capitol Hill and government agency professionals by the score.

What's it like to live there? Edward Westlake, the first redevelopment area homeowner, says of his move to River Park co-op in July of 1962: "I have never regretted it." There were early difficulties as construction went on, but a pioneering spirit developed among residents and this saw them through. Westlake works for the Federal Aviation Agency on Independence Avenue, his wife at the nearby Freer Gallery. "We could hardly be closer to work," he says. He and his wife tried walking, then riding the bus. Now they drive the one mile. "I'm ashamed to add to the traffic, but it helps keep the batteries in the car from getting too tired," he says. After four years, Westlake feels the major disadvantage is a lack of shopping. "I haven't the faintest idea within several miles where a hardware store is," he says.

Southwest has been racially

A Moment's Thinking in Time

integrated from the start. Rep. Scheuer says matter-of-factly: "It's like the weather—it's there. I haven't had a phone call about it in three years." The D.C. Redevelopment Land Agency puts the renewal area's nonwhite population at 12 percent. But since there is public housing nearby, the 4th Street shopping center is a bigger racial mixing ground. (The Safeway carries chitterlings, pigs' feet and hog maws for its low income customers; a nearby liquor store, by contrast, pays for a direct line to the high-rises for its more affluent customers.)

Each development has its own distinctive character.

Capitol Park is the biggest, with its high-rises and townhouses placed in a park-like, 30-acre setting. It has some loud, wandering pet peacocks. "They don't get into TOO much trouble," says a local bird-watcher.

More compact is River Park, consisting of an elevator building heavy on aluminum decorations and barrel-roofed townhouses which are among the most-photographed architectural expression in Southwest.

Nearby is Chalk House West featuring fine views from the

upper floors and two-level underground parking. A minibus shuttle will operate to center city soon from here as a supplement to rush-hour bus service.

Harbour Square, up the channel line, is notable for having a \$100,000 range in prices. An efficiency apartment costs as little as \$19,000 and includes a two-story bay window in the living room and private roof garden reached by spiral iron staircase. At the other extreme is the restored 18th century Washington-Lewis House with seven fireplaces and a \$119,000 price tag. The Harbour Square complex includes six more of these restored townhouses dating from the time before Washington existed as a city. An all-weather pool and a one-acre Japanese water garden are other amenities.

Across the street is Tiber Island, a strong, coolly geometrical architectural statement by the firm of Keyes, Lethbridge & Condon. Its central plaza guarded by four apartment buildings introduces the European concept of a promenade spot. Tiber Island introduced the condominium plan to Washington. Under this arrangement, a buyer owns his house in the normal way but also acquires an interest in the whole complex. Tax and upkeep advantages are among the benefits.

Although residential Southwest is 75 percent built or under construction, much of the rest of the renewal work outside the housing core is just being started, or is still in the planning stage. Included are the L'Enfant Plaza which will be a ceremonial and utilitarian gateway, the so-called Little Pentagon, various other major office buildings, a 10th Street mall and overlook of the channel and a showplace waterfront with Ponte Vecchio-style bridge. It is the waterfront and the shopping mall which are expected to give the housing the unity it so badly lacks now.

From a present population of over 6,000 (including six people on three houseboats), renewal Southwest is expected to grow to 17,000, paying eight times the taxes the larger 1951 population paid. Completion of the whole project in five years is estimated, and by that time the early planning traumas should be forgotten and Southwest recognized for what it is, a noble experiment that has largely succeeded. And certainly it should be a great place to visit.

BENJAMIN RUHE