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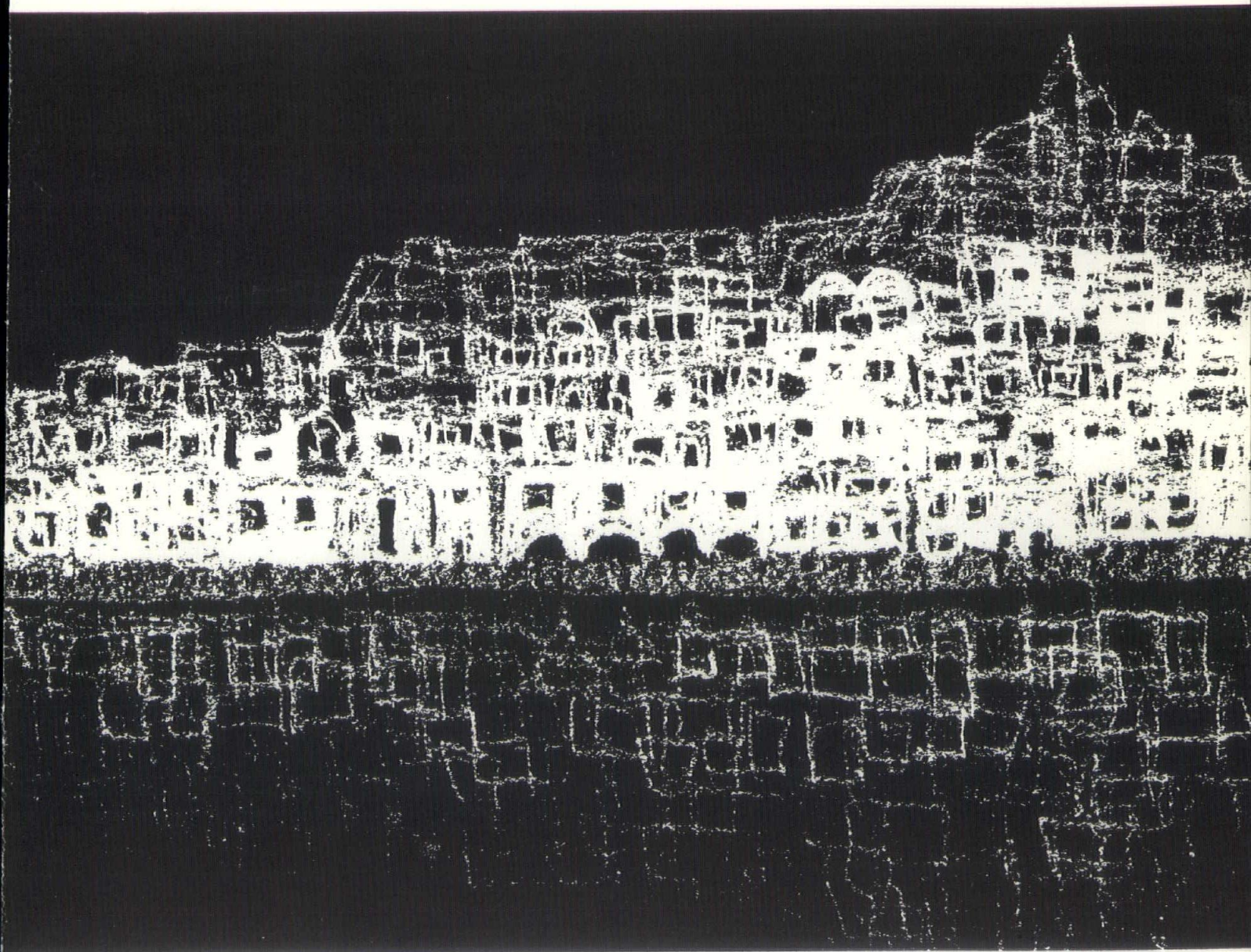
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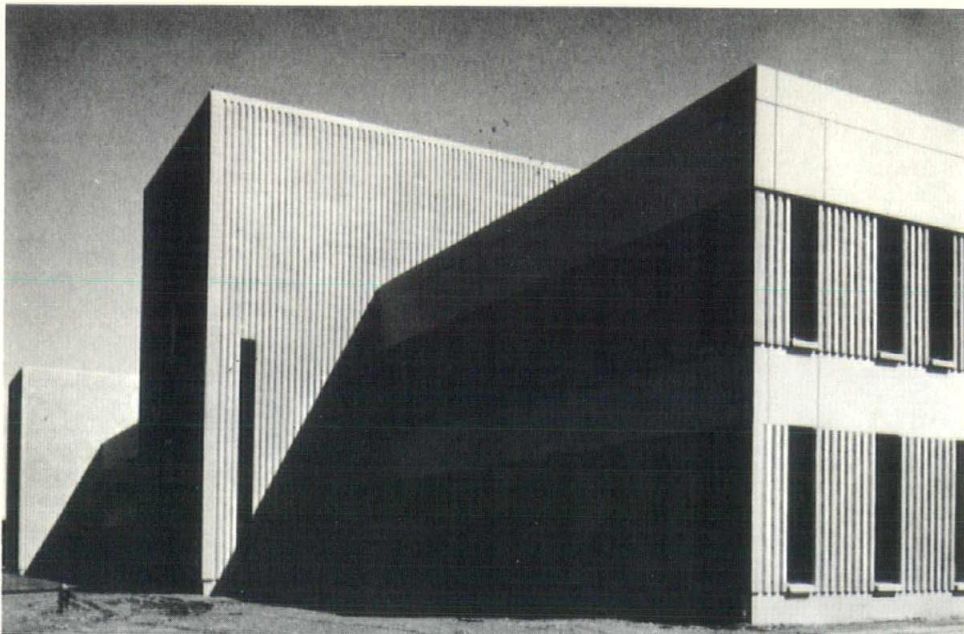
JANUARY-FEBRUARY 1969

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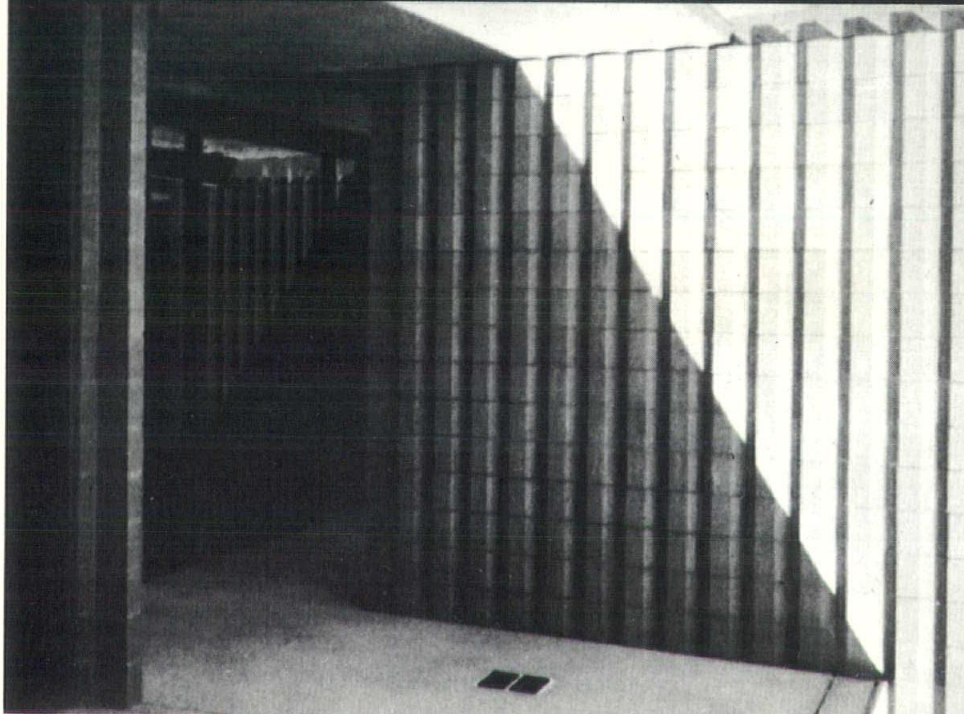
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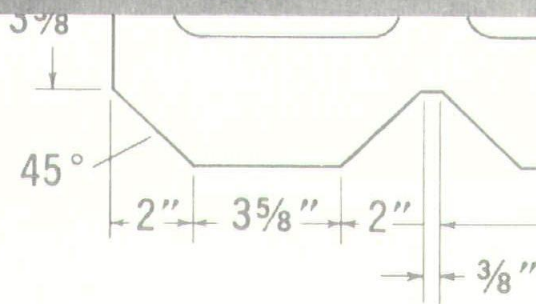
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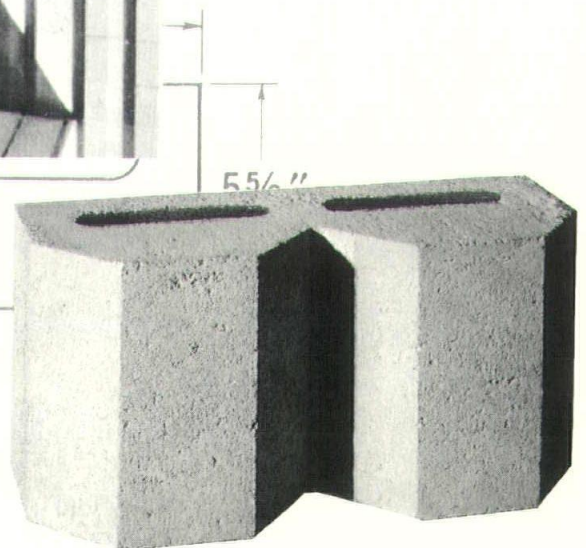


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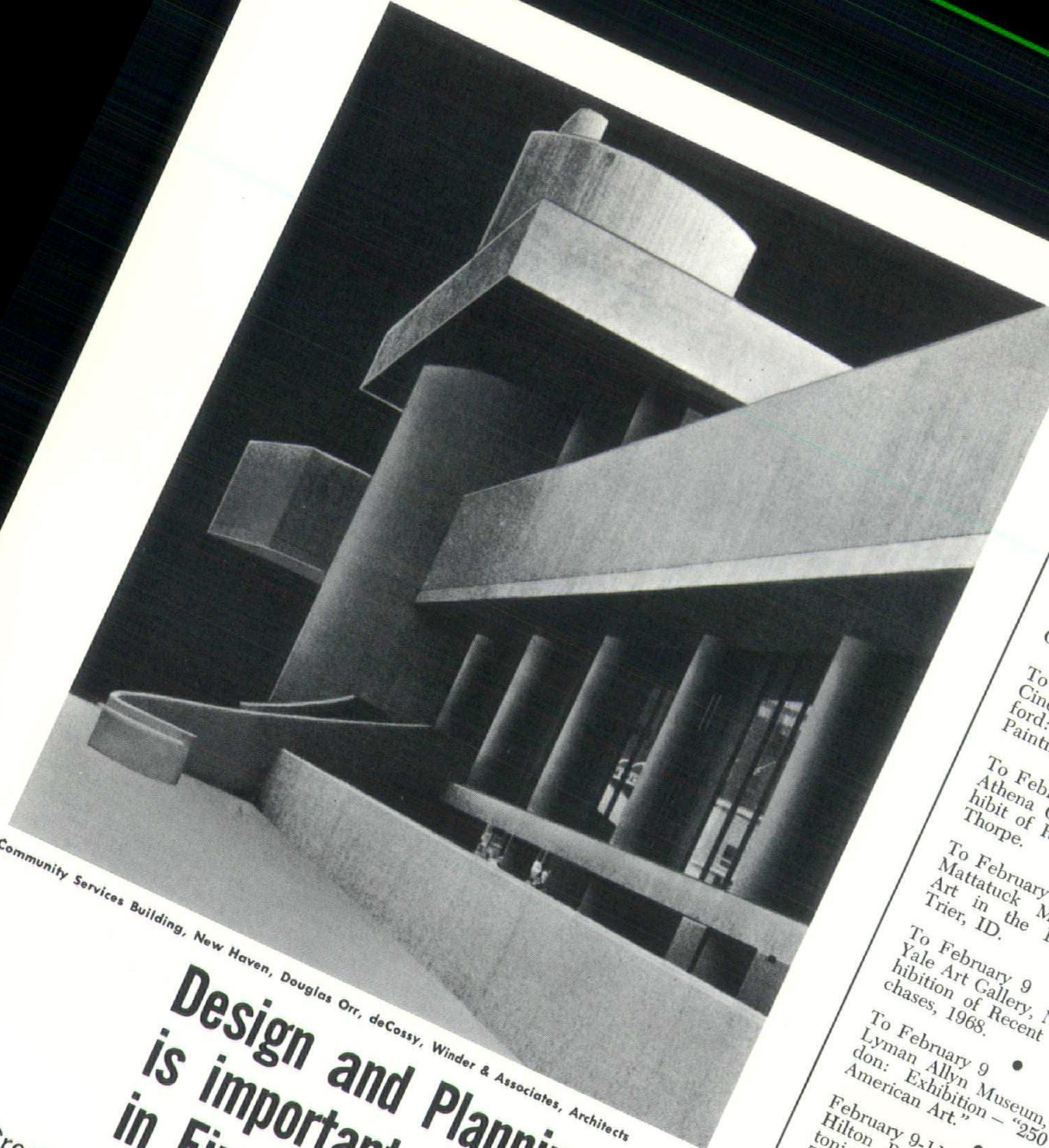
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FRONT COVER: The port town of Ibiza, on one of the Balearic Islands in the Mediterranean off the coast of Spain, as sketched by Valerie Batorewicz whose article on factory-produced housing appears on page 14.

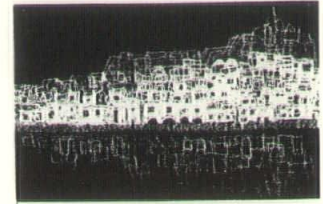


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PHOTO CREDITS: Page 10, (top right and second from bottom) Charles R. Schulze; pages 16-17 (top left) Louis Reens, (bottom left) Richard Meier, (center) Evelyn Hofer, (top right) David Hirsch, (bottom right) Robert Perron; page 27 Joseph Garrick.

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Professional Challenge

George W. Conklin, AIA

To the professional architect, no greater challenge exists today than that of helping to find the means to adequately shelter a rapidly expanding population. The task is formidable. Existing and traditional methods seem totally insufficient. Therefore, it is not surprising that a tremendous backlog of research has been accumulated to find new methods, new applications of existing and new materials, and new means of reducing the cost and time factors in the production of low and moderate income housing. Even so, the scale of this complex problem is such that few would profess to have found anything more than tentative solutions.

Interest in prefabrication and mass production as a means to help solve the housing crisis is apparent at many levels. Within the past few months, the Connecticut Department of Community Affairs authorized a major feasibility study of the use of modular and factory-produced components in housing. Sim-

ilar studies are being made in such cities as Cleveland, Ohio; Grand Rapids, Michigan; Utica, New York; Atlanta, Georgia; and Michigan City, Indiana.

On the federal level, the Department of Housing and Urban Development is encouraging interest in this direction. In a recent article, the agency is quoted as saying: "Mass production and prefabrication will be the dominant contribution . . . over the next ten years, when 26 million units of housing will be needed to meet the demands."

The question now in the minds of most of us is: "How can the individual practitioner of architecture participate in this task involving design solutions of so untraditional a nature?"

At least until recently, the profession generally, and the American Institute of Architects in particular, seemed to avoid its obligations in the field of prefabrication. By not taking active positions of

Connecticut Architect, in collaboration with George W. Conklin, AIA, a member of the editorial board, shows in this issue some representative public housing in the New Haven area. In varying degrees, public housing is growing in Connecticut cities as one solution of providing meaningful shelter. The building industry is improving its methods and practices and working its way into the mainstream of today's technological revolution. Its success is vital in the social, economic, and political pattern which will shape the future of our cities and countryside. Mr. Conklin's observations, and those of his associate contributors, are provocative.

support for prefabrication in housing, the profession has seemed to show an inability to face up to an important issue, as well as a striking lack of concern and initiative.

The architect's very real obligations in this field can no longer be ignored. First, he must take an increasingly active part in the actual research and development of such housing components through contributions of time and effort, particularly in the larger architectural offices. Second, he must play an increasingly dominant role in the public relations job of creating the appropriate climate in which mass-produced housing can become the accepted choice of the vast majority of the American people.

For the architect to stand aside from these responsibilities is to deny the very reason and function of his discipline and his continuing search to meet all man's structural needs and provide him with a more abundant and meaningful life on this planet. □



Eleven units of low and middle income housing (1969), Orchard and Goffe Streets; Joseph Sealy Company, developer; Edward Cherry, Architect.

New New Haven Housing

Urban Design Associates

This portfolio of low to moderate income housing either recently built or under construction in the New Haven area provides an opportunity for each individual to determine its significance. To be considered in this judgment are the impact of either the group or separate merits, the extent to which they help to solve today's housing problems, and the impact they have on the structure of their neighborhoods and on the pattern of the overall city.

The New Haven cross-section of public housing shows what is being done in one Connecticut city. Other cities in the state may have under way more or fewer projects of larger or smaller scope, or of varying designs with different uses of sites and materials. In general, however, what is occurring in New Haven might be said to be happening elsewhere in the state and country, and is therefore fairly typical. (*Connecticut Architect* plans to explore public housing design

trends in other cities in future issues.)

Certainly, the results of this recent effort to build new housing have been determined by many factors. Among the most important are (1) the existing zoning, building, housing, health, and fire codes; (2) the attempt to keep costs to a minimum and still meet all existing requirements; and (3) the predisposition of the developers, the Redevelopment Agency, the lending agencies, and the architects toward certain criteria of function and appearance. From among the team or grouping of parties involved in any particular project, it is seldom possible to single out the one which has the greatest influence on the design's outcome.

Probably the potential for an architect to express or achieve an individual standard of design excellence has a lower priority in low and moderate income housing than in any other type of building. Many architects who have entered the

field have found their endeavor to achieve this excellence to be endlessly time-consuming and frustrating.

Of all the problems having to do with low cost housing, however, perhaps the most intractable is that of breaking away from the traditional building methods and criteria that currently hold a viselike grip on the entire industry. George Bernard Shaw wrote: "It is difficult if not impossible for most people to think otherwise than in the fashion of their own period." Yet the paradox here is that in almost every other industry the dominant thought of today is found in mass production and computerized function and directness. If there are to be valid solutions for today's housing and a new creativity, comparable to that in other fields, is it then not necessary to reassess the direction of our efforts and, in the words of Santayana, discover "the creation of order where it did not sufficiently appear?" □



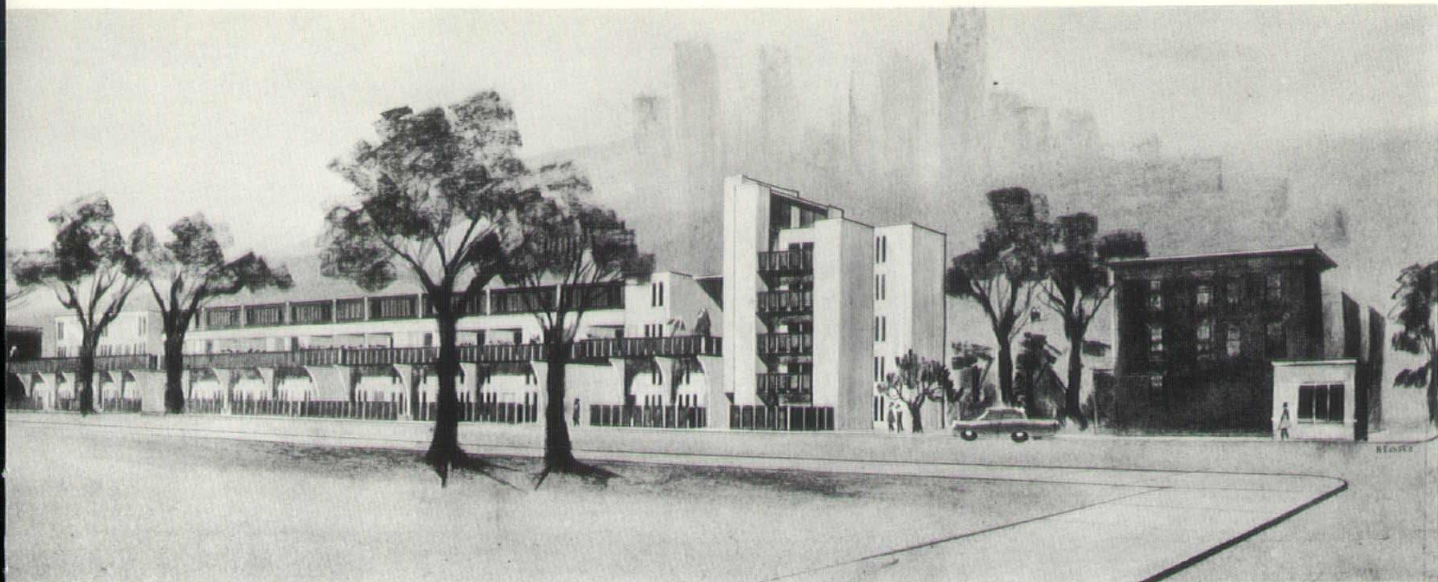
Low and moderate income housing (22 units—1969), Dwight Project, sponsored by Congregation Beth Israel; Louis Sauer, Architect.

Friendship Houses, low and moderate income cooperative (60 units—1969), sponsored by St. Paul's Episcopal Church; Granbery, Cash & Associates, Architects.



Church Street South low and moderate income housing (301 units—1969), sponsored by Greater New Haven Jaycees; Moore-Turnbull, Architects (Connecticut Architect, May-June 1968).





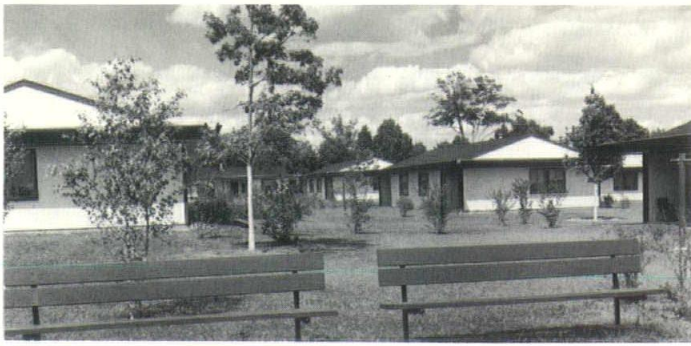
Day Street, Dwight Project, low and moderate income cooperative housing (31 units—1969), sponsored by Antillean Friendly Associations, Inc.; David B. V. Travers, Architect.

Sherman and Munson Sts., Newhallville, low and moderate income housing cooperatives (34 units, — 1969), sponsored by St. Luke's Episcopal Church; Louis Sauer, Architect.

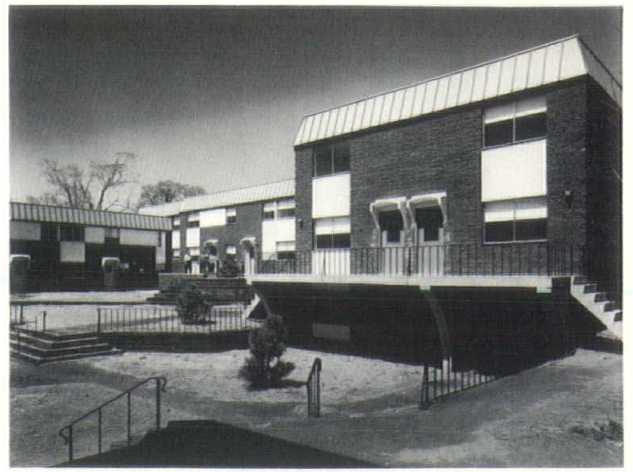


(Bottom right) Edgewood Avenue, Dwight Project, low and moderate income housing cooperatives (80 units — 1969), sponsored by Co-op Consumers of New Haven; Gilbert Switzer, Architect (Connecticut Architect, July-August 1968).





Ribicoff Cottages, elderly housing (40 units—1966), Davis, Cochran & Miller, Architects.



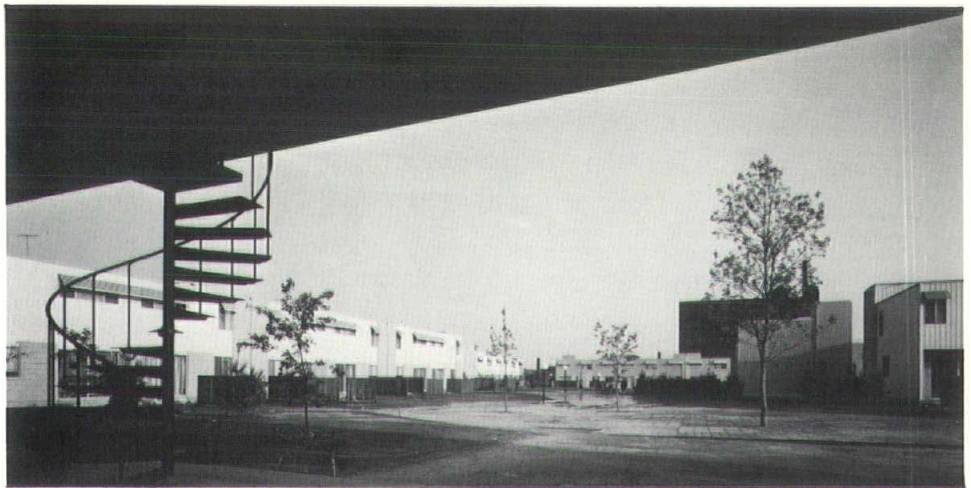
Elhan Gardens, low and moderate income housing (28 units—1968), sponsored by Hershman Foundation; David B. V. Travers, Architect (Connecticut Architect, May-June 1968).



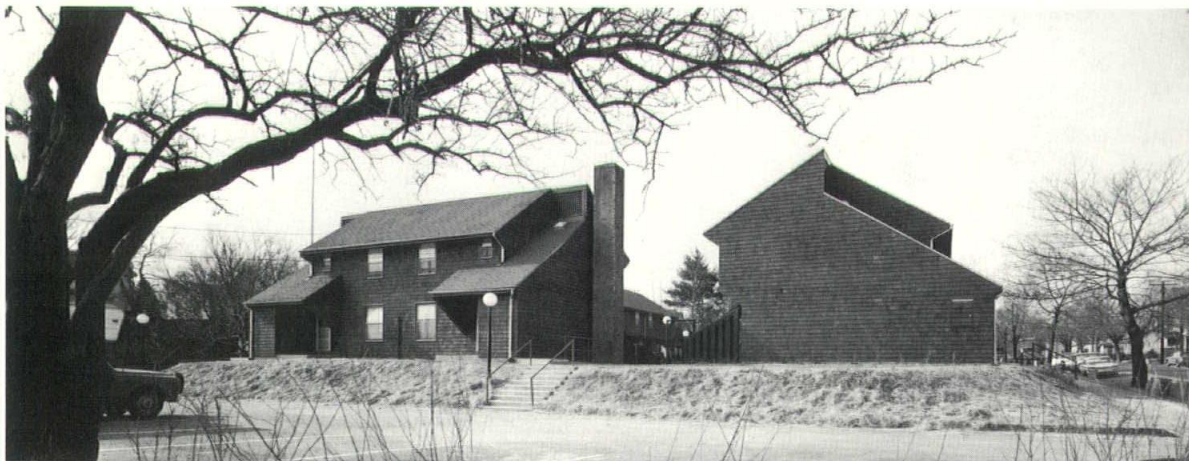
Columbus Mall, moderate income housing cooperative (72 units—1964), sponsored by Hershman Foundation; Earl Carlin, Peter Millard, Architects.

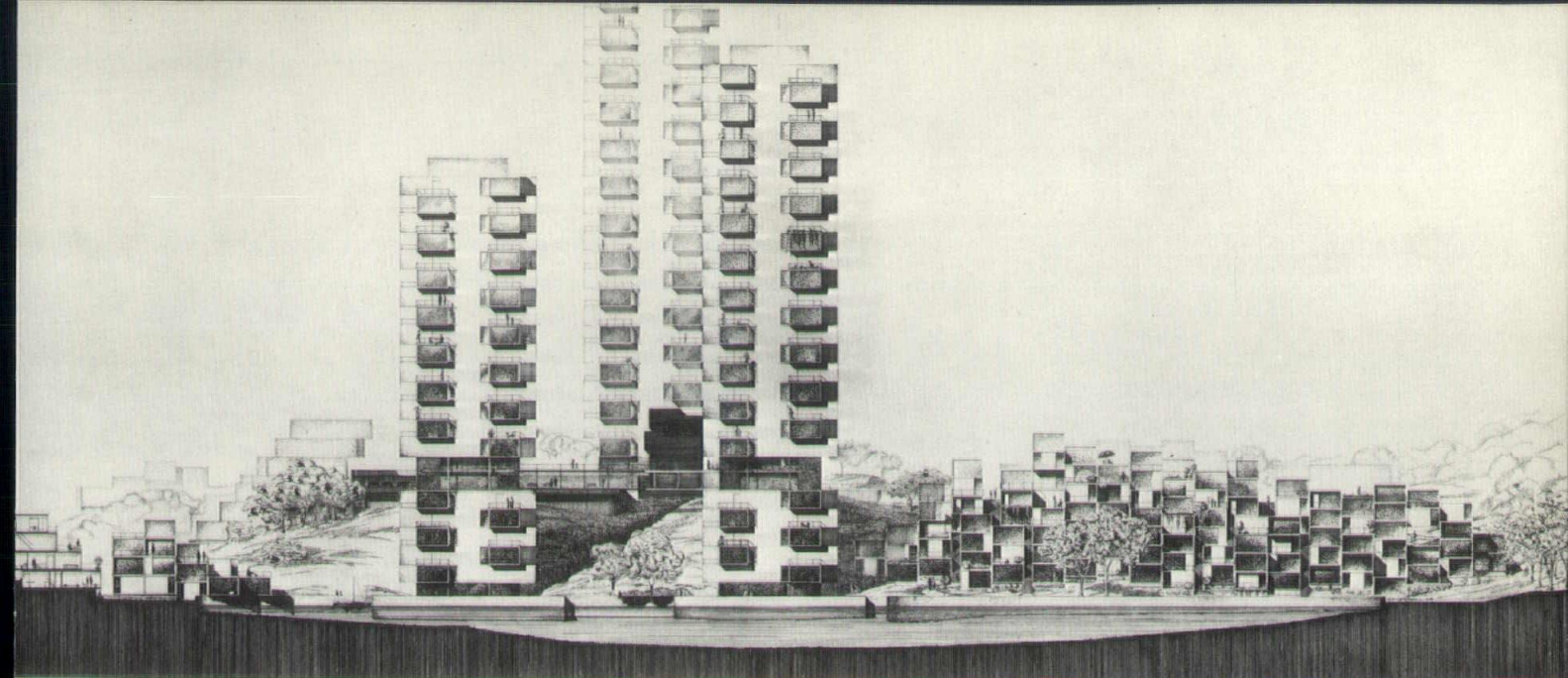


Trade Union Plaza, Howe Street, low and moderate income housing (77 units—1969), sponsored by Greater New Haven Central Labor Council; Victor Christ-Janer, Architect.



Riverview, low income housing (12 units—1968), Front & Lombard Project; Carlin, Pozzi & Associates (Connecticut Architect, November-December 1967).





INDIVIDUALITY in Mass-Produced Housing

**Caswell Cooke, AIA
William P. Newhall**

Housing as it is currently produced in the United States has many debatable advantages and disadvantages, but at least one disadvantage is clear: generally, the typical American housing unit has the effect of stifling the individuality and identity of its inhabitants.

Today, more than eighty-five percent of housing construction is controlled by the builder-contractor industry, which is in turn controlled by the mass media, which is in turn controlled by historical statistics — that which has been demonstrated to be profitable in the past is that which is built today. Thus housing is created and built with past-oriented ideas by past-oriented people, and imposes on the public in endless blocks of “colonial ranch” developments.

Since it is a builder’s market, those who are buying have virtually no choice — they must be “colonial” by sheer lack of alternative.

Paradoxically, mass production housing is one of the most important ways to provide a means of establishing individual identity for the greater populace of this country. If a man is furnished with a “box” which provides all of the amenities of a habitable shelter at a minimal price, then he, as an individual, can impose his ideas and feelings into and onto his box if and when he sees fit, as a genuine reflection of his personality and his needs, which over time may be anything but static.

Essentially, man needs adequate shelter in a convenient location at a reasonable price. If he can buy or rent shelter without the confu-

sion and added costs of the esthetics of someone other than himself, he will gain the essential emotional stability that a secure home can provide. With this security assured he can then function more smoothly in job and community, so that he may go on to satisfy the other basic needs of his family and himself, and beyond, to obtain the “extras” toward which the family may be directed by its own personality and esthetics. In this manner, each simple shelter takes on the genuine unique qualities of the personalities who inhabit it and is affected as little as possible by any of the common denominator design features that are prevalent in current housing construction.

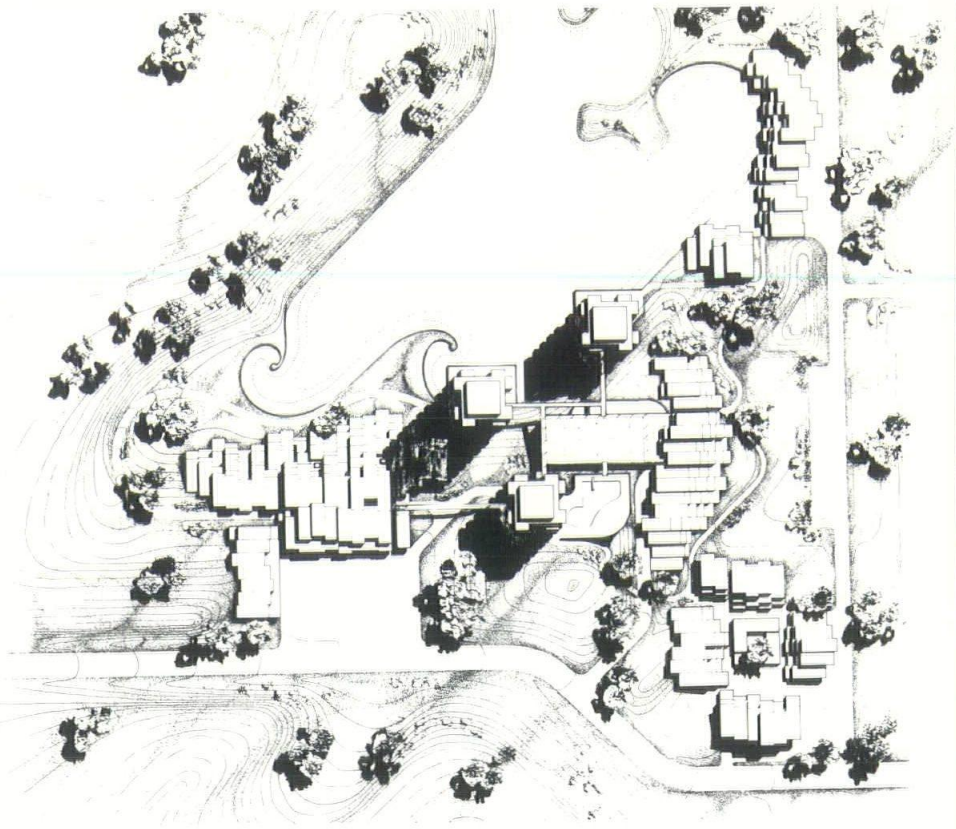
This New Haven housing project is designed as a prototype of a Detroit auto industry form of mass-

produced shelter for low and moderate income families. Its design is based on the idea that housing's primary purpose is to provide shelter, unencumbered by the construction industry's imposition of its pre-conceived notions of decoration and embellishment; and that a secondary purpose is to provide a place for the individual householder to find and express his own identity or individuality.

The proposal is designed to be fabricated and placed on the site in clustered stages as an experimental system involving continuous mass production. The project as depicted consists of 523 units of five different typical apartment sizes; efficiency, one, two, three, and four-bedroom combinations all fabricated on the same production line.

Units are divided into two basic categories: wet and dry. The wet contain a plug-in, packaged bath and kitchen which is always related to the living-dining areas. The dry unit is a composition of one or two bedrooms which attach to the wet unit.

The production line calls for a continuously moulded and integrally-finished interior shell. This shell is cut into predetermined lengths and is put onto a conveyor assembly line. To the exterior of this shell is fused the pre-stamped

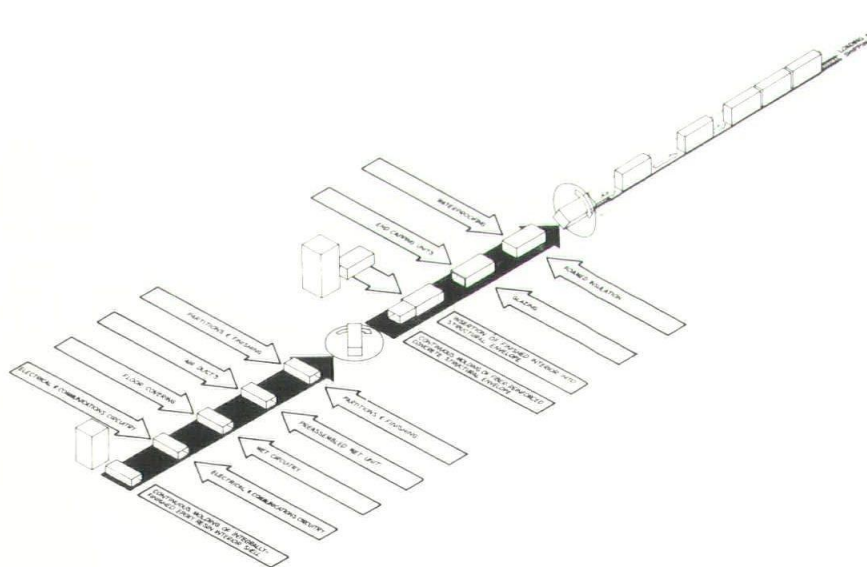


electrical and communication circuitry which includes heating elements. On the interior is adhered a continuous carpeted flooring upon which is placed the wet unit including all necessary circuits for fluids and wastes as well as the air-conditioning system. Partitions and refinements are mechanically placed and fused into the shell. The

shell is then rotated and slid into a prefabricated exterior structural envelope which also has been continuously moulded.

Final glazing, waterproofing and packaging are added, and the complete module is ready for shipment to the site. On site, the unit is simply placed on a foundation system or on another unit and connected into the communal utility system.

The basic unit of this project is designed as a housing prototype available to and with appeal to a nationwide market. Furthermore, the fabrication of the units is planned as a continuing process: that is, produced under factory conditions as in the auto industry, stockpiled, and shipped to locations as required. Hence the production cost per unit is not merely a function of external demand and can be maintained at relatively constant levels. Similarly, as in the auto industry, the unit is to be modified and upgraded at regular intervals. Special equipment, features and accessories shall be available at the option of the buyer, thus allowing the individual owner an expression of his individual taste. □



Esthetics and the American Scene

Keynote Address at New England Regional Conference of AIA

Charles Abrams, AIP

Until now, the indigenous beauty of the American landscape had exercised little restraint on the population that urbanized it. Trees were viewed as lumber, and greenbacks rather than greenways ruled the mood. Shrapnel subdivisions have levelled hills and converted undulating plains into semi-slums. But it was the automobile that delivered the real blow to beauty. What should have remained open space has been covered over with unsightly parking lots. A gas station that enhances the scene is still to be built; the only available remedy for our automobile golgothas is to conceal them; our roadbuilders have seized whatever was beautiful and converted it into concrete monotony.

It is no accident that in America the most popular demonstration of beauty (in the sense of "the pleasurable exercise of pure contemplation") has become the beauty contest, and it is some sign of recent progress that the winning specimen has had to say a few words into the microphone to prove she can talk.

One reason for American ugliness is that the American credo of beauty, as de Tocqueville described it, is that it had to have utility. Pure beauty for beauty's sake is a rare quality here. This view might be called *beautility* and is being demonstrated in every product from the Coca-Cola bottle to the billboard beauty guzzling a beer. If beauty is useful or shows a profit, "beauty" there will be. Immanuel Kant's insistence that esthetic enjoyment must be disinterested and not be the least concerned with its practical significance or value has no place in the American scene. Too many Americans not only enjoy a painting but instinctively crave to own it, and those who do, have not done badly—particularly after the painter's demise which confers upon one's collection the

added asset of scarcity. In an age of town houses and apartments, prize paintings have become the mark of prestige and are not only more honorific than prize dogs but more practical since they don't have to be taken for daily walks.

Within the compass of beauty, the architect continuously struggles to produce his object. But most architecture is conditioned by the limitations of finance, codes, imitation, and profit.

The main client of the architect in our modern civilization is no longer a prince or prelate but an entrepreneur, and he is less concerned with frozen music than with liquid assets. Buildings erected for permanence have given way to a passion for quick turnover.

Cities, seeing the surge of speculative building, have imposed codes and regulations, but often this inhibits originality so that the most ingenious architect often finds his talents frustrated by official requirements under which he can only produce more of the same.

The architect specializing in building the individual home has all but disappeared. "I would have," said Ruskin, "our ordinary dwelling houses built to last and built to be lovely; as rich and full of pleasantness . . . with such differences as might suit and express each man's character and occupation, and partly his history." The architect, however, no longer designs "ordinary dwelling houses"; they are not built to last (though some do to the city's dismay); they are too often unlovely; and there are few differences between them, one looking pretty much like the other. The person who wants something to express his character usually buys what has already been built and expresses the former owner's character rather than his own.

Architecture as a profession is also becoming architecture as a business with the advent of the in-

dustrial designer (who might or might not hire architects); with the conglomerate corporation (one of which has actually bought a large architectural firm); with the industrial corporation (some of which are producing houses en masse with or without architects); the mobile house manufacturer (which in 1968 was producing mobile and immobile housing by the tens of thousands); and the speculative builder (who builds housing almost exclusively from stock plans).

The role of the architect is being increasingly whittled down to designing specialized structures such as office buildings, churches, public buildings and some price-no-object buildings for philanthropists, embassies, museums, or commercial establishments looking for a prestige structure to help puff their product.

In other types of design, the architect has too often been powerless because he had to accept the general pressure of waste and disorganization in the construction industry and the demand by his client-entrepreneur that every usable inch be eked out of the property to produce maximum profit with minimum outlay. The docility of the home-buyer; the indifference of the renter who is concerned primarily with location, space, and rental rather than beauty; the absence of a market keenly competitive for quality; the indifference of public housing officials to design; a tax structure that demands the utilization of every utilizable inch—all this gives little opportunity for using the architect's endowments and for creating an urban landscape of structural beauty.

Until the 20th century, the architect, landscape architect, and engineer performed the city planning function; and until the middle of the present century, city planning was viewed in Europe as a branch

Please turn to page 18

Factory-Produced Housing: Monotony or Order?

Valerie Batorewicz
Robert A. Busser

In the next fifteen years, an estimated \$2 trillion will be spent on new construction, and thirty million people will be added to the urban population of the United States. The projected housing volume needed over the next ten years is 2.6 million homes per year, which is double that of the current production rate.

With the scarcity of site labor and the rising costs of construction, the housing situation is bound to get worse. It is not feasible to think that the housing needs can be met by relying on the present building practices alone. More efficient methods, such as industrialized building processes, are needed to assist the building industry in supplying the increased demand in housing construction.

There is a great deal of opposition to industrialized building methods on the part of the architectural profession, to say nothing of the building unions, because it is generally assumed that mass production creates uniformity and, therefore, monotony. But we have found in our travels outside of the United States numerous historical examples of environments where scarcity of available materials and limited knowledge of techniques created a very desirable harmony rather than monotony.

One such example is the port town of Ibiza, located on one of the Balearic Islands in the Mediterranean Sea. It was founded by the Carthaginians over 2,000 years ago. Generations lived and died there, yet the character of the town has hardly changed. It regenerates itself and grows like an

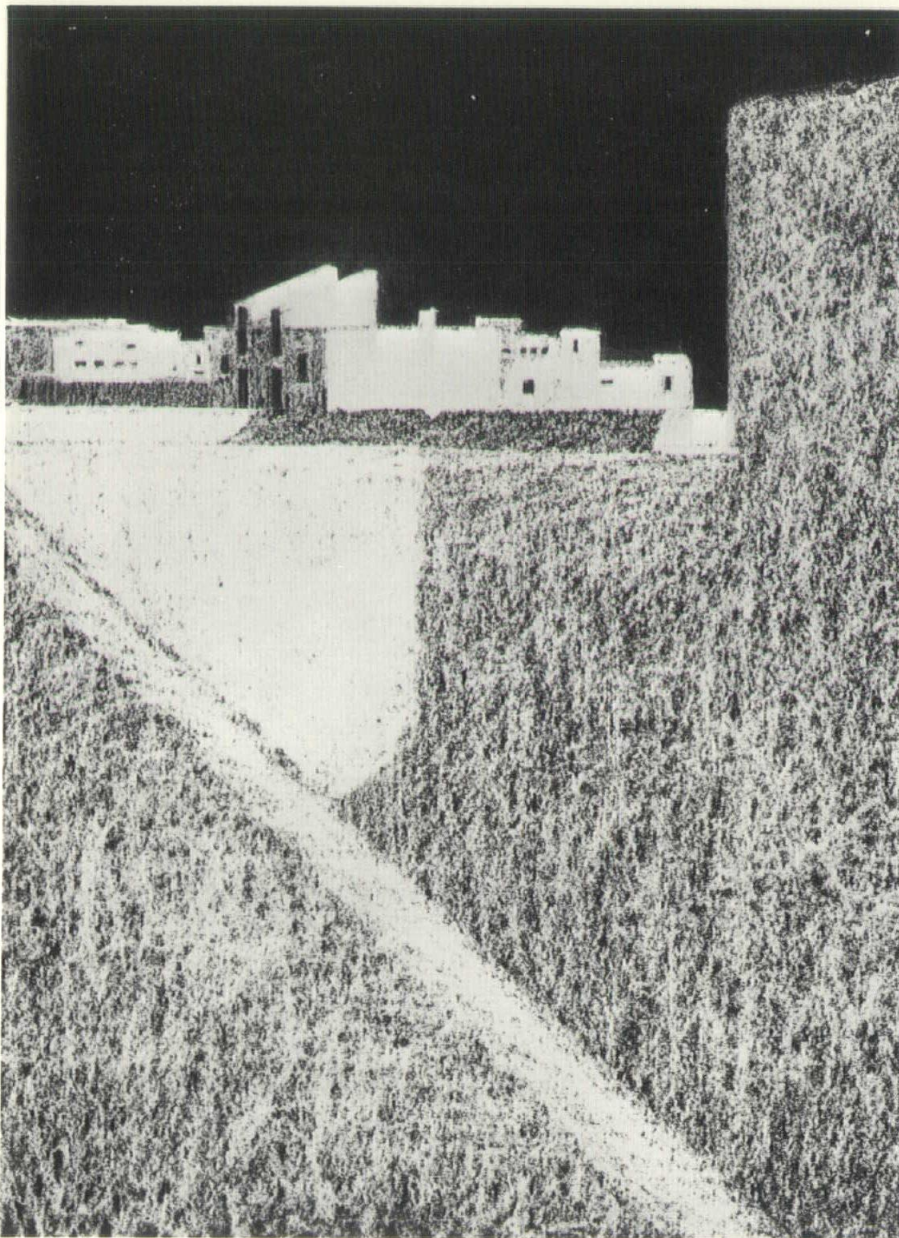
organism. Every individual building is molded according to its neighbors. The consistent use of materials and building techniques created a strong general order within which elements of contrast and surprise happen freely. The dwelling units begin where the last tide cannot reach and step up the hill touching each other with a fence or gate, or sharing a common wall. Between them climb narrow streets, winding to fit the terrain. The structure of the town is developed in a hierarchical order ranging from the private houses to public buildings and squares.

Loose stone found on the surface of the island, combined with clay and sand constitutes the basic building material of the bearing

wall type of construction. Roofs are of timber which is also locally available in limited amounts. The finishing material used throughout the town adds another unifying factor, the white color which contrasts with the bright blue of the sky and the sea, and the earthy grey of the land offers a striking visual composition. The order achieved through limitations of materials and technical possibilities developed a wonderful feeling of understanding and therefore . . . peace.

This peace is one of the basic elements which is lacking in our architectural environments, which consist of a conglomeration of unrelated buildings — a result, perhaps, of a fragmented, highly competitive society which is faced with





unlimited possibilities in building materials and techniques.

There are many towns similar to Ibiza in the countries of Southern Europe and Africa. We can learn a great deal from them, but we should not attempt to recreate this type of architecture by copying its exterior appearance. Instead, we should try to understand the reasons for its charm. We should be able to achieve order and interest by working within our own technological possibilities directed toward our particular needs.

One of our most urgent needs is

to house an increasing population without covering the entire country with single housing developments. This is apt to happen if architects continue ignoring the fact that home builders and trailer manufacturers are not myths but realities who, outside of the very heart of our cities, are responsible for a much larger part of the character of our country than any single architect or group of architects.

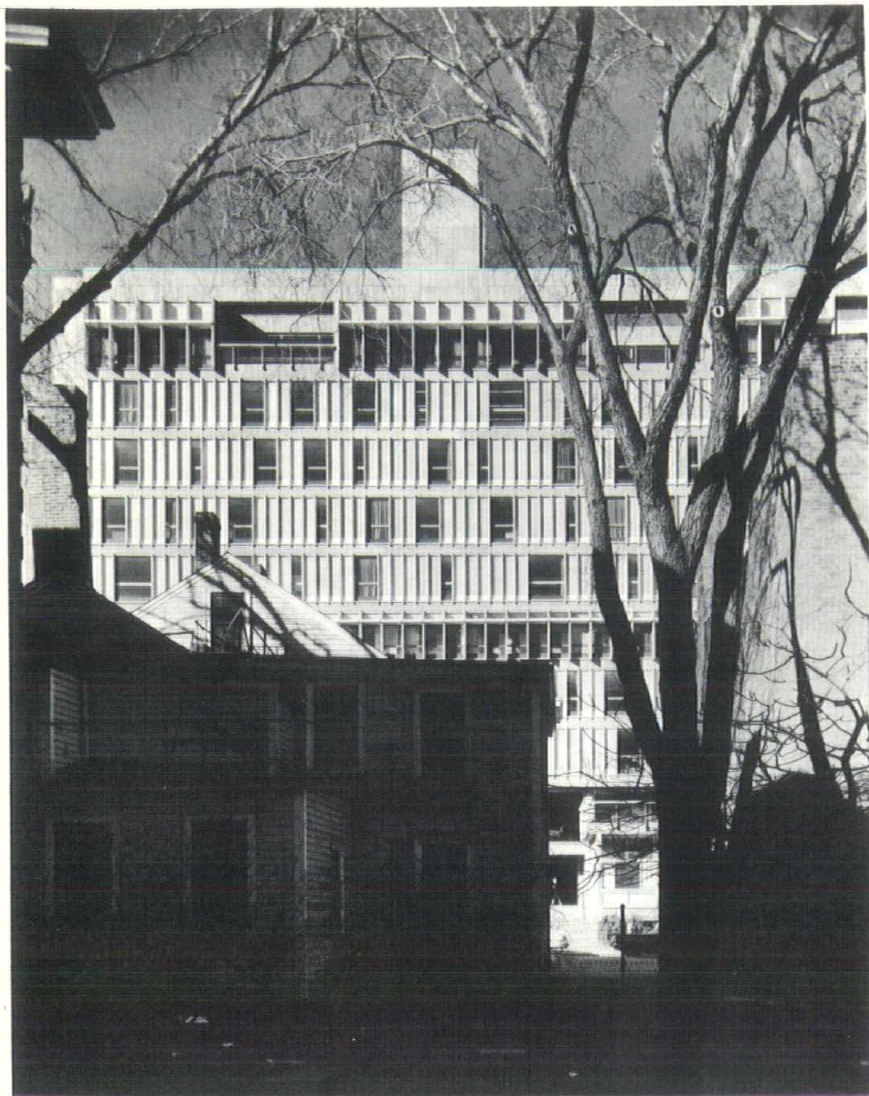
In addition to the builders currently responsible for about ninety percent of all building construction in the United States, industrial de-

signers and engineers backed by powerful industrial corporations are now entering the building scene. In our travels through the United States in an attempt to study the state of prefabrication in building construction, we met with industrialists who are developing housing systems for mass production without any assistance from the architectural profession.

Based on our research and work of others, it is not unreasonable to assume that industry already has a substantial lead in technical knowledge, but it is lacking in proper context. To form the context for housing, it is necessary to take a much wider focus than the orientation toward materials and techniques assumed by the industry. The fundamental questions in housing are institutional and human as well as technical and material.

To meet the complexity of the housing problem, the nation is beginning to commit its best talents and resources toward this goal. The architectural profession is at a major turning point in its history and is faced with a choice. Should it continue its visual, egocentric, and fragmented approach to environmental problems and possibly misuse the available resources crying for architects' attention? Or should architects become members of an interdisciplinary team, recognizing that the architectural profession is unable to define single-handedly the problems presented by the complexity of our contemporary environment?

Through projects such as HUD's low-income housing experiments, we are discovering that only with interdisciplinary teams composed of architects, city planners, sociologists, industrial designers, product manufacturers, lawyers, financiers, economists, community workers, and others, can we begin to understand that complexity. Through the interdisciplinary effort, in our opinion, the architectural profession can direct its energy toward the re-statement of the mutually beneficial relationship between man and his environment. □

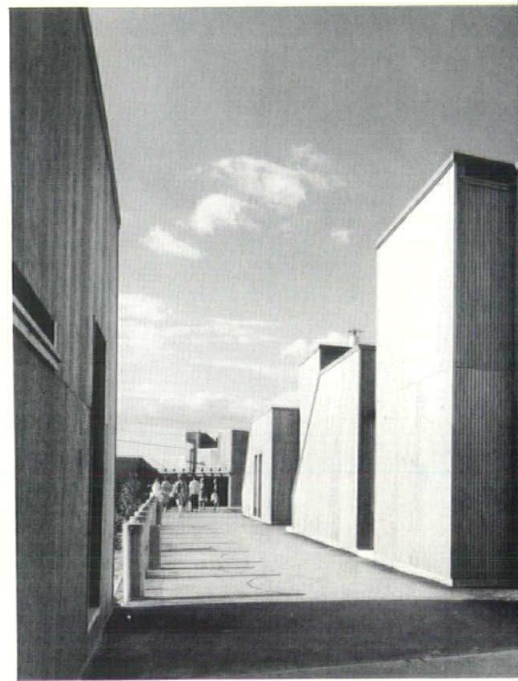


Holyoke Center, Harvard University, Cambridge, Massachusetts; Sert, Jackson and Associates, Architects, Cambridge, Massachusetts.

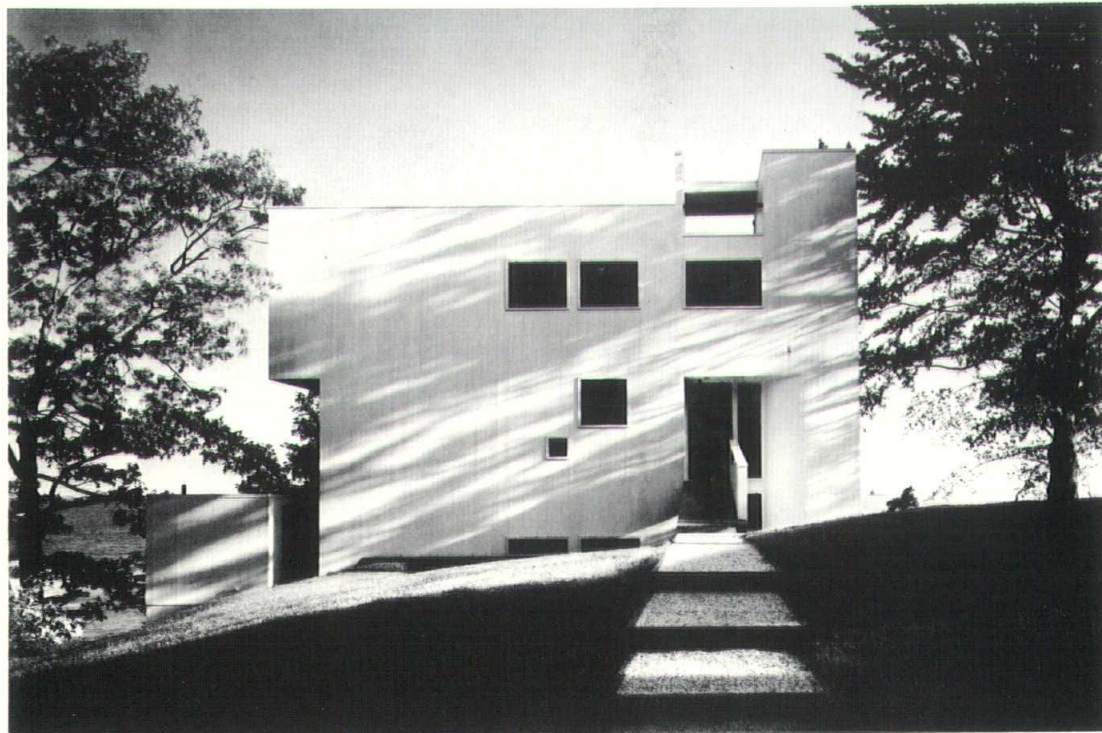
NERCAIA 1968 HONOR

Five Honor Awards for exemplary designs were presented to four architects at the 1968 New England Regional Conference of the National Institute of Architects (NERCAIA) in New Haven. The awards were given to distinguished architects for their work.

Winning designs were selected by a jury consisting of Professor Thomas H. Hart, University of Washington, Seattle; Donald W. Beckett, Montreal, and Henry M. Cobb, New York.



Surf Club West, Milford; Harold Roth and Edward Saad, Architects, Hamden.

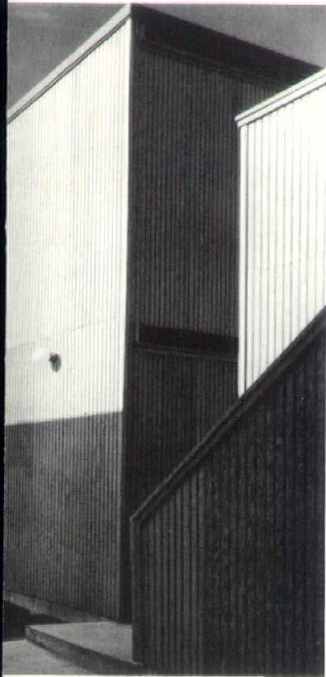


Residence, Darien; Richard Meier, Architect, New York.

AWARDS

Architectural design
the banquet of the
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'68) at the Park
wards single out

lier this fall by a
L. Bosworth, Uni-
ri Dimapopoulos,
ner of I. M. Pei,
□



Residence, Weston; John Fowler, Architect, New Haven.

Visitors Center, West Rock Nature Recreation Center, New Haven; Harold Roth and Edward Saad, Architects, Hamden.

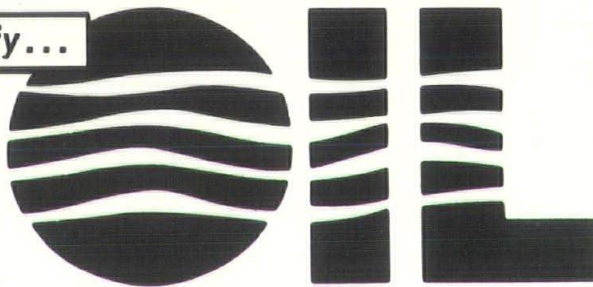


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Esthetics

Continued from page 13

of architecture. The movement to make city planning a profession in its own right received its main impetus from housing need in the United States. But architecture soon began to be viewed as only one branch of the planning process (though still an important branch). The multiple aspects of the urban problem now called for a broader education than the architect received or which universities were teaching. Thus, even if an architect produced good buildings in a good neighborhood, the neighborhood could be undermined overnight by social problems which were outside the architect's ken or competence. The complex problems of the city—its poverty, slums, racial frictions, and social distortions—called for a more inclusive education. At the same time, the planner's lack of competence in the design of three-dimensional forms gave rise to the new discipline of "urban design" which encompassed three-dimensional projects in which the architect or design-oriented city planner participated only as one of the numerous specialists.

The advent of urban renewal, roads, and other federal programs have sparked new frontiers for architecture, but few architects have enlarged their horizons to embrace the social aspects of design and neighborhoods.

The failure of the profession to broaden its sights has simultaneously seen engineering firms stepping into the breaches and taking on the larger public contracts, hiring architects where needed. The big industrial corporations have simultaneously preempted contracts for urban research in building and in other aspects of the urban problem. Finally, some foreign architectural firms are entering the American market and have made contracts involving not only architectural work but planning, research, and other aspects of the urban problem.

In this recasting of functions, the issues that remain unsettled and

with which the architect should be concerned are

(1) whether a democratic capitalist society can help create the beautiful;

(2) whether America, the naturally beautiful, can retain the waning residuum of its natural beauty; and

(3) whether what is being contributed to the scene in man-made structures can be beautiful, and how it is achievable.

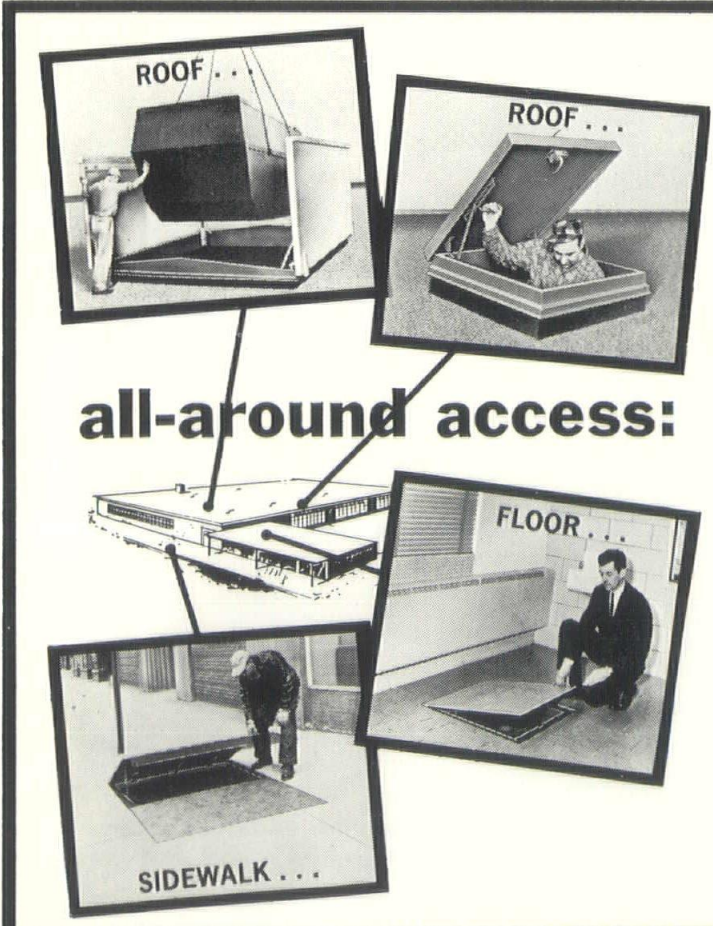
As to the first question, there has been a tendency to equate esthetics with the autocratic state. The beauty of Versailles could never have been created, it is said, but for the dictatorial improvidence of Louis XIV, and the same is said of the contributions of Charlemagne. The contention is wrong. That works of beauty are not confined to the autocrat is exemplified by the magnificent works of ancient democratic Greece. Modern tyrannies have produced nothing but monumental ugliness both in Hitler's Germany and in the U. S. S. R.

The latter's prefabricated housing is particularly sad-looking. It seems in these cases that power and monumentality have gone hand-in-hand. In short, no system, whatever its political complexion, has an exclusive patent on beauty or an enthrallment to ugliness. If the quest for profit limits beauty in a democratically-capitalist society, the power complex may limit it in another. In both cases, there may be beauty or ugliness or both.

As to whether America, the naturally beautiful, can remain so and whether man-made structures can contribute beauty to its cities, the answer is yes, if there is a will to do it and someone is willing to foot the bill. There is, for example, no reason for our less-than-beautiful public housing projects except for federal cost limitations. I believe that anything which is publicly built, whether it be a school or a public housing project, should be built as beautifully as possible, and cost should be a secondary consideration.

Moreover the nature of the end product gets down to site planning as well as architecture. And both are implicated in the destiny of three per cent of America's land area, i.e., the nation's land area on which ninety per cent of its people will be living by the year 2000. It is this tiny piece of America's land surface that is witnessing the growingly intense competition of uses by subdivisions, speculation, open space enthusiasts, multiple dwelling operators, factories, roads, offices, billboards, roadside inns, public buildings, airports, and cemeteries. About eighty per cent of the homes now being built are being built on the central city's peripheries within this small area. The older central cities remain the core of the spreading metropolitan formations, but most of the competition for land as well as the destiny of the nation's landscape will depend on how this land is planned and used.

The sound planning of this land hinges, however, on land acquisi-



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tion. Unless the land is acquired by some central agency and planned as a unit, the nation's future landscape will be threatened, irrespective of the best intentions.

Land is being urbanized at the rate of about 3,000,000 acres a year. There are two ways in which the future landscape can be salvaged. One way is to set up an Urban Space Agency—an URSA patterned after NASA—to acquire and plan the land. A second and more practical way is to authorize the Bureau

of Public Roads to acquire the land. It is the highway program that is the main influence in the urbanization process, and it is federal money—about a billion dollars annually—that has been instrumental in acquiring most of the land within the urban orbits. The promising future lies not in more potshot efforts by conservationists to buy up land nor in the zoning out of speculators, but in a “model regions program” that would authorize acquisition of all the land needed not only for highways but for parks, subdivisions, and other uses including the housing for the forgotten, less privileged in the cities.

Regional planning, which every recent federal administration has preached, would then at last be accomplished through a concerted multi-purpose land acquisition program. The ninety percent federal grants now reserved for highways only would be used for acquiring land for these other purposes as well. The land could then be planned by the Department of Housing and Urban Development or by regional agencies, reserving the space needed for highways as well as for public services, low cost housing, and other essential uses. The rest could be sold to the private developers subject to the plan. This would not be socialism but the temporary acquisition of land and its quick “desocialization.” It would salvage the land increment for the taxpayer. It would be more practical and less costly in the long run than the vast grants now being

parcelled out for roads and road easements, open space and beauty, subsidized suburban development, tenant relocation, urban renewal, housing, and the brave but futile efforts to salvage the American landscape.

Human environment, human scale, and human values are an entity. A human environment must include access to it and availability within the means of all families. Human scale implies human comfort within that environment. Human values include values far more inclusive than environment alone, not the least of which are the freedoms to survive and improve one's status, to move about, to privacy, to be reasonably free of governmental constraints, and to protest, air, and have redress of one's grievances.

Human values can exist only under a system of consent. But environment plays a part in these freedoms as well as in the complex of human values. For environment is not only beauty and comfort; it embraces also a social and political pattern that allows for the improvement of man and the society of which he is a part. □

Honorary AIA Associate

Carmine R. Lavieri, Winsted attorney, was made an honorary associate of the Connecticut Society of Architects, AIA, at its annual meeting on November 26 in New Haven. Mr. Lavieri, who is general counsel of Connecticut Society of Architects, was one of two honorary associates named in 1968. The other was Mayor Richard C. Lee of New Haven, whose award was announced earlier in the year.

Charles DuBose, FAIA, outgoing president of the Society, praised Mr. Lavieri for his “signal and notable accomplishments and efforts in behalf of the architects, their profession, and their society.”

Mr. Lavieri is an officer of the Northwest Connecticut Chamber of Commerce and a vice president of the Connecticut State Chamber of Commerce. □



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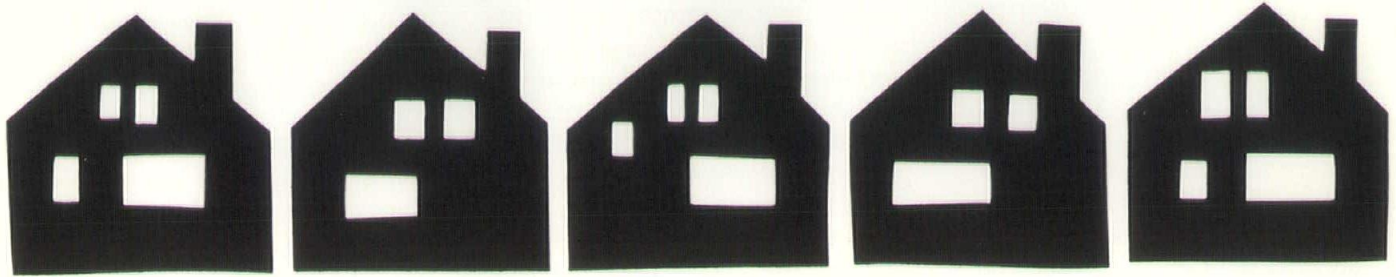
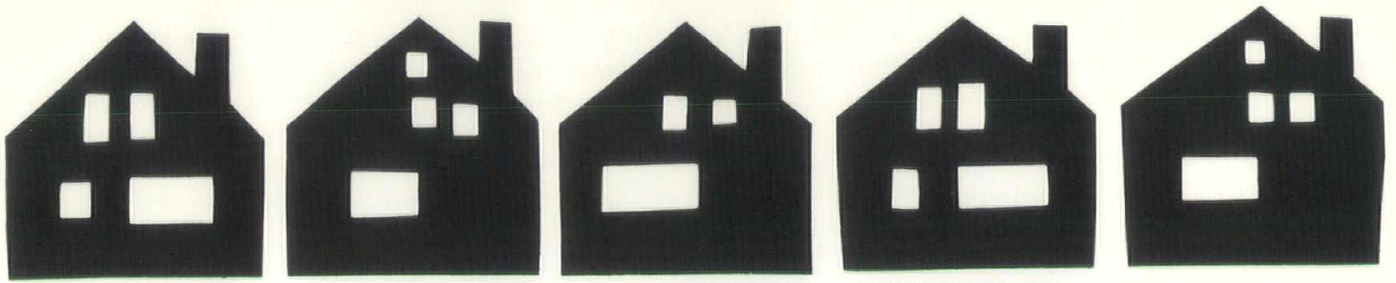
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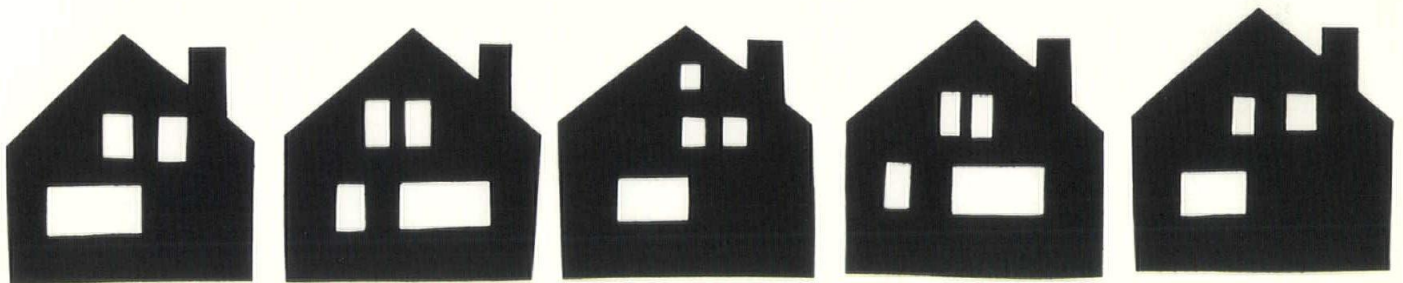
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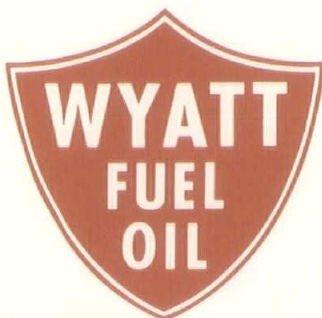


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1969 Construction Expenditures

Total expenditures for new construction in the United States will pass the \$90 billion mark in 1969, for a 7.3 per cent gain over last year and a record high, according to the annual industry forecast prepared by Johns-Manville. The forecast points to an average cost increase of 4.3 per cent, somewhat lower than the 5.6 per cent cost gain between 1967 and 1968.

The report notes that the upswing in housing construction experienced in 1968 "should continue into 1969 with a level of 1.65 million starts anticipated. That compares with 1.54 million last year and 1.2 million in 1966."

It goes on to say that housing demand remains close to a two million annual level and appears to be increasing due to strong population growth in the twenty to thirty-five and over age fifty groups. The ratio of apartment construction to total starts went in 1968 from 36 to 41 per cent and

should move up to 42 per cent this year. Part of the gap between actual starts and accumulated demand is being met by the growing mobile home industry. In terms of expenditures, private residential construction in 1969 should total over \$31 billion, a 9.2 per cent increase over 1968.

The greatest gains in non-residential private construction will continue to be in commercial building, due primarily to the continuing boom in office building, according to the report. This segment, up by 17 per cent in 1968 to a total of \$8.2 billion, will climb again by 12.2 per cent in 1969 to an expenditure level of \$9.2 billion. The growth rate for industrial plant construction will make a comeback in 1969, rising 7.9 per cent to \$5.8 billion. From 1967 to 1968, this portion of the non-residential market dropped almost 13 per cent, following a dramatic expansion during the 1963 - 1966 period.

Public building construction, dominated by school building, will

gain moderately by some 4 per cent, indicating a stable level of physical volume influenced only by cost increases. Most other expenditures for public building are apt to be restricted in 1969 by high costs and economies in federal spending.

Other forms of construction reflect mixed priorities, with sewer system expenditures slated to continue the persistent increase experienced during the past two years. Expenditures for these facilities are less likely to be affected by government economies because of the high priority given to pollution control projects. In 1968, expenditures for sewer systems posted an increase of almost 23 per cent over the preceding year, to a level of \$1,300,000,000. In 1969, a 14.6 per cent gain is anticipated for a total of \$1,490,000,000.

With somewhat lower priority, water supply systems will post a more modest gain, up 6 per cent from \$1,440,000,000 to \$1,530,000,000 in 1969. □

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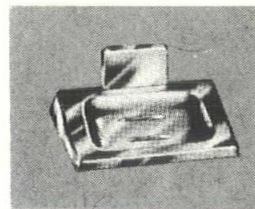
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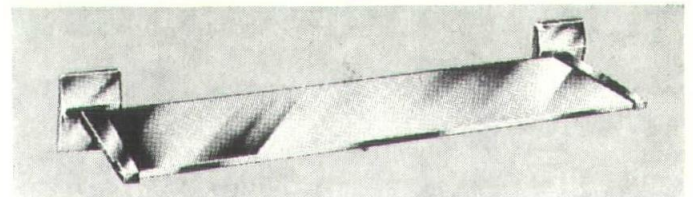
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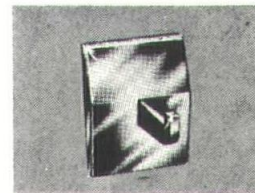
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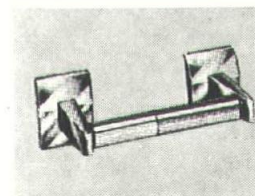
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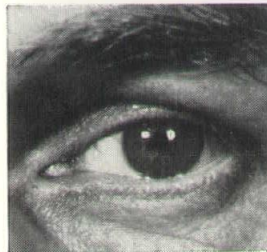
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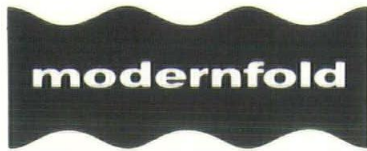
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Highway Planning

Involving the public is a necessary start toward a more responsible planning process for future highway construction, according to testimony by The American Institute of Architects at Federal Highway Administration hearings.

AIA Vice President Jules Gregory, speaking in support of the addition of Part 3 of Title 23 of the Code of Federal Regulations, stated that the AIA strongly endorses the regulations and urges the Federal Highway Administration to promulgate them as soon as possible. He said that the regulations should help eliminate the controversies and stalemates resulting from public objections to proposed new highways. "The AIA believes the public should be guaranteed the opportunity to be meaningfully heard both at the location stage and at the design stages of road planning and construction," Mr. Gregory said.

He said that the AIA and others feel that future highway planning should give proper consideration to important values in road location and design such as social and economic factors, recreation areas, historic sites, parks, open space areas, and other environmental factors affected by highway construction. In so doing, he pointed out, public involvement can reduce controversy, improve acceptability of the essential work of the road builder and, most importantly, improve the decisions regarding location and design of highways. □

Planning Appointments

Seymour Lavitt of Vernon, and George B. Cash, AIA, of Hamden, were elected chairman and vice chairman, respectively, of the newly formed Regional Planning Agency Council of Connecticut.

The Regional Planning Agency Council was formed to establish a policy-level relationship between regional planning agencies and state planning agencies, and to serve a liaison function in communicating plans and policies between them. It is also intended to evaluate and recommend statewide plans and policies affecting the state's physical environment, human resources, and economic activity to the Connecticut Interregional Planning Program (CIPP), the State Planning Council and other state agencies. Other functions include suggestions concerning the establishment or modification of organizations for state and regional planning and consideration of policy matters of mutual interest to regional planning agencies in Connecticut.

Mr. Lavitt is chairman of the Capitol Region Planning Agency. Mr. Cash, a member of the Connecticut Society of Architects, AIA, and partner of Granbery, Cash & Associates, New Haven, is chairman of the Regional Planning Agency of South Central Connecticut. □

City Planning Award

David Rockefeller, president of Chase Manhattan Bank, N.A., received a medal of honor for city planning, presented by the New York and Brooklyn chapters of the American Institute of Architects, the Metropolitan Section of the American Society of Civil Engineers, and the New York Chapter of the American Society of Landscape Architects, for "his distinguished contribution to the plan of the City of New York."

The award has been presented only five times since it was initiated in 1938. Mr. Rockefeller's father, John D. Rockefeller, Jr., builder of Rockefeller Center, was the second recipient of the medal in 1942. □

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Rochester Housing

Federal agencies and public housing authorities "can't possibly solve today's housing crisis alone," says Robert D. Sipprell, director of the Rochester, New York, Housing Authority and former president of the National Association of Housing and Redevelopment Officials.

Speaking before more than 1,000 government officials and public housing executives attending NAHRO's annual housing workshop meeting in Atlanta, Mr. Sipprell said: "Private citizens and private enterprise must assume larger, more active, and more dedicated roles if we are to find a solution to this crucial problem."

Mr. Sipprell pointed to a recent "instant housing" project in Rochester as a "prime example of the effective cooperation of citizens, private enterprise, and a local housing authority."

On October 8, in Rochester, Stirling Homex Corporation of Avon,

New York, erected 16 three-bedroom Towne House dwellings within 32 hours. The "instant money-instant housing" project was initiated in its entirety only eight weeks earlier by Capsule Dwellings, Inc., a non-profit organization of Rochester citizens working in conjunction with the Rochester Housing Authority.

Mr. Sipprell said political leaders, housing officials and ghetto leaders from throughout the United States gathered in Rochester to witness the unique housing "blitz" which provided top quality housing for low-income families. Each Towne House was manufactured in its entirety in the Stirling Homex plant in Avon, then transported by flatbed haulers to the Rochester site. Within three hours after each house arrived—in four sections of modules—it was ready for occupancy.

Each three bedroom home has one and a half bathrooms and up to 1,200 square feet of living space—with private front and rear entrances, wall-to-wall carpeting, wrought iron railings, large panelled closets, and individually controlled central air conditioning and heating systems.

Mr. Sipprell noted that modular construction methods have drawn criticism from some sources—including conventional builders. "To these critics I say 'let your criticism be constructive,'" he continued. "In my opinion, we are not going to come close to solving the major housing crisis in the U. S. today through traditional and conven-

tional construction methods. We must find and use new techniques and new technological breakthroughs. We must encourage innovation and use the results. We must improve existing techniques and materials. And we must avoid, at all costs, any tendency to discourage possible solutions to this pressing problem.

"We are in a new day and age of housing—and it appears to be dawning brightly. We are not going to meet the goal of the 1968 Housing Act—six million housing units in the next 10 years—through traditional methods of construction. We must face this fact and employ and encourage innovation such as that displayed by Capsule Dwellings, Inc. and Stirling Homex Corporation in creating Rochester's first 'Instant Housing Project.'"

As director of the Rochester Housing Authority, Mr. Sipprell was active in cutting red tape and clearing the way for speedy completion of the trail-blazing Rochester project.

"The pressures of the housing crisis are increasing constantly at a staggering rate," he told NAHRO delegates. "Meeting this challenge is an enormous job—far too enormous to leave to federal and public agencies alone. It is imperative that citizens, private enterprise, and government work together to get the job done. And if any concerned citizens and businessmen in your respective communities ask you what they can do to help, send them to Rochester. We'll show them what can be done." □

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At a recent meeting of the Womens Architectural League of the Connecticut Society of Architects, Mrs. Joseph E. Garrick, center, was installed as president. With her, left to right, are Mrs. Robert W. Osteyee, vice president; Mrs. Carl R. Blanchard, Jr., corresponding secretary and treasurer; Mrs. Joseph Slovack, Jr., past president; and Mrs. Yolanda Stork, recording secretary.

The Architect Speaks

Aaron G. Alexander wrote to The American Institute of Architects in Washington, and favored *Connecticut Architect* with a copy of his letter:

"Last evening while viewing the news on TV, I almost fell out of my chair.

"I was looking at Channel 3 from Hartford, when lo and behold, on came some excellent views of the crowded conditions of our cities, roads, etc. in the U.S.A.

"All very interesting, but the punch line: 'Sponsored by The American Institute of Architects' almost floored me!

"When I think of some of our old and venerable architects, back in the days when we met in the Fine Arts Building on 57th Street, New York City, I can't help but question what they would say to this breakthrough in the staid old code forbidding advertising?

"Hail, All Hail to those now governing the AIA!

"Maybe now the architect's name may find its place alongside the publication of his work.

"I am a retired architect, put out to pasture, and my old regret is that I am too old to take advantage of this new much needed reform.

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CSA-AIA President

Carrell S. McNulty, Jr., of Weston, a partner in the SMS Partnership/Architects firm of Stamford, was elected president of the Connecticut Society of Architects, AIA for 1969, at its annual meeting in November. Mr. McNulty, in his remarks upon election, outlined the Society's program for 1969 which includes legislation affecting the architect's professional practice, housing needs, and the federal model cities project. The new president succeeds Charles DuBose, FAIA Hartford, who served during 1968.

Mr. McNulty is a native of Newark, New Jersey, and a 1950 graduate of the Columbia University School of Architecture. Admitted to the practice of architecture in 1954, Mr. McNulty became a corporate member of the Society in 1958 and has served in many professional assignments. He resides with his wife Barbara and their children on Blueberry Hill Road, Weston.

Other CSA - AIA officers and directors chosen were Joseph Stein, AIA, Waterbury, vice president; Harvey M. White, AIA Hartford, secretary; Norman L. Raymond, AIA Stamford, treasurer; Robert H. Mutrux, AIA Wilton; and Howard H. Perry, AIA Hartford, directors for three years. □

Committee Chairman

Hugh McK. Jones, FAIA, Guilford architect, has been appointed chairman of the National Chapter Affairs Committee of the American Institute of Architects. □

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Mellon Center

Extensive educational and cultural programs for the new Paul Mellon Center for British Art and British Studies to be built at Yale University have been outlined by Professor Jules D. Prown, the center's director.

The project was made possible by Paul Mellon, of the Yale class of 1929. His intended gift, announced in December, 1966, includes his famous collection of British paintings, drawings, and rare books, and funds for the building and operation of the center and its academic programs.

Professor Prown announced that the architect for the proposed structure will probably be named this spring. Construction is expected to start in 1970 and the opening is projected for the fall of 1973. The center will be located on the south side of Chapel Street between York and High Streets in New Haven.

In addition to displaying and housing the collections, the center will offer teaching and research activities in all aspects of British life, art, and history. There will be a program for visiting Fellows, reference and rare book libraries, a photographic archive, classrooms for seminars and lectures, a large auditorium, scholarly facilities, and a proposed undergraduate major in British studies. □

Gold Advanced

Joseph Gold, PE, director of sales and engineering for the Prestressed Concrete Division of C. W. Blakeslee & Sons, Inc., has been elected a vice president of the company. □

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Design Conference

Ivan Chermayeff and Henry Wolf have been named co-chairmen for the 19th International Design Conference in Aspen to be held June 15-20, 1969, according to an announcement by Eliot Noyes, IDCA president.

Mr. Chermayeff is a partner in the New York design firm of Chermayeff & Geismer Associates, Inc., and in the architectural firm Cambridge Seven Associates, Cambridge, Massachusetts. He studied at Harvard University and the Institute of Design in Chicago, and received a BFA from Yale University School of Design. Formerly an Instructor in Design at Brooklyn College and at the School of Visual Arts, Mr. Chermayeff has been the recipient of numerous awards, including the Industrial Arts Medal of the American Institute of Architects. He is currently a member of the Board of Directors of the American Institute of Graphic Arts and a former president, as well as a member of the Board of Trustees, of the New York Museum of Modern Art.

Mr. Wolf is a partner in Trahey/Wolf Advertising Agency in New York. He studied at the New York School of Industrial Arts, as well as with Hermann Kosel, Alexey Brodovitch, and Stuart Davis, and has taught design at Cooper Union and the School of Visual Arts. His work has been acknowledged with six gold medals and many awards from the Art Directors Club of New York, the American Institute of Graphic Arts, the Society of Illustrators, and others. For many years he was art director of Esquire Magazine, redesigning its format in 1952, and later was art director of Harper's Bazaar. □

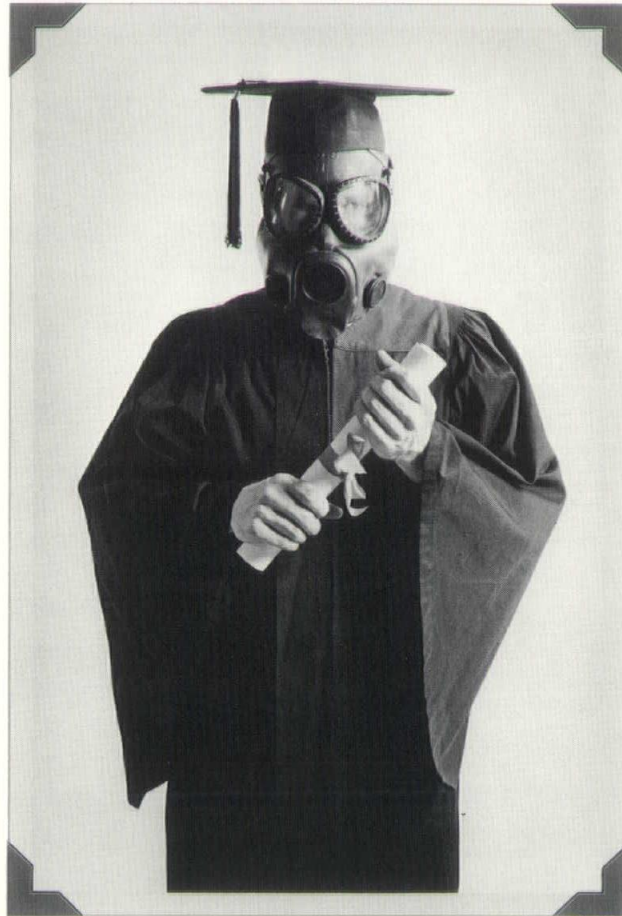
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fuel that contains sulfur. A fuel that burns with heavy, dense smoke. To cut this major cause of air pollution, scores of industries are using gas as their fuel. Natural gas. Natural gas is a non-pollutant.

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Erratum

In the November-December issue of *Connecticut Architect*, the Prince of Peace Lutheran Church, Berlin, was incorrectly identified as the Old Greenwich Presbyterian Church. Galliher & Schoenhardt, Architects, Simsbury, designed both churches. □

Construction Assignment

Newbold LeRoy, 3rd, has been appointed assistant to the vice president in charge of construction services for The New Haven Trap Rock Company. He will be concerned with the administration of the company's statewide public and private paving operations. □

New Partner

Abba A. Tor, senior associate in the consulting firm of Henry A. Pfisterer & Associates, has become a partner in the firm, now called Pfisterer, Tor & Associates with offices in New Haven and New York. Walter D. Shapiro has been named a senior associate of the new firm. □

New Quarterly

AS, *Architectural Student*, is a new architectural student publication, produced for and by students through funds from the American Institute of Architects. A quarterly, it will be published by the Association of Student Chapters, AIA.

BOCA Suit Dismissed

The temporary injunction prohibiting the Building Officials Conference of America from distributing its new basic plumbing code, and the lawsuit which brought about the injunction, were dismissed by Cook County, Illinois, Circuit Court Judge George C. Leighton on December 20.

Copies of the code are available from BOCA, 1313 East 60th Street, Chicago, Illinois, 60637. Price \$6. □

Manual Available

A forty-page specifications manual for architects and mechanical engineers who specify water treatment for boiler systems, condensate systems, recirculating systems, condenser cooling water systems, and once-through systems is available from Dearborn Aqua-Serv Department, W. R. Grace & Company, 475 Merchandise Mart, Chicago, Illinois 60654. □

Service Available

A technical consultation and evaluation service for industrial firms, architects, universities, hospitals, government agencies and others concerned with the design, fabrication, and use of electronic equipment or systems, has been established by Ray Proof Corporation, Norwalk. □

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The pumping and treatment system experienced several problems during the initial operating periods which required special training courses for the school staff and custodians. Several months and many hours were devoted by the Architect, the Engineers, and Scott-Paddock Pools in this effort.

Through the efforts of Pool Consultants and Coordinators of Woodbury, Connecticut, a thorough review and re-education of this school staff was completed with dispatch and the system has been placed in good working condition.

This office recommends the installation of stainless steel integral gutter system and flume in future installations.

Very truly yours,

Val Carlson
Val Carlson, Architect, A.I.A.

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Above: Tile over galvanized steel.

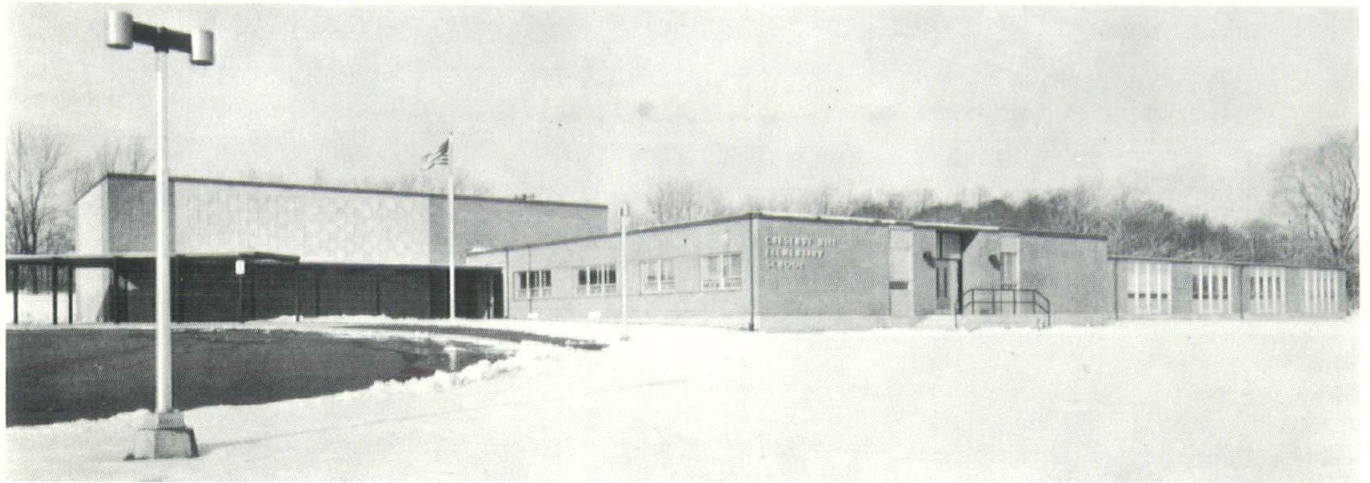
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