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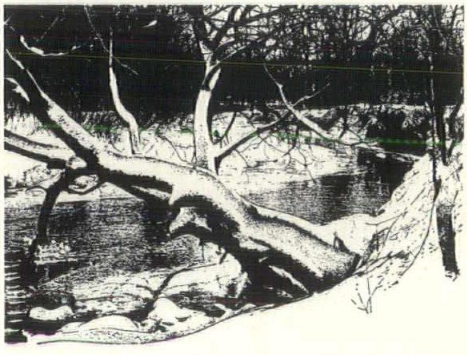

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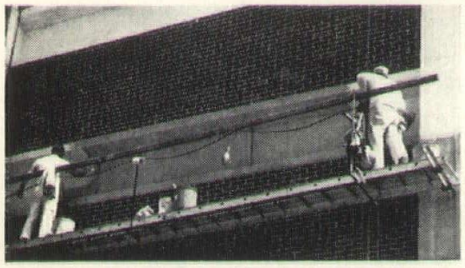

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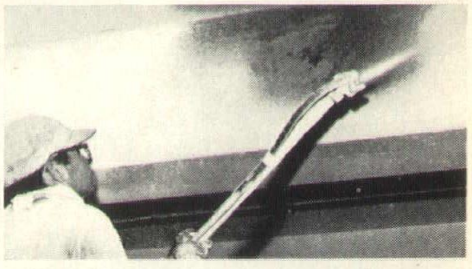

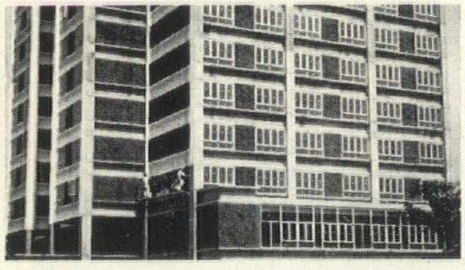

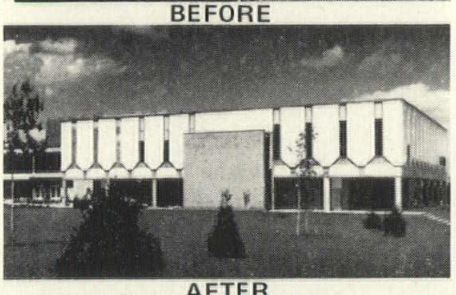

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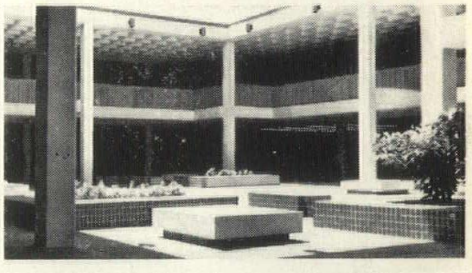

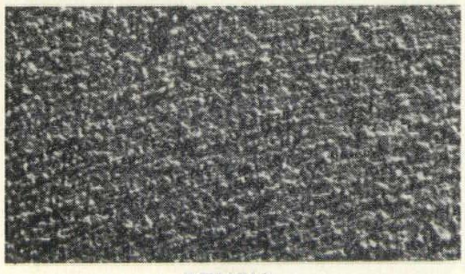

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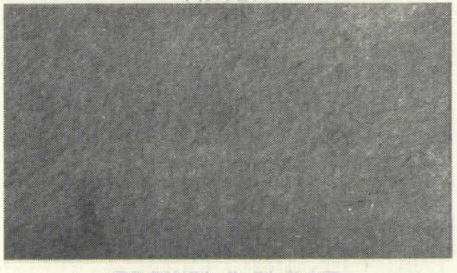

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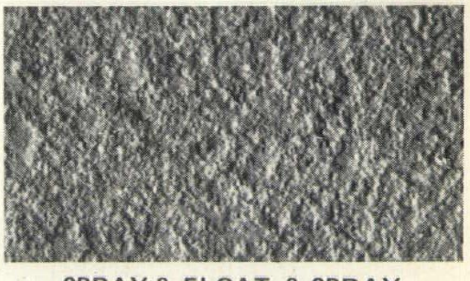

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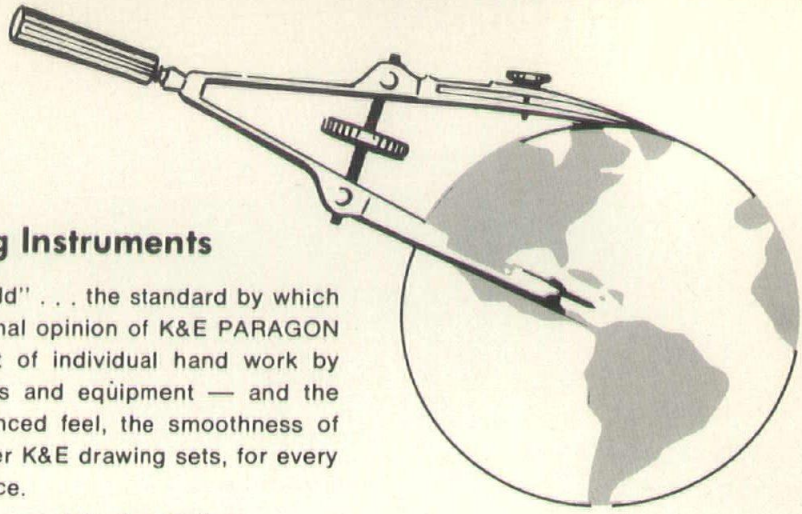

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An Editorial

The photo above is an apt portrait of Urban Sprawl, whose ugliness is multiplying in our cities and towns. As our article in this issue notes, the State Environmental Council proposals touch on this blight only in the most indirect fashion. The issue is as before left to the individual communities. This approach has obviously failed—the ugly testimony lies along scores and scores of our streets and highways. (A well-organized city like Concord has its Billboard Row and other glaring displays; little Holderness, with no zoning at all, was obliged to beg an oil company to keep its high-rise sign down to 60 feet!) Does anyone want to live, work or shop in such an atmosphere? The State does not answer.

GRANITE STATE

ARCHITECT

Volume VIII Number 1

MARCH, 1971

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Editor
John A. Carter
111 Concord St.
Nashua, N.H.

Executive Editor
Stephen W. Winship

Advertising Sales
Ruth & Carll Downs
120 Manchester St.
Nashua, N.H.
Tel. 603-882-6715

Associate
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Contributors
Frances Shaine
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Ken Paul

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Cover: In a specialized Resource Center at Conval Regional High School, Peterborough. Three students are projecting slides, right, while another reads and still others use language booths. Designed by John Carter. Photo by Joseph W. Molitor.

Photo Credits: Pages, 8-13, Joseph W. Molitor, Ralph R. Wright, Abbott Studio, Peterborough Transcript; 14-19, John Clemons; 24, Earl O. Anderson.

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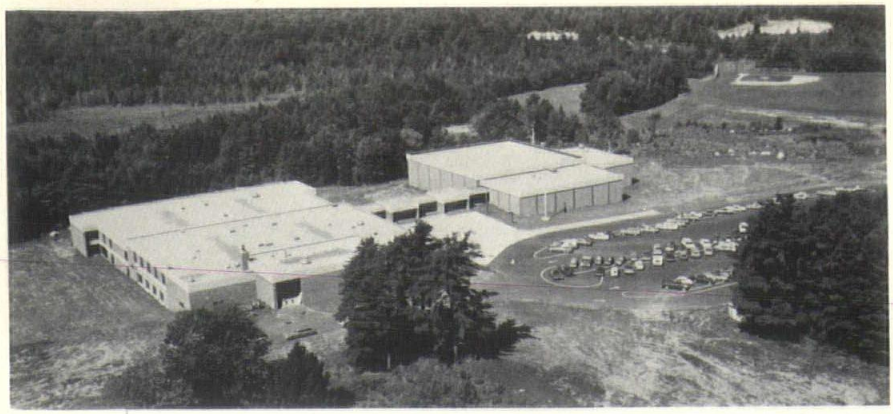

Peterborough Transcript Photo

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Notes And Comments

Mill Grinds Slowly

Little action is expected in short order on leading bills in the Legislature bearing on the environment until the $64 question of new sources of state revenue is resolved. The most sweeping proposal, creating a new Department of Environmental Protection to bring together existing agencies and take on new functions, was introduced in March. This bill was drafted by the Governor's Environmental Council, a broad-base group of which Richard F. Upton, Concord, is chairman. It made an eight-month survey of the state's needs; the idea was discussed in detail in our December issue (N.H.-Tomorrow meeting). An article in this issue covers the Council's extensive report of that survey, released in March.

Other bills pending include **a)** creation of a State Housing Authority, as recommended by Gov. Walter Peterson's Citizens Task Force (includes a housing finance agency); **b)** "Open Space" bill, to implement the Question 7 constitutional amendment adopted in 1968 with taxation on use rather than market value (and thus preserve farm, forest, wild, recreational land) facilitated by a bond issue to reimburse towns for revenue lost. Introduced by the SPACE conservation group.

Also, **c)** comprehensive inland wetlands bill, following a Legislative study, creates state Authority to regulate 1) dredging, filling, mining including sand and gravel and 2) classify and work with towns to regulate wetlands; **d)** municipal powers of eminent domain extended to include land for parks/recreation areas; **e)** prevention and clean-up of oil spills; **f)**

Continued to page 20

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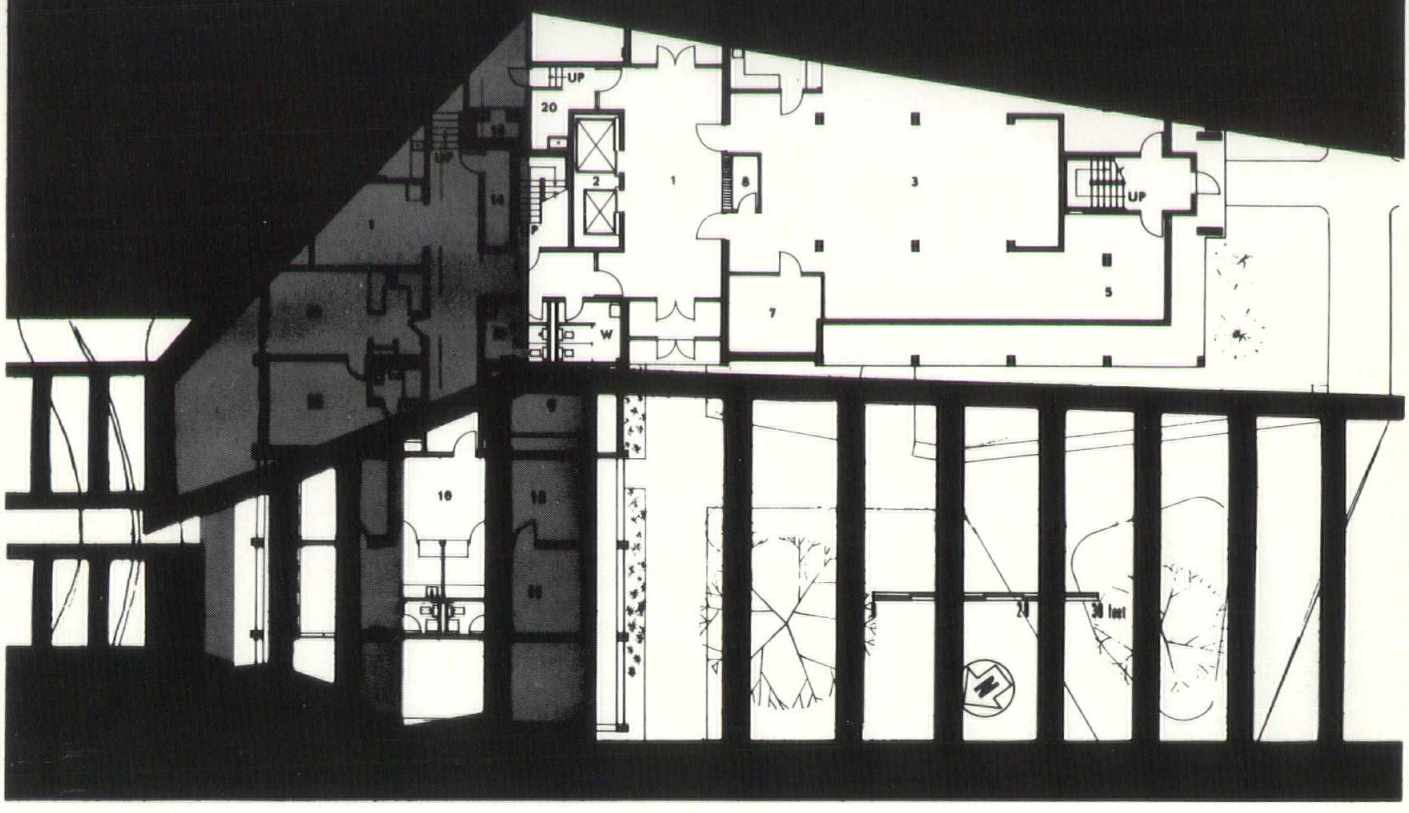

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Conval Regional High School

Peterborough

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Something there is that doesn't like a wall – or a blank wall, if there must be one – to paraphrase Robert Frost, and one continuing aim of architecture is to make a wall or set of walls interesting. Achievement of that is a leading characteristic of the new Conval Regional High School buildings, whose interior walls, rooms, hallways and other spaces reflect an unquestionable warmth of atmosphere and variety in surroundings.

When one recalls the dark hallways and barebones classrooms which were the usual design twenty and more years ago, the combination of color, variety and a contemporary layout of rooms greatly strengthens the buildings' invitation to learning. All in all, the design has noticably de-institutionalized things. Was your school locker green? Have you seen green lockers elsewhere? Well, here they are orange, and doors opening on the hallways are blue or yellow.

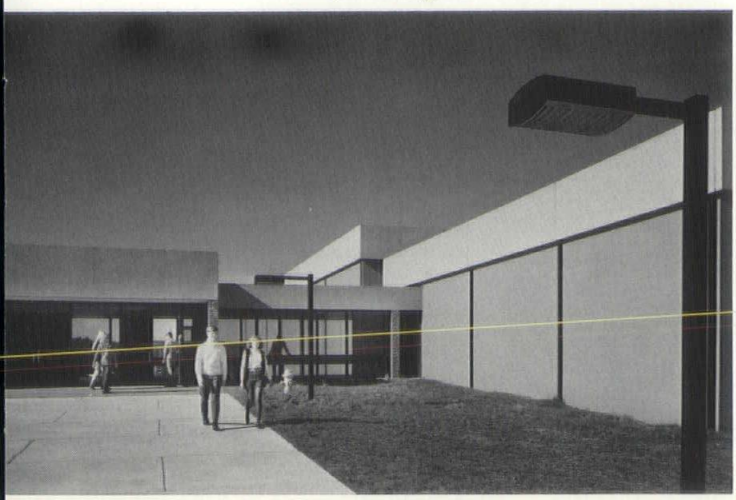
Two or three medium sized panes of glass around many of these doors transmit light, vision, and reflections enlarging the halls; stained wooden panels or brick sections break up the basic gray concrete block walls of the hallways, as do ample spaces for posters and exhibits; stairways avoid the institutional with wide wooden railings; blue wall-to-wall carpeting affords warmth. Rooms which should have windows have big ones. Most of the latter produce fine views of Mt. Monadnock and of Crotched Mountain, between which the school and its fields sit, ever a reminder of this New England up-and-down country.

"This is certainly different from the schools where these students were before – everything was a dreary beige," said Neal Wiggin, Principal. "There is a pleasant atmosphere in the design here, and it's good for morale. We think the small groups' instruction is particularly effective."

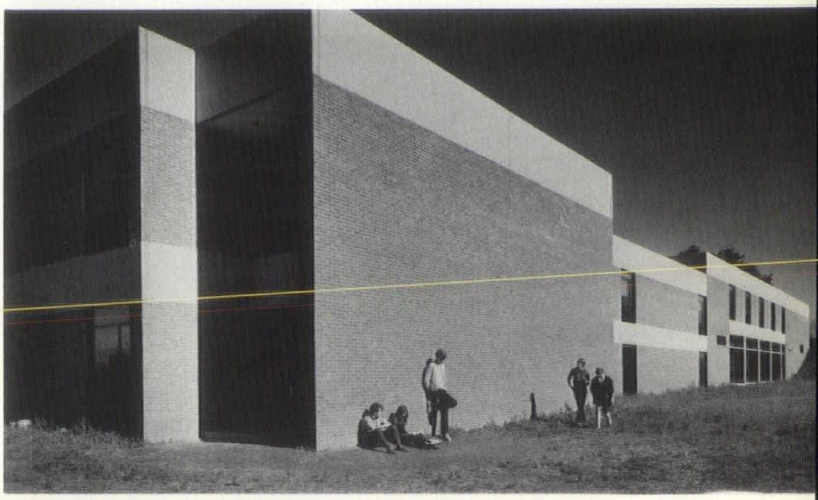
A hallway need not be dark or forbidding. This corridor leads from the Administration area, left. Basic concrete block walls are set off by a row of color photos on left side and a wood panel, right. Glass beside and over classroom doors, at center of photo, and at end of hallway, right, add light and space.

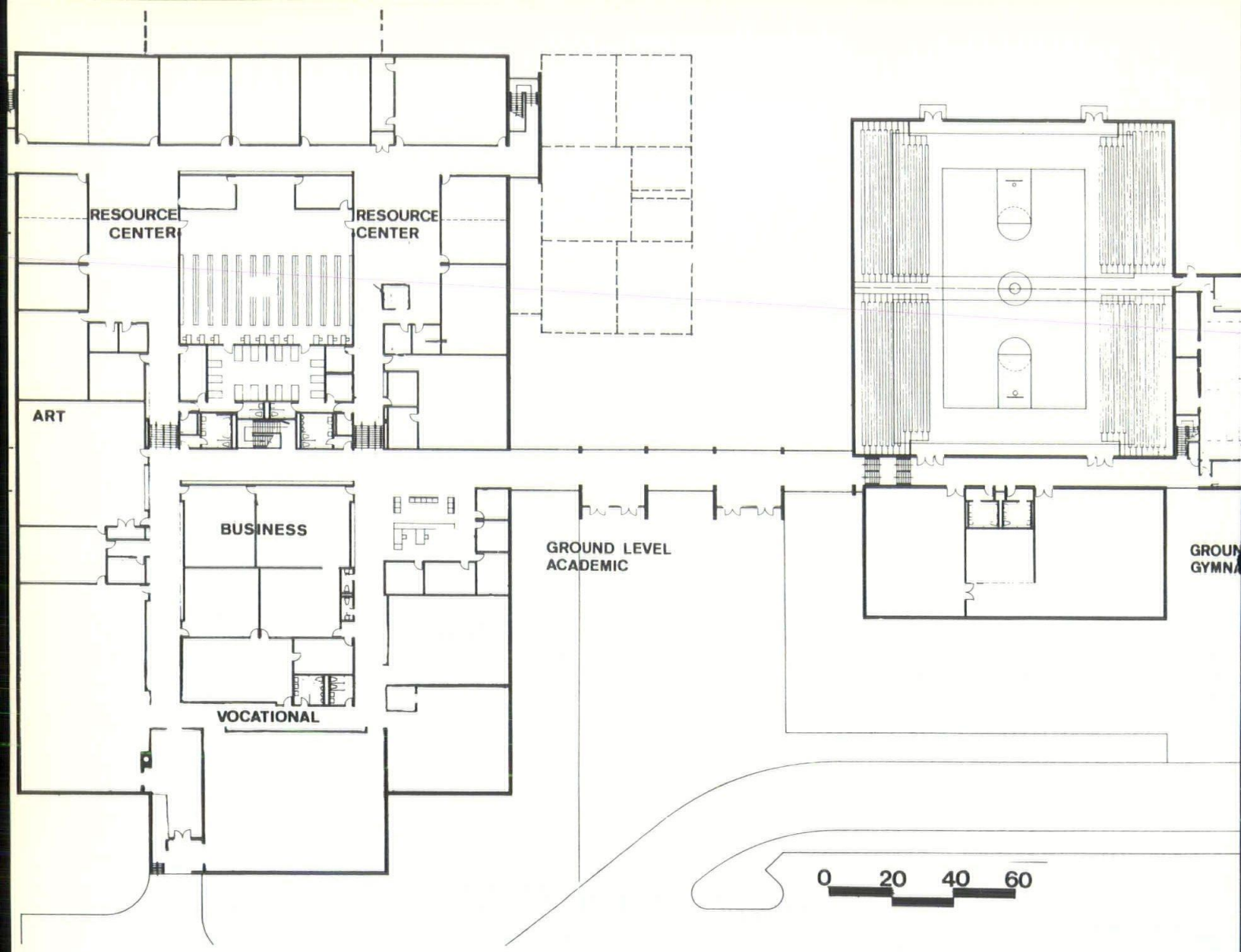
The site by aerial photo shows Route 202, right, running north and athletic fields at top. The upper building of the complex is the Gymnasium; the narrow structure, like the crossbar in an "H" forms the entrance area, facing a concrete court (white) as well as parking. The Academic building, bottom, includes a jog at right for service and receiving supplies.

The entrance area, the crossbar mentioned above. Gymnasium building, with blue-gray concrete blocks and bold white trim, is on right.



Detail of the Academic building's construction. The brick is set off by strong white trim. Large windows serve the cafeteria. The sloping ground permits a variation in levels.





The ground level, Academic building on left; entry area is the horizontal space leading to Gymnasium, right. Classrooms in upper part of Academic face the Resources Centers and between them is the Instructional Materials Center (large room with vertical lines). The Gym ground level has the big basketball court and bleachers.

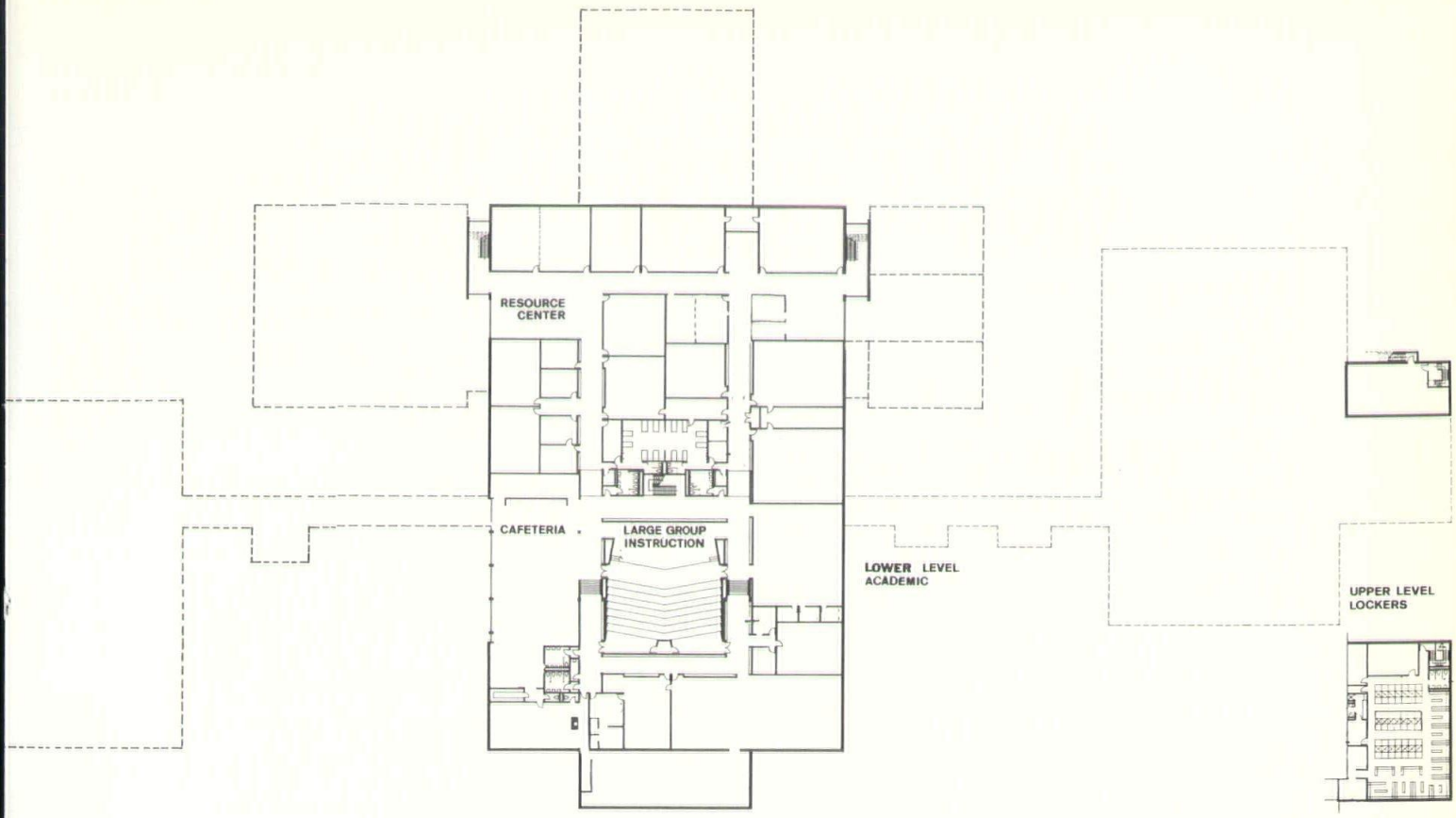
Details

Dedicated in September, 1970, the school serves the Contoocook Valley Regional School District, comprising Peterborough, Dublin, Sharon, Francestown, Greenfield, Temple, Hancock, Bennington and Antrim. It is located on 88 acres in a farm area just off Route 202 north of Peterborough. Present buildings will accommodate 750 to around 900 students in grades 9 through 12. (Enrollment is 935.) Design provided for expansion to 1,500 students with a minimum enlargement of the core facilities.

Sloping contours accommodate the Academic building of, in general terms, two and a half levels, a situation enhancing the variety in spaces; a Gymnasium building; a connecting one-level structure functions as the main entrance and permits quick access to either. The latter is largely of glass walls, helping set a tone for the other spaces.

The two buildings and entrance total 128,044 square feet, providing 142.47 sq. ft. per student with an enrollment of 900 (1,834,888 cubic feet). Cost of the buildings was $2,674,789, or $20.89 per sq. ft. (This figure does not include approximately $300,000 for furnishings, or $100,000 for land. It does include grading for athletic fields and parking.)

These fields include a standard baseball diamond; a softball diamond; standard-sized soccer field and running track; practice field large enough for football, and room for expansion. A double-sized court houses basketball, dances, all-student assemblies and public meetings; the room may be quartered by dividers. There is a separate gymnastics room; a weight-lifting and wrestling room; locker spaces, shower and toilet areas, and team rooms.



The lower level carries on the cluster arrangement used on the ground level: Resource Centers on either side near the top are right by academic course class spaces. The 'large group instruction' space is an auditorium. Entry area and Gymnasium outlines are to the right. Other dotted lines, not shown in the drawing on Page 10, show expansion opportunities.

Plenty of light and space in this shop, left. The classroom at right has carpeting and may be divided. Overhead lighting is typical of appointments.

Flexible Spaces

Along with the color and variety of decor, the Academic building's appeal is multiplied by the flexibility of learning spaces, and sharp differences in size.

"The school represents a conservative position between radical potential and the good things of the past," according to John Carter, AIA, of the designing firm.

"There is a potential for flexible scheduling and, ultimately, a non-graded curriculum. Accommodations are for various-sized student groupings from 5 to 200 students, with provisions for extensive independent study.

"The 'standard' classroom is combined with double-sized classrooms, half-sized classrooms, and small seminar rooms.

"There is a Central Insturctional Materials Center (library) and four specialized Resource Centers (math, science, language, social science). A main feature is the effort toward working with small groups, as around a table . . . it allows informalities and small numbers of students under self-direction. There is good space for individual pursuits and research projects."

The curriculum also offers vocational training and sizable shop facilities are provided. The big bank of windows in the cafeteria look out on Mt. Monadnock.

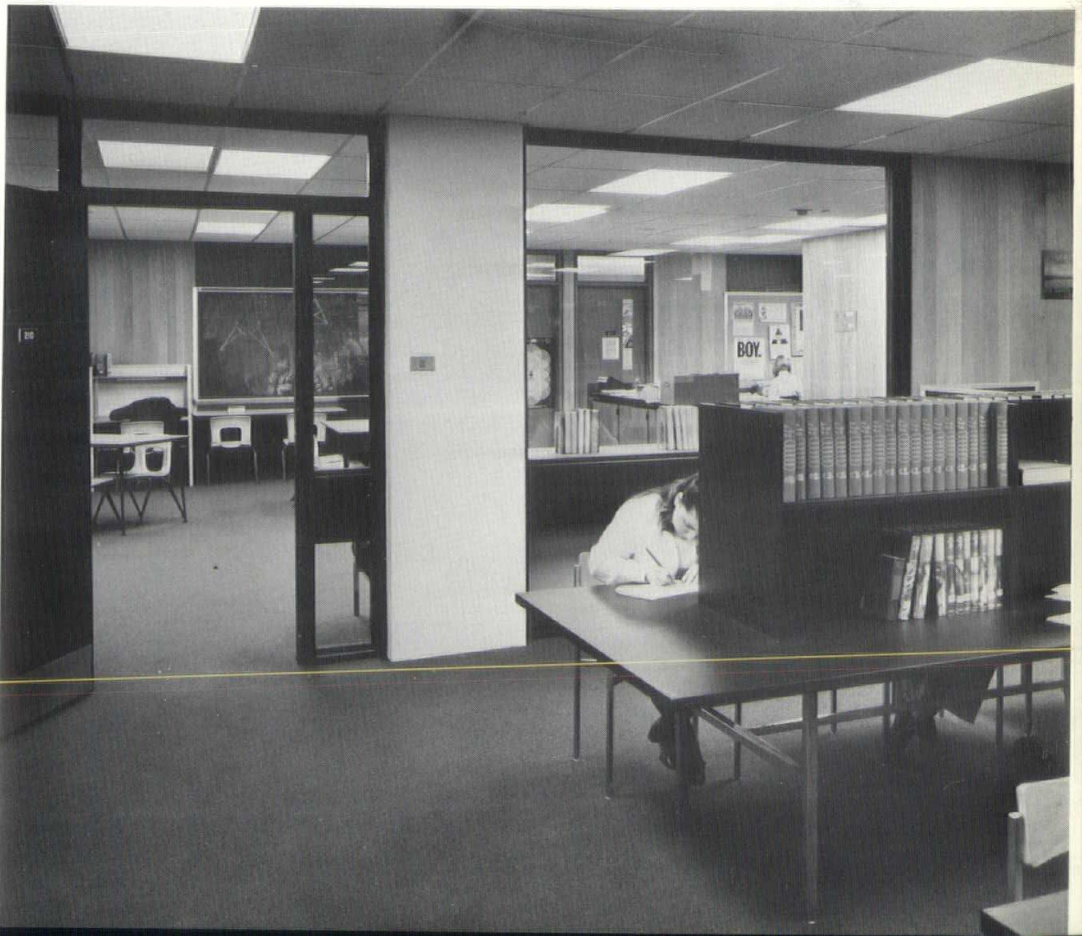
Foundations for the buildings are reinforced concrete; superstructure comprises a modular steel frame with composite concrete deck. Fireproof columns permit a lower insurance premium. The Academic brick exterior is trimmed with concrete; its interior is of concrete block; Gymnasium is all concrete block. Acoustic tile, plaster and acoustic plaster ceilings are used throughout. Most Academic lighting is fluorescent, recessed in the ceilings. The Academic spaces are heated by electricity, and provision is made for air conditioning eventually in the large group instruction areas. Oil heat is used for the Gymnasium. Both buildings have forced ventilation.

The school won the first award in the N.H. Chapter AIA 1970 Architectural Award, being cited for ". . . good work in all phases, from site planning to the interiors . . . complete and thoughtful control by the architect . . . at reasonable cost."

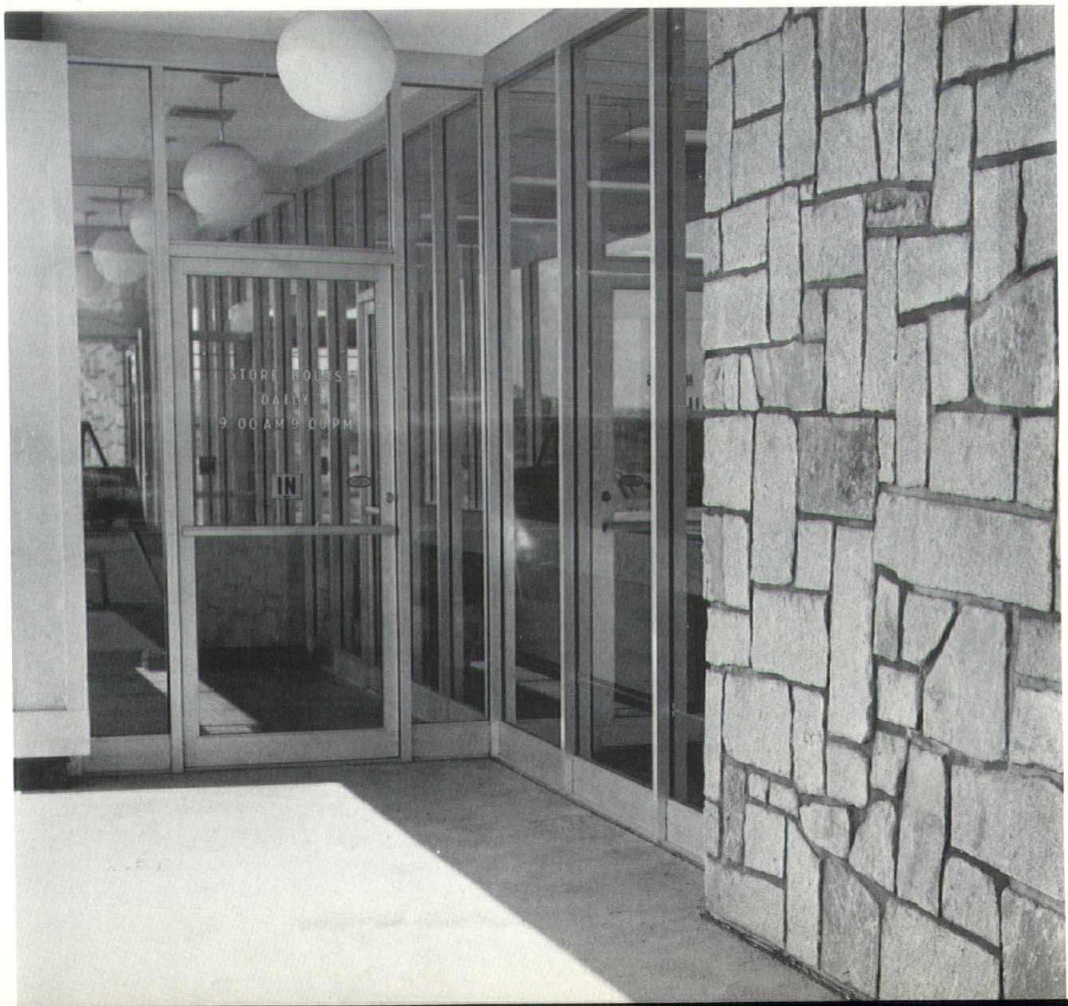
C. Mitchell Wenigmann, of Dublin, was the Building Committee Chairman, George Edwards, Antrim, School Board chairman, and Mark Wheeler, Peterborough, Planning Committee chairman. Raymond Edwards, of that town, was and is Supt. of Schools. Engineering consultants for construction were Lemessurier Associates; Francis Associates; and Golder Gass Associates; Dr. Stuart Marshall, of Boston University, was educational consultant. James L. Mitchell, AIA, of Carter & Woodruff was the associate in charge of design and David W. Cheever, AIA, the associate in charge of supervision.

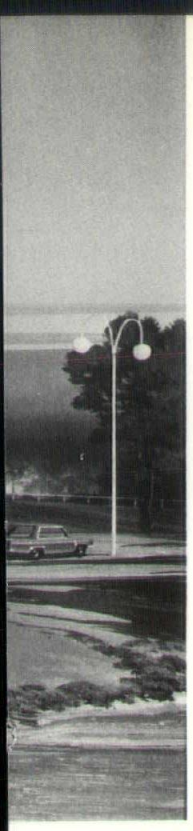
The big gym room may be divided into four smaller spaces with dividers; when halved, two basketball games may be played. Interscholastic games are played in the largest space, parallel to bleachers.

Openness averts the sense of being hemmed-in. The cafeteria, above, is used as a home room at each day's start and also serves as the student lounge. Stairway on left has wide wooden railings; room at end of the hallway, left, has glass top and bottom to admit more light. A quiet section of a resources center, below, is opened out by its large window and glass around the door.



Architect's rendering of the store, on the Portsmouth Traffic Circle, above; contemporary globular lamps provide outdoor lighting and harmonize with the combination of glass and masonry trim. Large box on roof holds air conditioner. Detail fo the entrance, below.





State Liquor Store
Portsmouth

Dennis and Tambling, Architects

The Maxam Company, General Contractor

Signs in the window say "For Sale." The small building wedged between two service stations on Portsmouth's "Gasoline Alley" had become cramped and clumsy. Parking was scarce, service was slow, and too few of the travelers passing through the coast city stopped at the old State Liquor Store. It was time for a change.

"It's just like a supermarket .... this is beautiful!" So says Store Manager Roccie Ferrelli of the new store nearby at the Portsmouth Traffic Circle, on I-95 and U.S. Route 1. Since its opening in time for the Christmas shopping season, the self-service store has justified its design by nearly doubling sales over the comparable periods a year ago and contributing to a 40 per cent increase in total Portsmouth liquor sales.

Architect for the store was Donald T. Dennis, AIA, of Dennis and Tambling, Portsmouth. Here is his account of the building and its plan:

"We began preliminary work on it in July of 1969. We did three preliminary designs, a Colonial design, a ski-lodge type design, and a contemporary design, and they chose the contemporary .... The Maxam Construction Co. of Portsmouth were the successful bidders.

"The site was depressed so a good deal of money had to go into site preparation to bring the building out of the ground.

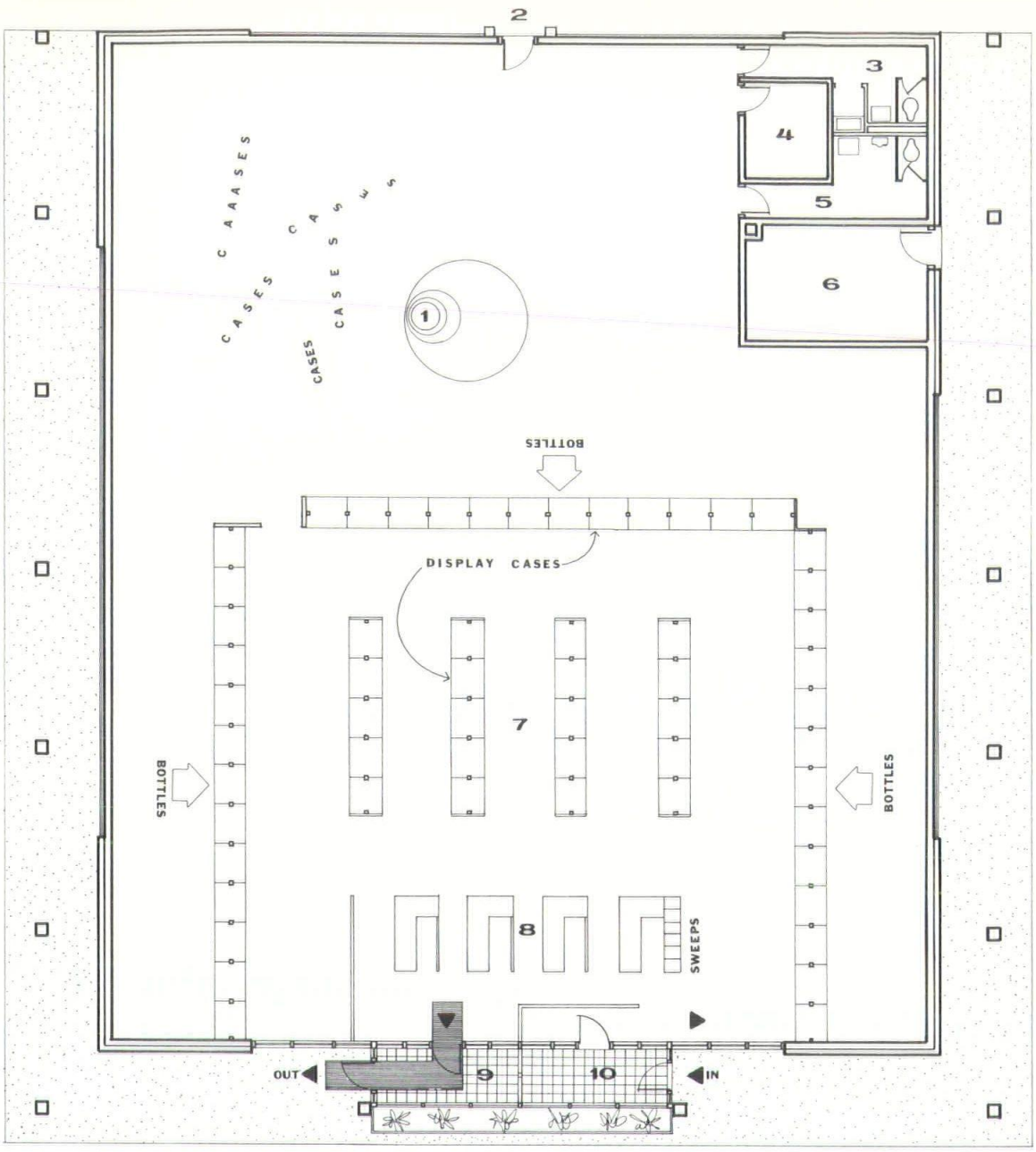
"The foundations are poured concrete, spread footings, and the building is supported by a steel frame consisting of five giant steel trusses with plank roof decking. The exterior walls are concrete block faced with masonry and redwood. The exterior columns are steel cased with wood. The roof is a prepared roofing, and the flat part of the roof on top of the building is a built-up tar and gravel roof. It supports the air-conditioning equipment which is hidden with a redwood screen.

"The interior part of the building consists of a carpeted sales area with mineral fiber tile ceilings, and shelving to display the liquor for sales purposes. The rear of the building has a storage area for the liquor, a mechanical room, manager's office, and rest rooms.

"The sales area is 54' by 52'. Total area of the building is 8485 sq. ft. The parking lot accommodates about 120 cars."

Many of these cars come from out of state. The store sits right below a section of I-95 being completed, and a 40-foot-high sign will invite travelers bound for Maine and Massachusetts to take advantage of lower prices in the Granite State.

The store is inviting inside, with colors bold and lively. Fascia murals label sections of the store by the kind of liquor they offer—and also engross or

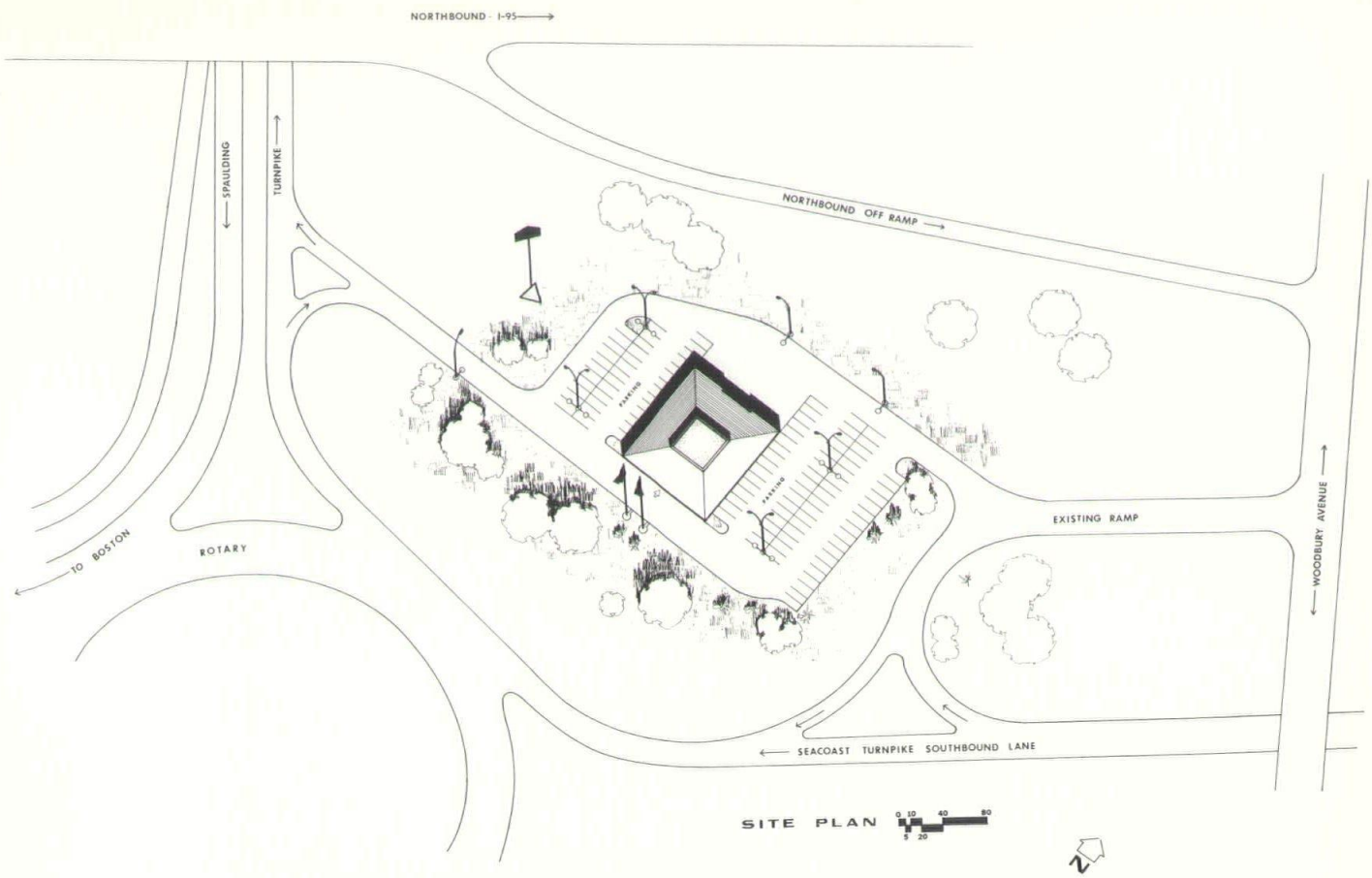


FLOOR PLAN

0 5 10 20

N

1 STORAGE
2 TRUCK DELIVERY
3 WOMENS TOILET
4 MANAGER
5 MENS TOILET
6 MECHANICAL
7 SALES AREA
8 CHECKOUT COUNTERS
9 EXIT
10 ENTRANCE



Per the site plan, above, the new store is on the plot bordering the Traffic Circle where a big highway sign once stood. Northbound Interstate 95, top, is being completed; Seacoast Turnpike 'Southbound Lane' comes from the Portsmouth-Kittery toll bridge. Both plans show convenient bulk delivery arrangements.

bewilder shoppers with an almost cubist bottle pattern. An enclosed vestibule and a glass front make the store bright and warm. The eleven employees arrange the merchandise neatly for easy shopping. Blue curtains conceal back-up cases and permit quick stocking from behind the shelves.

Special display baskets in the aisles feature certain brands, and a fleet of shopping carts contribute to the supermarket atmosphere. An observer finds customers notice, consider, and then purchase items not on their shopping lists. Manager Ferrelli comments: "This is a lot easier for the clerks and myself to work in, and it's much more convenient for the customers. They see things on display that they didn't in the old store."

Mr. Ferrelli, who has been with the system for 25 years, managed the old store since 1957. He adds that in the new location there is room for a larger inventory, as many as 6000 cases, half of which may be kept on display.

The application of modern marketing techniques and the greater yield of attractive self-service stores are favorite subjects of Costas S. Tentas, Chairman of the State Liquor Commission. The first self-service stores opened in Nashua and Concord in 1963-64. (In this respect, New Hampshire was among the first of the 18 control states.) Since then, the Liquor Commission has moved to con-

Sales area, above, is illuminated by overhead light panels as well as the extensive windows encompassing the entry-exit area. A general view, below, brings out the building's distinctive profile, as seen by motorists. The three-sided sign on the left faces the Traffic Circle, Interstate 95 and its off-ramp and Woodbury Ave.

A corner and the main entrance-exit area. Customers enter the right doors and exit at left. The masonry covers most outside wall space; redwood is also used. The pillars are steel encased in wood.

vert conventional stores to s
while building only the latte
Mr. Tentas explains: "We ha
especially during the holiday
that as many as 8 out of e
customers are females." The Con
has therefore tried to make liquor
like "shopping for a pound of bu

At the Portsmouth store and
ones, innovations include air-con
ing, carpeting, attractive decor,
fronts, background music, and
important, accessibility of the s
and of merchandise in the stores. Ra
parking lots, bigger signs, and o
measures to get the customer in
store easily are vital, since half of N
liquor sales are to out-of-state reside
The result of this planning? Over
per cent of total General Fund revenu

In the future, the Commission w
continue to modernize and convert whi
constructing new stores and, it hopes
wine marts. All will adopt the modern
design and techniques of the Portsmouth
store, so that liquor and sweepstakes
sales may continue to increase. As Mr.
Tentas says, "It's all impulse buying." —
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NOTES continued from page 6

$1,000,000 bond issue to prevent or abate algae.

g) $100,000 seed money to assist regional planning commissions; **h)** pesticides to be registered under present Economic Poisons Law, permits for sellers and users of restricted brands, **i)** Trowbridge bill allowing negotiated wages on state building projects. **j)** $31.7 million state capital budget (requests to Governor were $73.9).

Bills killed: **a)** amend constitution to permit use of gas tax and motor vehicle fee revenues for environmental enhancement; **b)** extend Shorelines Sewage Law (rules for systems within 1,000 feet of a water body) to rest of the state; **c)** soft drinks, beer-ale to be sold in returnable containers; **d)** Legislative study to assess effect of population growth on N.H. environment.

New Covered Bridges

That wooden covered bridges are not only eye-pleasing but also practical with respect to handy transport and to the builder's purse is convincingly shown by projects to build two new ones in the state. Conway voters in town meeting in March approved a new such bridge as an economical replacement span; New England College students have been

Continued to page 22

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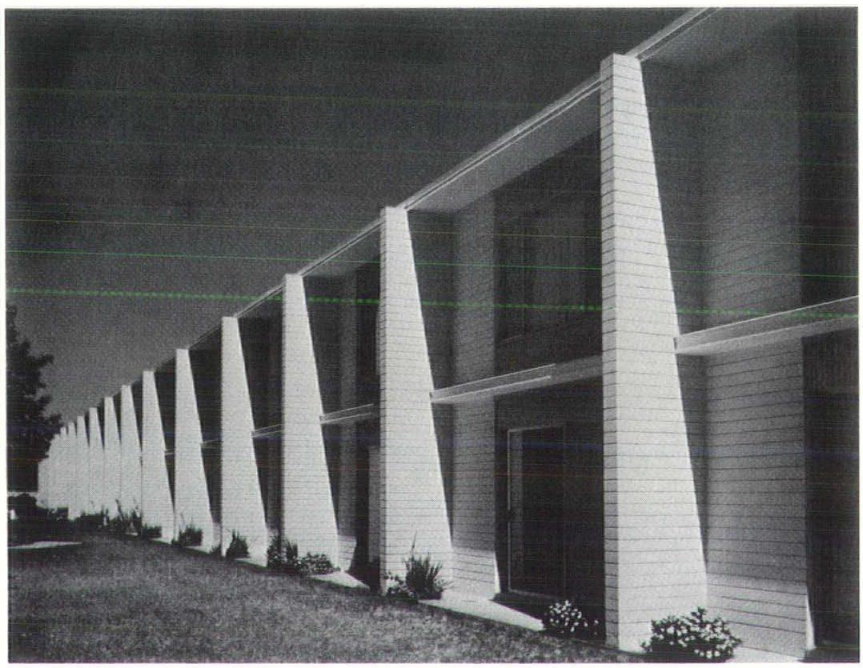

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NOTES continued from page 22

preparing for erection of one linking the school's new building complex with Henniker village, cutting congestion and adding a regional touch to the campus.

For the Overview

In a recent poll of its 35,000 New Hampshire members the AAA asked if they favor forcing developers and government agencies involved to cooperate in careful planning of access to shopping centers as well as industrial and commercial sites. Much of this has been almost entirely haphazard and is part of a tendency to ignore the impact of a highway on a neighborhood (and vice versa). Though the AAA question was necessarily a bit lengthy and complicated, 97 per cent of those replying favored laws to deal with the problem and . . . require . . . "cooperative, concerted effort at an early date." The poll also drew a 96 per cent 'Yes' vote for "Greater legislative control of highway billboards."

High Rise-on-the-Pemi

The sovereign Town of Holderness, through its Conservation Commission, in February persuaded the Sun Oil Company to lower the high rise electric sign for its new gas station, to be built on Interstate 93 in the Pemigewasset River intervale where there is an exceptional view of the White Mountains. The town lacks zoning; its persuasion brought the sign down to "minimum height," Sun said, so it will be visible for a mile in either direction on I-93. It will be lighted only when gas is sold. Sign posts will be painted buff "to reduce its clash with the mountain background," and the station's design was changed from ranch to Colonial. A Gulf Oil Corp. high rise sign and station are already operating near the Sun property. Location of high-rise signs is "the item of paramount importance to us when we abut interstate highways," Sun said. Conservation Chairman Maocolm Taylor stated fears that the intervale would become a 'gasoline alley' but an ordinance to regulate signs and billboards was rejected by the town meeting voters March 9.

Memphis Park vs. Interstate

The United States Supreme Court has returned a suit against the U.S. Dept. of Transportation, over an interstate highway planned to pass through part of Overton Park, Memphis, to U.S. District Court there to further review the Transport Secretary's approval of the route. Memphis citizens and conservation groups sued, claiming the Secretary had

Continued to page 30

Environmental Council Report: Some Unpublished Details

Part I — Anti-Pollution Innovations, But Little Impact on Urban Sprawl

The fruit of eight months' study, the report of Governor Peterson's Environmental Council issued in March is a landmark in efforts to preserve and enhance the state's environment.

Measures to stop or prevent pollution of the waters, air, land, subsurface soil and excess noise as well as visual pollution are detailed. Proposals include a new overall environmental agency (which has attracted the most attention to date); a regional rather than town approach where costly plants are needed; and legal teeth all about as well as added technical staff.

Yet in all the 100-plus pages of detail, careful perusal shows that the problem of Urban Sprawl, the glaring, blaring blight of signs, jerry-built structures and traffic hazards along roads and streets is touched only in the most indirect fashion.

Not Met Head-On

Such haphazard growth is not met head-on in the report; three points therein do touch on some aspects of Urban Sprawl. The Twelfth major recommendation of the Council, "Increase State Technical Aid for Municipal and Regional Planning Agencies and Encourage Regional Planning Commissions Through State Support" is one.

This notes there are "substantial areas in the state" without planning boards or zoning laws; state government should stimulate such towns to adopt planning and zoning. It should intensify planning assistance to these towns, the report also said; by covering one-third of the cost of Regional Planning Commissions these may offer improved planning services.

Local planning and zoning are the way to control or prevent Urban Sprawl, Richard Upton, Council chairman, told "Architect", so that stimulation of these measures as above could have some effect. (The existence of such haphazard development in spite of local zoning and planning laws was covered in the last issue of "Architect".)

In "Other Recommendations" following the twelve major proposals, the Council is four-square for an "adequate billboard law", though this is mentioned as a means of upgrading scenery. That this could be helpful in one feature of Urban Sprawl is testified to by the severe limits on present billboard rules for built-up areas.

Continued to page 26

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Since our last issue the two early brick Laconia mills, Belknap, left, and Bushiel, on the right appear to have escaped demolition and hope to enjoy careers as space for a museum, crafts and community centers and attractions for visitors. The Save-the-Mill Society secured a reprieve from the City and its Housing Authority; the buildings, built in the 1820s, have been designated National Historic Landmarks and restoration plans are being drawn. It remains to obtain a combination of Federal and private monies to cover expenses; the mills are cited by authorities as among the earliest brick factory structures in the Northeast.

In Exeter, Dudley House, an imposing Federal residence, will not be moved to make room for a bank parking lot as earlier announced. There were protests and the house is to remain on Front St. A neighbor and close relative in age and style, Sleeper House, earlier to be torn down to make way for a gasoline station, may become a residence for elderly persons if Federal funds can be obtained. Exeter Historical Society is considering the project.

In New Castle, Fort Constitution (1699), with Revolutionary memories, continues to crumble, but the state's Congressmen and Senators are seeking a take-over and restoration by the Federal government. It would thus become a museum and National Historic Site.

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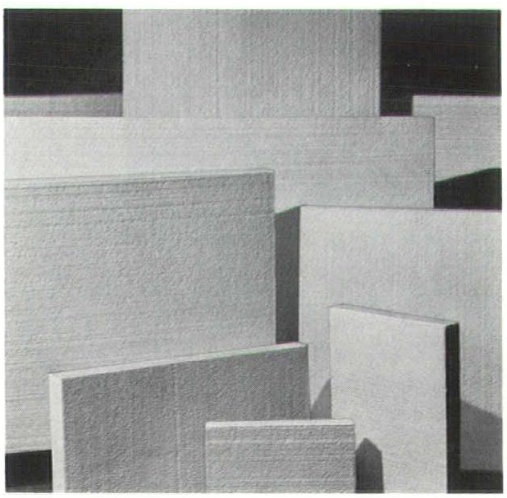

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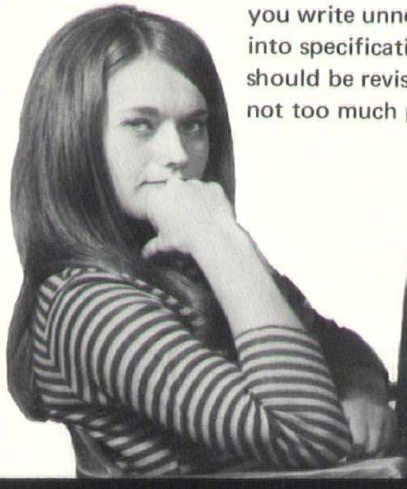

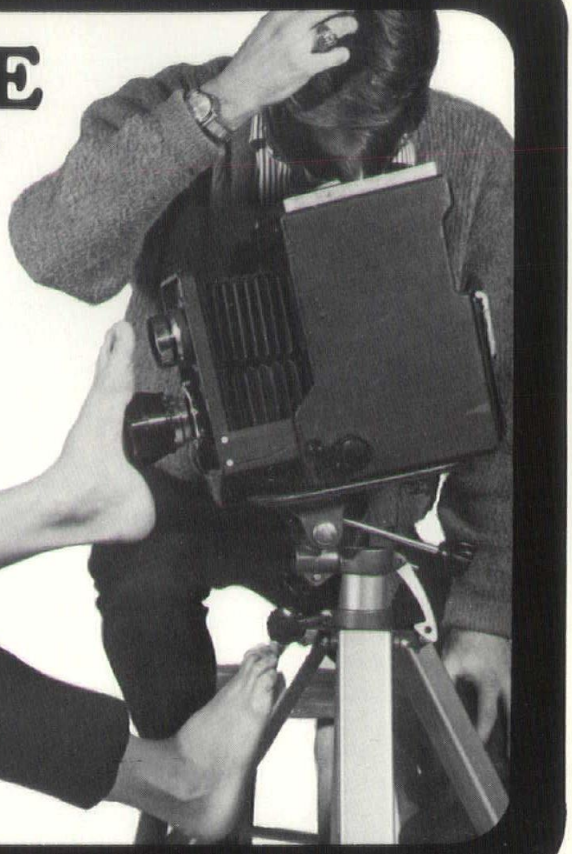

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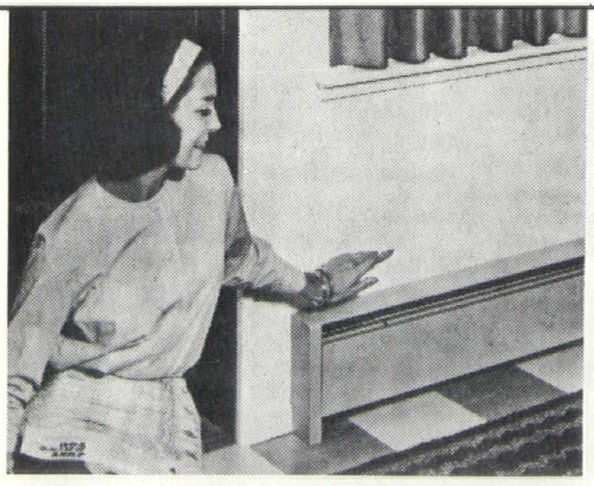

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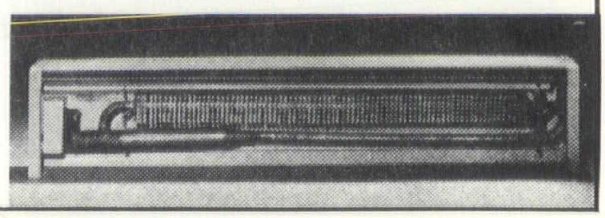

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COUNCIL continued from page 23

New Industries' Location

A third point, also in the "Other" category, suggests collaboration by the present DRED Dept. (promotes industrial development), the Office of State Planning and local and regional planning boards to "search out and zone and plan for areas suitable for new industries." They would work together to find spots "where damage to the environment will be minimized."

(A fourth point might in time be a leading weapon against continuing spread of Urban Sprawl: "Encourage more emphasis on environmental education in the public school system and teacher training institutions. We believe that much is being planned now to this end. It may be implemented without specific legislation, by action of the State Board of Education and by the University of N.H.").

In all, the report bears far more on physical and chemical pollution of natural resources; on regulating land and building developments, such as vacation or second homes (over 20 acres everywhere and over 10 acres in unzoned towns); on enforcement; and on state aid to municipalities.

New Features

Besides the overall new state agency the report pushes adoption of regional facilities where plant costs are too much for many individual towns. Thus, regional **sewage** treatment plants, built and run by a new state system; regional **solid waste** disposal plants (for general dumps and for handling containers) by state stimulation; regional crushing or compacting plants to get rid of **junk cars**; and intensified regional **planning** activity.

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ON & OFF DRAWING BOARDS

(Resuming a regular feature)

Work recently off the drawing boards in New Hampshire includes a new City Hall for Laconia, and a variety of commercial structures.

The Laconia City Hall was designed by Douglas G. Prescott, AIA, Laconia and the job has been awarded to Bonnette, Page & Stone, Inc., Laconia, whose bid was $262,488. It is to be completed in December.

Also in Laconia, Henry Erickson, AIA, of that city, is the architect for a 24,000 sq. ft. addition to the Laconia Needle Mfg. Co. plant. R.C. Foss & Son, Pittsfield, is the general contractor for the work, to be completed in the fall.

In Manchester, the eight-level Hampshire Plaza parking garage designed by Nicholas Isaak, AIA, Koehler & Isaak, Manchester, has Harvey Construction Co., Manchester, as the general contractor for the $1,353,180 project.

Donald Dennis, AIA, of Dennis & Tambling, Portsmouth, reported work underway for the Public Service Co. district headquarters building in that city; a branch office for the Portsmouth Trust Co.; and a telephone dial exchange building in Durham.

The Sanborn Cottage Building at Laconia State School, a residential structure of brick and masonry, with wood framed roof, was designed by Frank J. Barrett, AIA, Hanover.

AIA GOLD MEDAL TO KAHN

Louis I. Kahn, FAIA, Philadelphia architect and teacher, has been named recipient of the 1971 Gold Medal of the American Institute of Architects. This is the highest honor of the national professional society and will be presented during the AIA convention in Detroit, June 20-24. His work and his courses at Yale and the University of Pennsylvania have had a unique impact on architects of the 1960s. Buildings designed include the library and dining hall at The Phillips Exeter Academy, Exeter, N.H.

$100,000 FOR EXPERIMENTS

A four-year grant of $100,000 to support initiatives in the field of conservation has been awarded Dartmouth College by the Richard King Mellon Foundation, Dartmouth President John G. Kemeny announced.

Initial projects will be:

Study of the effects of snowmobiles on the natural environment of the Dartmouth College grant, a 27,000-acre tract of wilderness and timberland north of Wentworth's Location in the northeast corner of New Hampshire; and

Support for an extra-curricular course in forestry taught by Earl R. Jette, assistant to the executive director of the DOC, providing students with basic information about the forest community as one of society's natural resources.

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As Others Se

By W. R. Gregory

Civil Engineer, Department of Planning and Transportation, Greater London Council, London, England

The cities visited during my three-week study period were Hartford, Connecticut, because of its comparatively modest size which aided in adjustment to the new environment; Boston, Massachusetts, because it is a major city and, being long established, strongly exhibits some of the features found in European towns; Toronto, Ontario, for its famed public transport system; Washington, D.C., because it is the capital city but has no mass transit system; and New York, New York, because it has everything—except open space.

It is not surprising that the highway solution to the overall transportation problem is not viable on its own, but seeing this demonstrated everywhere, every day, leaves a strong impression. In North America attempts have been made to match capacity to demand, yet the failure is all too apparent for at least four hours of each working day. For much of the remainder there is over-provision; an expensive commodity is being wasted. This is freely admitted by all, but a proportion pursue the highway solution nonetheless.

Until recently strict economic considerations have dictated the solutions and the results, in terms of esthetics and planning, have been poor. To the European the structural design appears uninventive and repetitive. On a broader scale the roads are uninteresting and the interchanges necessary encumbrances, while at the planning level the highways penetrate deep into the central area, often making use of any available green belts en route—these are termed Parkways.

The question must be asked—would strong opposition in this car-oriented society have been possible if it were not for such obvious and numerous shortcomings? The outsider ought also to consider whether any other country, given such a massive road building program, would have achieved any more. If one can predict the outcome of the conflict between the economic demand for network completion and the environment, it seems that the highway networks must be completed, but to far higher environmental standards than has been the case so far.

s: A Briton on the Road

Inadequate Secondary Roads

Regarding secondary roads, three features stand out: Mediocre street furniture; the poor condition of the roadway; and inefficient junction layouts. But before the British traffic engineer starts to congratulate himself, it must be said that things are changing—and very quickly.

Now that attention is focussing less on primary roads and more on a balanced solution, secondary roads are assuming a new and important role. A program aimed in the finest traditions of the United Kingdom to make the best possible use of the existing network has been in hand for some time, the average period from conception to implementation for any individual project being 12 months. The program, strongly financed and energetically prosecuted, is making substantial inroads into any discrepancy between North America and Europe.

For Improved Signing

It is interesting that the Continental type of signing is being considered and these signs were much in evidence in Washington. If favored, the cost of conversion would be enormous, but the present signs and standards relating to them certainly leave much to be desired. Again of note—astonishment among the authorities that illuminated signs, especially the internal variety, are commonly employed in the United Kingdom.

The opportunity for improving public transport by speeding the general traffic flow has not been overlooked, nor has the preferential treatment of public service vehicles been forgotten. However, very little of critical nature has been achieved so far.

I often heard Toronto referred to as a "pedestrian's paradise," and I confirm this, but it is only marginally better than other North American cities, all of which in my experience strictly guard the vulnerability of the pedestrian. I had expected the reverse to be true.

Multi-Disciplinary Teams

Growing public interest in primary road proposals taking the form of protest against further sections of highway appears to have developed hand-in-hand with changes in attitude amongst the public authorities, for just when concern was being registered over the esthetic and planning shortcomings of the developing road networks, architects and town planners were becoming increasingly involved in the design process.

The general opinion seems to have been that the multidisciplinary approach —or joint concept approach, as it is called in the United States—was a necessary gesture if completion of the urban primary system was to be achieved. So far progress has been minimal and it is becoming obvious that more is needed. None of the public authorities visited used the joint concept approach internally, preferring the conventional arrangements of intermittent consultation. Practically all work of this nature is undertaken by consultants who are building up a wide range of professional expertise.

(Reprinted from "Traffic Engineering & Control", London.)

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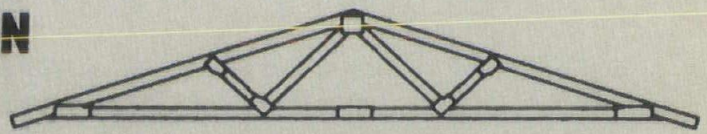

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violated Federal laws of 1966 and 1968 forbidding construction through parks if "a feasible and prudent" alternate route exists, or if no "uniquely difficult problems" exist on alternates. The essence of the high court's finding was that further inquiry into the matter is needed, the implication being that the government has not yet entirely proved its case.

Two Prizes for N.H.

N.H. Dept. of Public Works and Highways won two honorable mentions in the U.S. Transportation Dept. annual national contest concerning compatibility of highways and the environment. Of 20 awards given for 723 entries the two for New Hampshire were preservation of the 1736 General Stark House, Manchester, refurbrished and moved to a new site to make way for the new Memorial Bridge; and the stretch of Interstate 89, New London–Grantham, for its scenery.

Yank to Oxford

Our correspondent for a number of articles recently in the magazine, Ken Paul, of Salisbury, N.H., is leaving the area for a Reynolds Scholarship in English literature, Pembroke College, Oxford University, England. A senior fellow at Dartmouth, from which he was graduated in 1969, he came from Forest Hills, N. Y., and had been teaching English at Concord High School as well as corresponding for "The Washington Post" and "The Concord Monitor."

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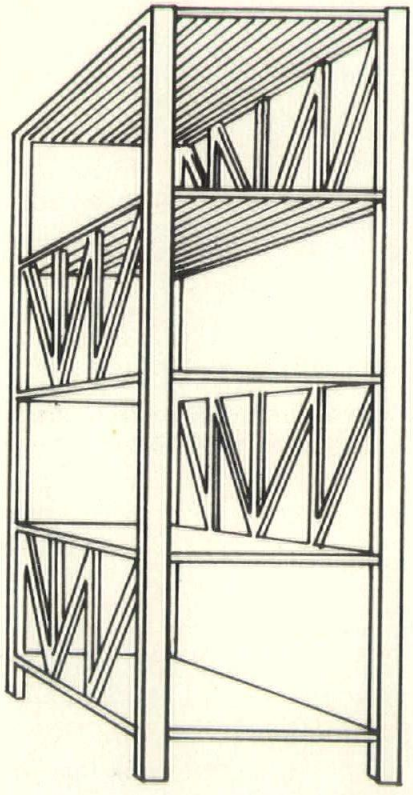

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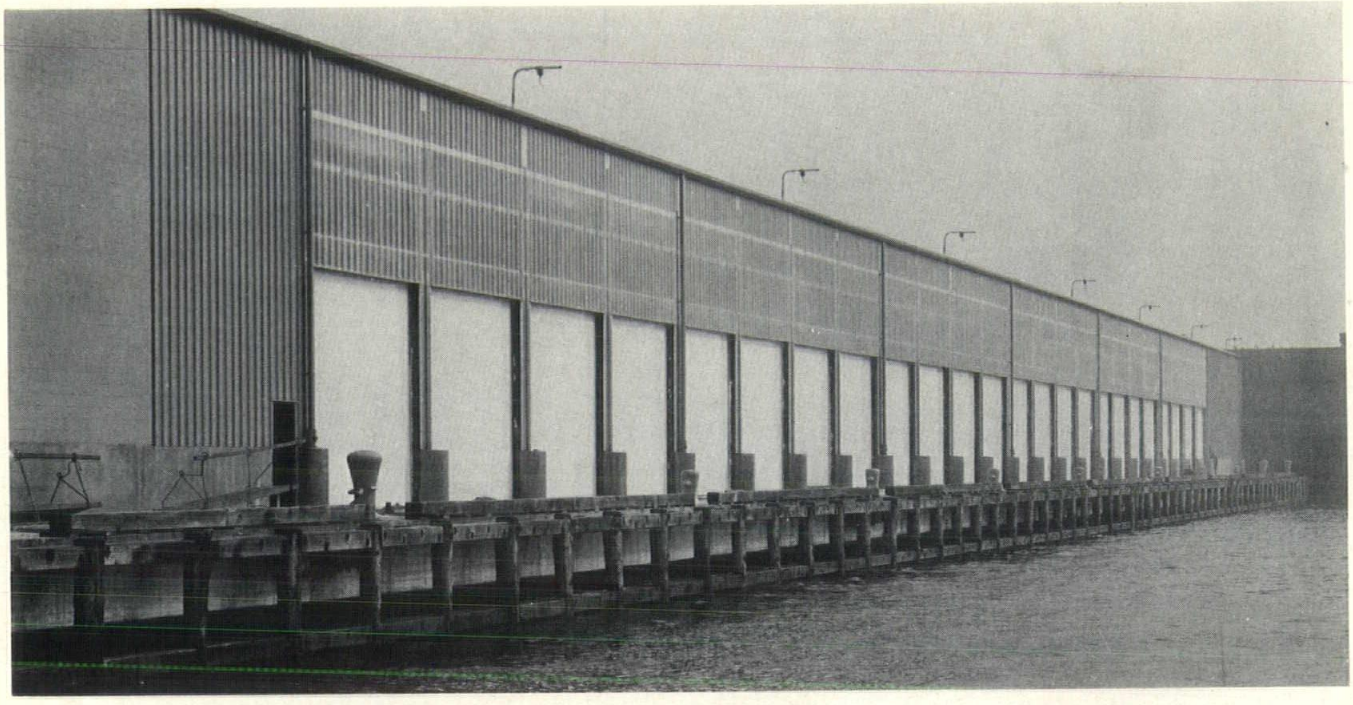

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