

GRANITE STATE

ARCHITECT

OCTOBER 1971 · FIFTY CENTS



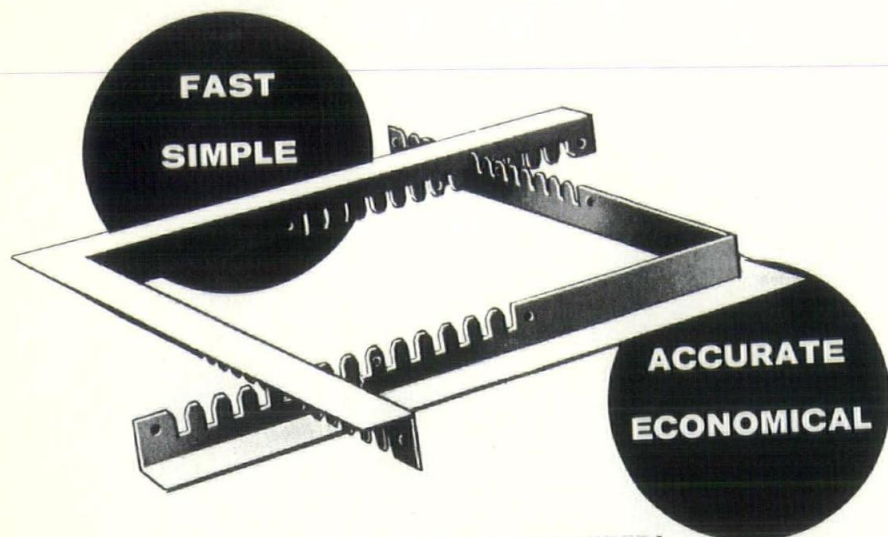
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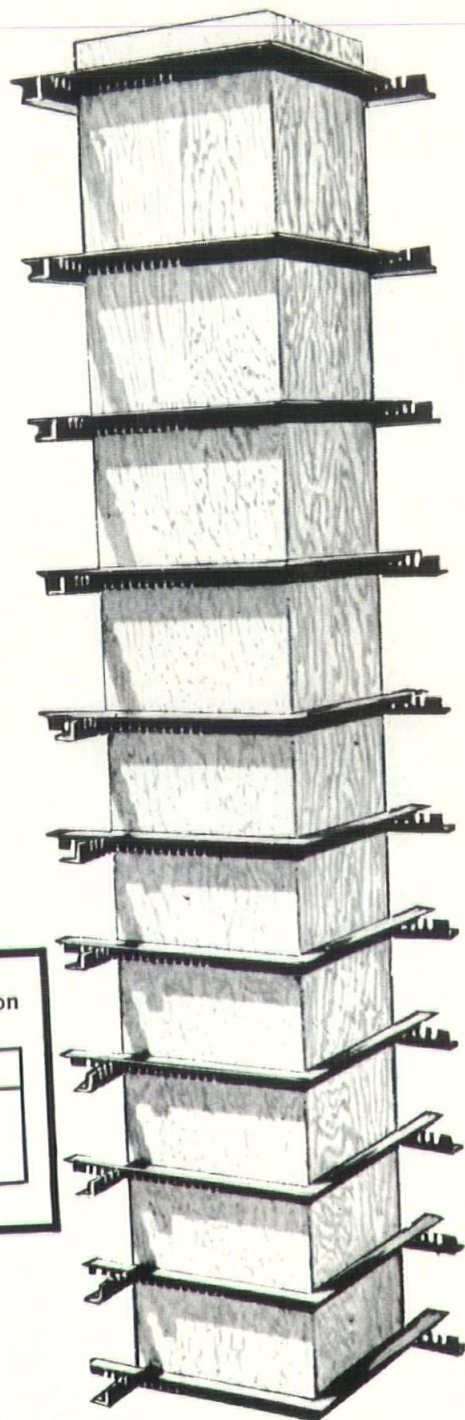


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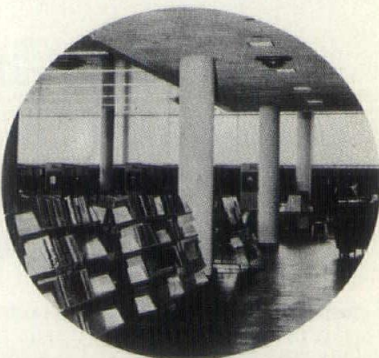
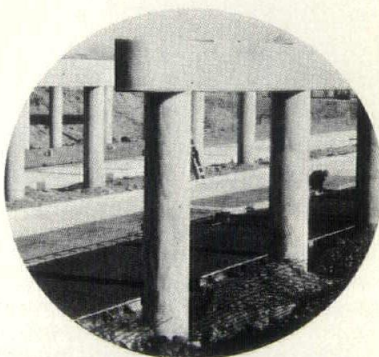
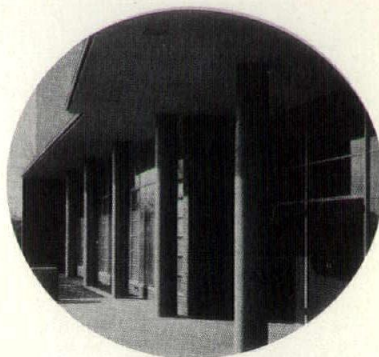
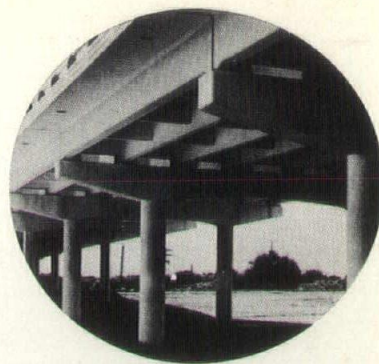
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An Editorial

Our article in this issue reporting on the "Torrent of Tourists," threatening to tear some of our scenic resources to pieces and to create tourist slums covers a problem that has just recently surfaced — even if it doesn't seem highly visible in New Hampshire, there's no question that it's here.

It has surfaced with a flash and loud reaction in Maine, where KPOOM ("Keep People Out Of Maine") was formed this year; in Vermont, which reduced its promotion of visitors several years ago; in New York, where a struggle continues over throwing state forest preserves wide open; in Massachusetts, with particular concern for Martha's Vineyard; in Yosemite National Park, widely characterized as a slum; in Oregon, where large-scale tourism and land development is openly discouraged.

Any search for evidence of the torrents and their impact in New Hampshire is hardly a challenging task: you need only look for disorderly strip development of lodgings and fast food spots along major highways; or parades of elephantine trailers; or surpluses of campers leading to opening of low-grade campgrounds; or piles of litter in the heights and crumbling hiking trails; or woods taken over by all-terrain vehicles (including felling of inconvenient trees); or state park beaches and picnic areas so jammed that residents are crowded out.

"Vacationland can too easily turn into Horrorland, or into a Coney Island of the Northeast, unless we in Maine do more long-range planning than we have so far," that state's largest paper observed. Vacationers make an immense difference in New Hampshire's and its neighbors' prosperity — at least \$500 per capita here, or a total yearly income of \$356 million. The state's reputation for scenery and hospitality is, like Maine's and Vermont's, well established. The torrent cannot and should not be halted.

What to do? Any consideration of the question shows that we must first put an end to the horseback figuring and inadequate planning about tourism that has been the rule here. Surveys of the state's tourist industry have been made — they need badly to be brought up to date, and to be broadened to include in great detail whence people come, why they come, in what numbers, and to what degree for repeat visits. What promotions work best? What are proportions of people who would visit in the less busy late spring, September and late fall periods? What are costs of measures to control the weather (as indoor pools, tennis, golf, skating and the like)? To what less heavily-visited areas may vacationers be diverted? What is the impact of year-round public school systems? Of the 4-day week? Of well-advertised 'mini-vacations'? How best finance new facilities?

We've a heap to learn about all this, and only then may we act properly to cope with the Torrent. It won't get smaller.



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Cover: Multi-Purpose Pit at the Bernice A. Ray School, Hanover, by
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Notes And Comments

One Laconia Mill Saved

The old Busiel-Seeburg Mill (1853), a fine example of New England brick construction, has been sold to One Mill Plaza, Inc., a group set up by three Laconia lawyers to restore the structure to historic preservation standards and convert the interior to offices. It stands just behind the Main Street urban renewal area by the Winnepesaukee River.

The fate of its neighbor, the Belknap-Sulloway Mill (1828), a building of prime architectural interest, remained in the balance as this was written. The Laconia Save-the-Mill Society has worked for more than a year to develop a plan for its use (v. our earlier issues). The City Government and Laconia Housing & Redevelopment Authority are expected to decide, on the basis of a forthcoming report by the Society.

Two other old landmarks threatened have recently made news. In Dublin, where the Burial Ground, opened in 1749, may be partially destroyed to permit widening of Highway 101, a committee has been formed to seek an alternative and save the spot. (A by-pass of the village and cemetery is to be built within the next two or three years, the N.H. Historical Society reported.)

The first Sullivan County Courthouse, in Newport, a brick Federal structure completed in 1825, is threatened with demolition to make way for an auto parking lot. (Newport was made Shire Town, or seat of the county court, when Sullivan County was formed, and its townspeople putting up \$2,000 to help secure the court.) As is now usual, protests were sparked by the parking lot

Continued to page 20

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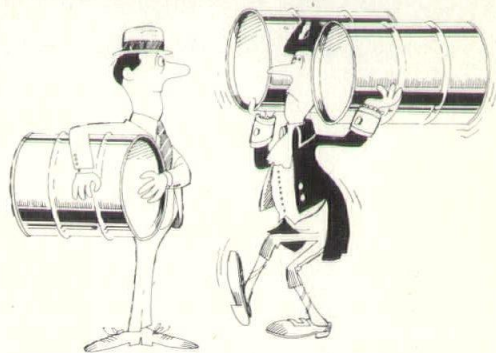
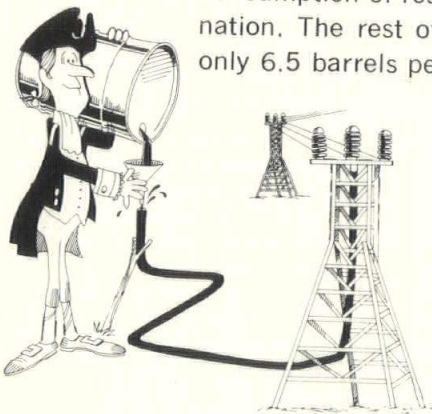
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Will New England Lose Its "Cold War?"

The world's demand for residual oil continues to grow. If this demand outpaces our supplies we will face major energy cutbacks. New England will be hardest hit of all. It is now assumed that nuclear energy will carry much of the load by the 1980's, thereby forestalling disaster. But this could be a costly misjudgment. A decade ago we believed that atomic power would make electricity practically "free" by the 70's. The blackouts we now face each summer are, in part, a result of that belief. To plan for the future, we must rely heavily on known sources of energy — and, here in New England that means oil. Compare our per capita consumption of residual oil with other areas of the nation. The rest of the East coast, the second biggest user, consumes only 6.5 barrels per person each year. Here in New England the average is 11.8 barrels — nearly double!



Or compare the use of oil for the generation of electricity. The Middle Atlantic states use residual petroleum to produce 33% of their power — the South uses it for only 20%. Here the figure is over 67% — more than twice that from natural gas, coal, nuclear energy and hydroelectric stations combined. But utilities are not unique. Seven out of ten factories, office buildings, schools, hospitals

and apartments are heated or powered by this precious commodity. Though the seasons change, our needs remain — and continue to grow each year.

It is for these reasons that a guaranteed supply of residual oil is so important to all of us. Just to maintain our current 20-year supply, nearly one billion barrels of new oil reserves must be discovered by 1985. This is more than the total amount discovered since 1859 when the oil industry began. All this to keep all of New England running hard.



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Bernice A. Ray School

Hanover

Fleck & Lewis — Roy W. Banwell, Jr., Associated Architects.

Trumbull-Nelson Construction Co., General Contractor

When a youngster leaves home to begin elementary school, he usually encounters a dungeon-like institution in which the three R's seem to be Rigidity, Routine, and Repetition. Thanks to its innovative use of wood and its flexible design, the Bernice A. Ray School in Hanover departs from this grim tradition.

The school, now beginning its second year of operation, was the work of Associated Architects, of Hanover. Its genesis testifies to community interest in education — a bond issue was passed after extensive planning and public information sessions. W. Brooke Fleck said: "The Building Advisory Committee and the School Board and the Superintendent of Schools furnished us with an educational specification. From that point we had regular and many meetings, developing first of all the overall scheme and siting of the building, visiting other schools, and talking with the staff."

Trumbull-Nelson Construction Company of Hanover served as general contractor for the \$1,480,000 building, which has an attractive location on

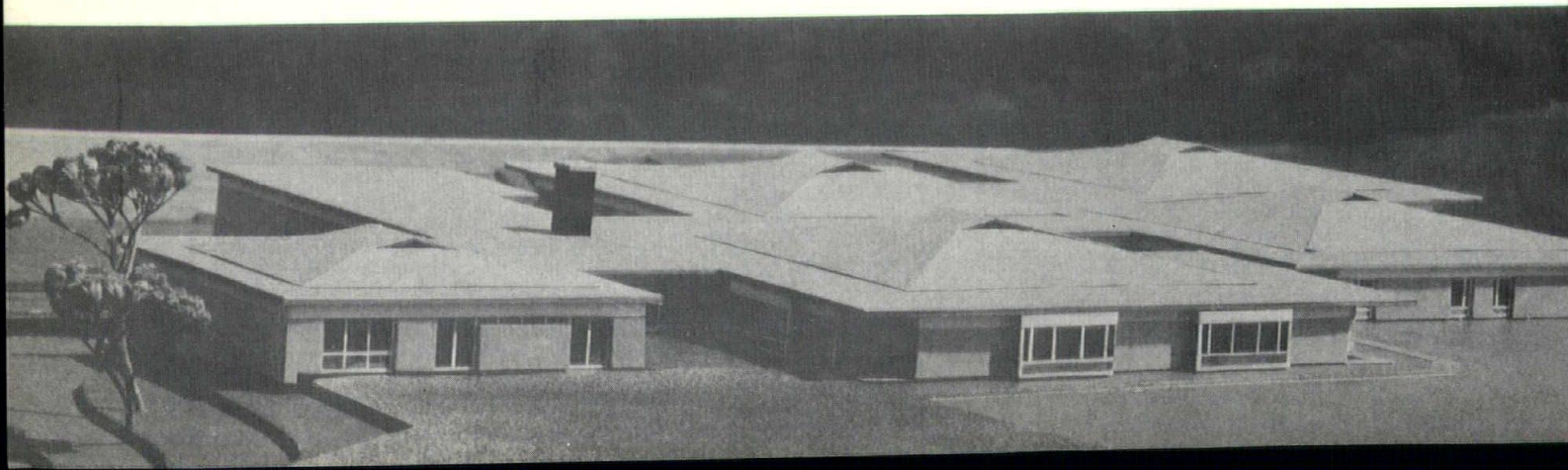
Reservoir Road, about one mile northeast of the Dartmouth College campus.

The two distinctive features of the school are the all-wooden construction and the configuration of classroom areas to allow a great variety of instructional techniques.

The Ray School is the first all-wood school in the Granite State in half a century. The interior and exterior paneling required 40,000 square feet of fire-retardant redwood, and 81,000 board feet of dimensional lumber frames the structure. There is a steel column and steel joist framework, with an exposed wooden roof deck. The total effect should ease the child's adjustment to school. Mr. Banwell said: "We'd rather that it were comfortable, warm, residential in scale and appearance, not a monumental institutional space."

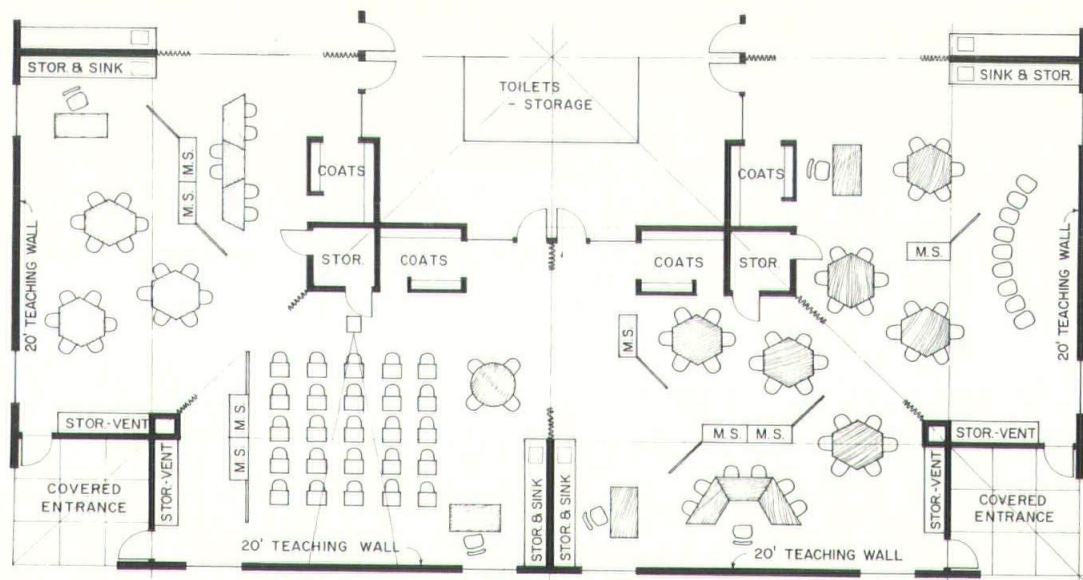
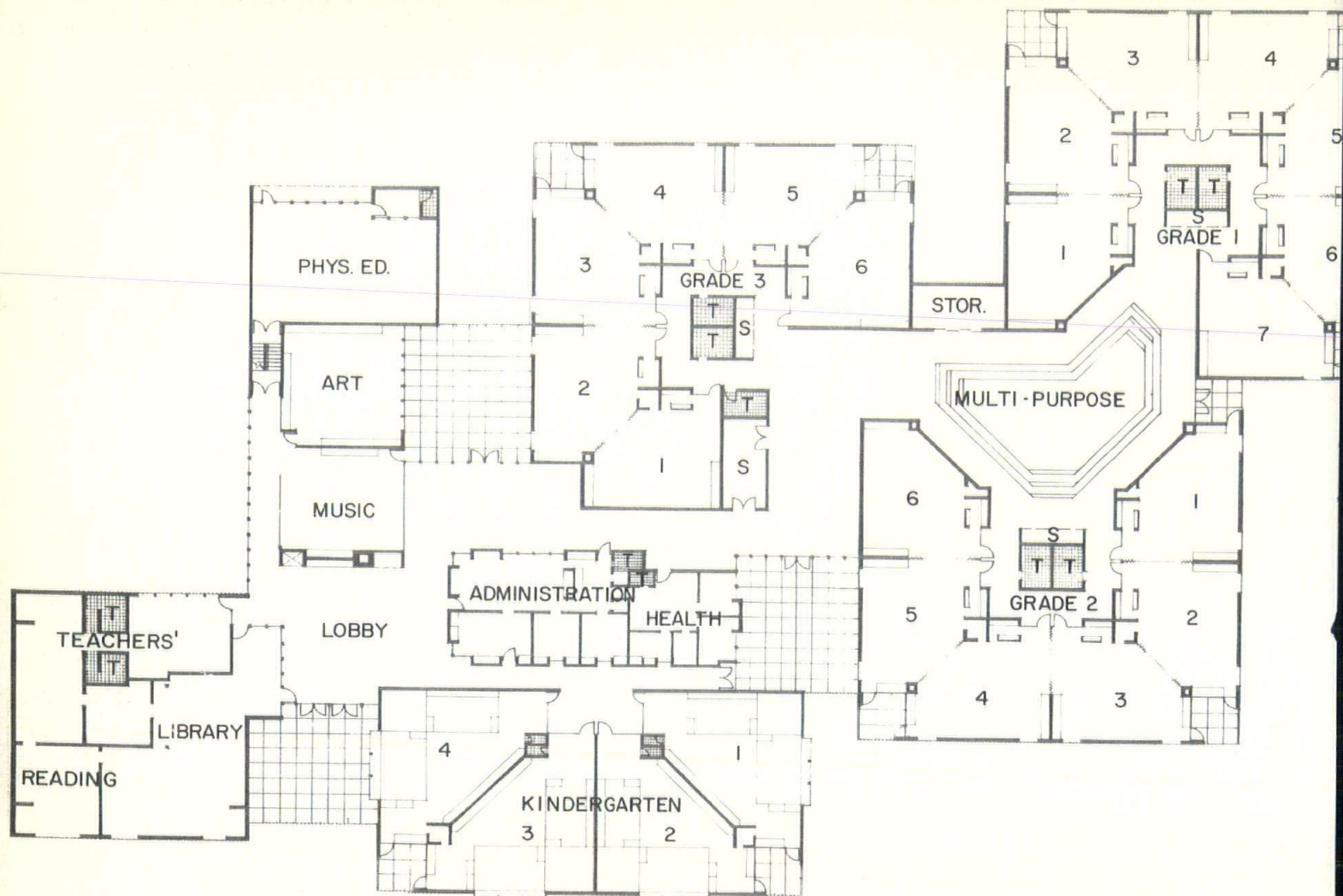
The strict safety regulations applicable to school construction were satisfied by Koppers Company, Inc., of Pittsburgh, which manufactured the chemicals and provided the treatment for the fire protected wood. An article in the

Photo of model; roofs slope gently. Main entrance is left of the large module in the foreground front. The approach from Reservoir Road ends at the school, avoiding passing traffic, includes a turnaround and unloading area for buses and a pedestrian-bicycle way.





A classroom whose attendant clutter and displays create a lively area. Wall-to-wall carpeting is employed, except in wet spots, providing noise control and obviating large areas of acoustic tile. The sloping wood roof deck is left exposed as ceiling. Wood construction meant economy in finishing and a faster closing-in.



September 1970 issue of Construction Products and Technology explained the process:

"Wood is made a fire-retardant material by pressure-impregnating it with inorganic mineral salts. Instead of the flames and smoke usually associated with a wood fire, treated lumber emits

non-combustible gases and water vapor. A protective char forms on the surface of the wood to retard flame spread."

The use of wood in the one-story structure also cut costs and provided substantially more usable space than a masonry veneer and a multi-story structure would have. It also helped

acoustically. The only drawback is the possibility of splinters from the rough surface. Asked if this was a problem, a school official said, "Not yet."

The building's exterior redwood is in a grey stain, with attractive use of white curtains. The roof is sloped and blends nicely with the hills surrounding the 35-

Granite State Architect

The overall floor plan, top of facing page, is supplemented by that for typical classrooms, the drawing covering one-fourth the space of one of the modules. One-story construction eliminated stairwells; most rooms open into each other, minimizing standard corridors. The building therefore has 75 per cent teaching space, compared with a national average of around 60 per cent. Some glass interior walls and plenty of light open up a hallway, while outside space includes basketball courts and equipped playground.





acre site. Play areas in front of the building emphasize grass, not concrete. Inside, Hanover has a school for all seasons.

As Mr. Fleck explained, openness and flexibility are the key to the design of the Ray School: "The overall concept is of each grade level being integrated by an open space and having a core of toilets in the center. Up to this point, in recent years the toilets have always been within the classes of these lower grades." Placing toilets for each grade in the middle of its instructional area, within sight of the teachers, allows the classroom space to be wholly open or partitioned into units for any number of students.

The 580 kindergarten through the fourth grade students (the building was originally designed for K-3) may find themselves in a traditional, self-contained class of 25 with one teacher, an "open classroom" with individual instruction, or a "team teaching" situation.

Music, Art, and Physical Education areas are set off to one side so that addition of higher grades and expansion of the building can be undertaken in the future. Bright colors are the rule, even for the hooks youngsters hang their coats on and the cushions they can sit on.

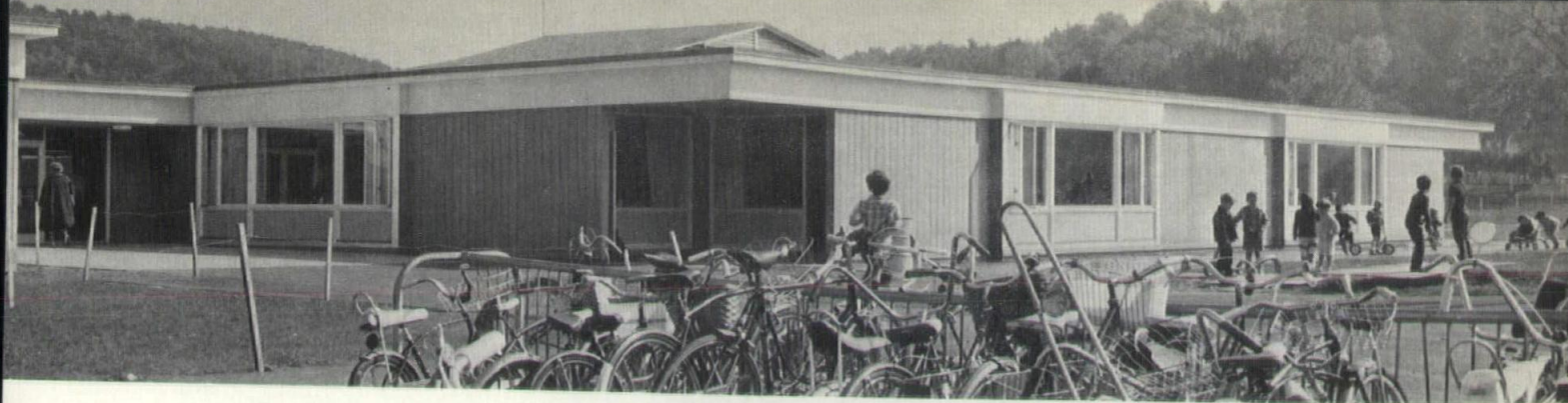
The care of each classroom cluster contains a washroom with the cluster's heating-ventilating units located in the space created by the peak of the roof

above. These heating units are fed from a basement boiler plant.

Another unusual aspect of the school is the Multi-Purpose pit, which has seen a host of uses, ranging from daily lunches to closed circuit television taping. With seating on the carpeted steps a comfortable, informal proposition, the town has discovered that the place where its children learn by day can become a congenial meeting place at night.

Besides office space, there is a library resource center. All these areas are not isolated schoolrooms. Rather, like the carpeted corridors that connect them, they are all for teaching. These corridors, for example, have display cases, full-length bulletin boards in the form of

Granite State Architect



the paneled walls, and a friendly ambiance that invites teacher and child to discover uses for them. Nor is the school shut off from its surroundings. Most rooms open directly to the outside, and attractive flowers and other landscaping make Nature part of the educational environment, not the remote destination of a field trip.

The architects praised the way the staff has exploited the building, and Roosevelt Weaver, the school's new principal, reciprocates: "I think the building plays a major role in the educational process because it gives the teacher and student opportunity for a great deal of contact."

The atmosphere of Hanover's newest school expresses a renaissance in American education. At a time when many schools are places of decay and despair, the Bernice A. Ray School, in its design and its operation, reflects gaiety and promise. — Ken Paul

October, 1971

Left, library includes a pit well-suited to young readers; walls carry redwood panels. Top, detail of the main entrance. Just above, another hallway view; the roof and its beams add interest.



The view above is at the corner of North Main and Centre Streets, Concord, an intersection enlarged and rebuilt in 1970 to remove a traffic bottleneck. Red brick and white trim combine with liberal use of glass and contemporary lines in this eclectic neighborhood. State House dome protrudes at center; spire of St. Paul's Episcopal Church at right.

The aerial view on the opposite page locates the Center on the lower right corner of the State House area. Centre St. has been bent left to form the revised intersection with Main, by the building's lower right corner. Parking areas are behind and left of Center.

Other buildings in view include Federal houses on Centre St.; a 1920s office building left of Prescription Center; St. Paul's Church (1858), State Library (1880s); N.H. Historical Society (1900s) are in a row above it, to top of photo. Green with State House (1819-1860s); old Post Office (chateau, 1880s); Public Library (white structure, right, 1930s); City Hall (after European lines, 1900s); on left, old bank and State House Annex office buildings (1930s). Urban renewal is evident in the empty spaces, right.



The Prescription Center

Concord

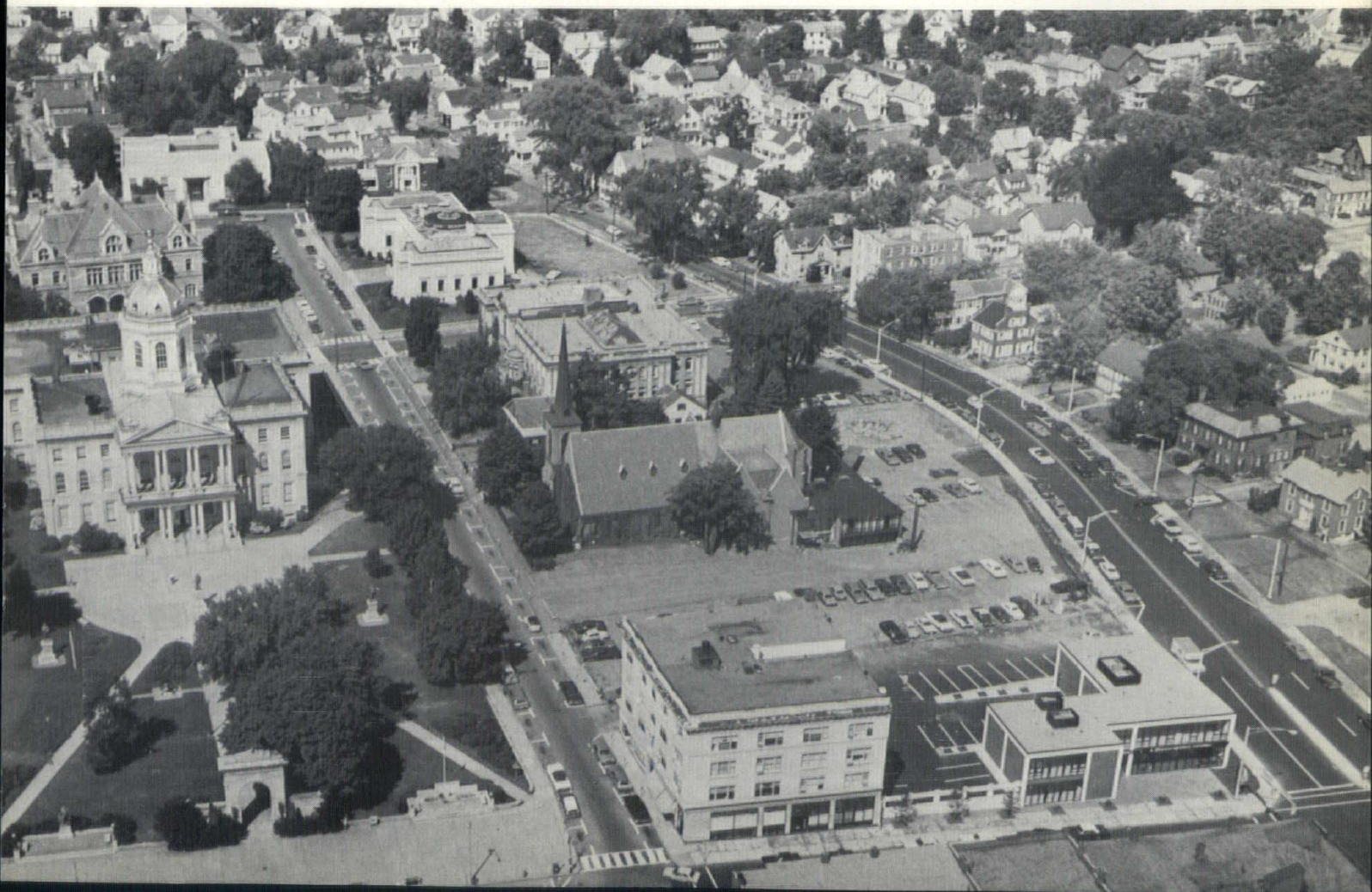
Guy K.C. Wilson, Architect

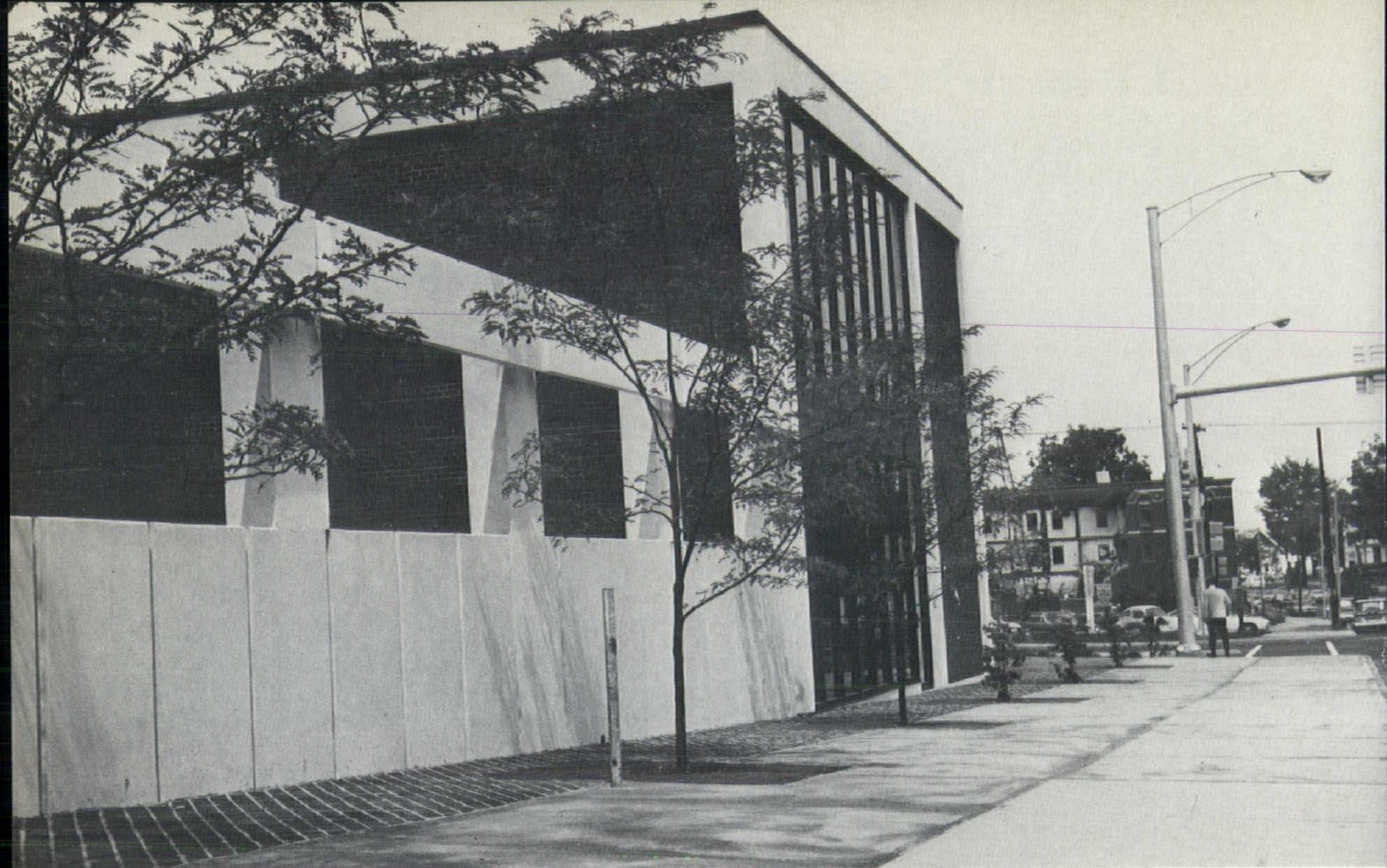
Remy Fortin Construction Co., General Contractors

Urban renewal is always complex, often slow, and sometimes painful. In New Hampshire's capital city, to date only one building has been erected in the central U-R area, around the busy, enlarged intersection of North Main and Bridge Streets. But the new Prescription Center, may accelerate Concord's development because at this gateway point it is a functional and pleasing introduction to the city.

Mr. Wilson said, "It seems to me that the real significance of this building is in regard to its position in the urban renewal revitalization of the Capitol Plaza North." Whether he comes from the north or south via Interstate 93 or Route 3, or from the east via Route 9, the visitor to Concord is sure to notice the building. A striking sign, attractively lettered and integrated into the design, calls attention to the two-story red brick building.

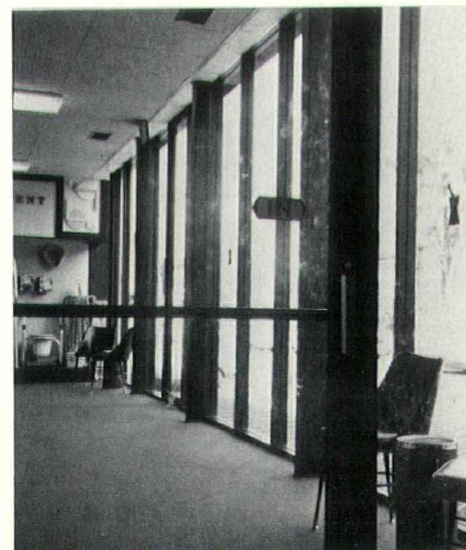
The ground floor has two wings separated by a carpeted vestibule with vending machines. On the left is a surgical supply display area, and on the right, also behind a full-length clear glass facade, lies the pharmacy itself. A white retaining wall of poured concrete with masonry plaster surface treatment shields an ample parking area beside the building. It is recessed from Main Street behind landscaping and brick tiles imparting a cobblestone effect.

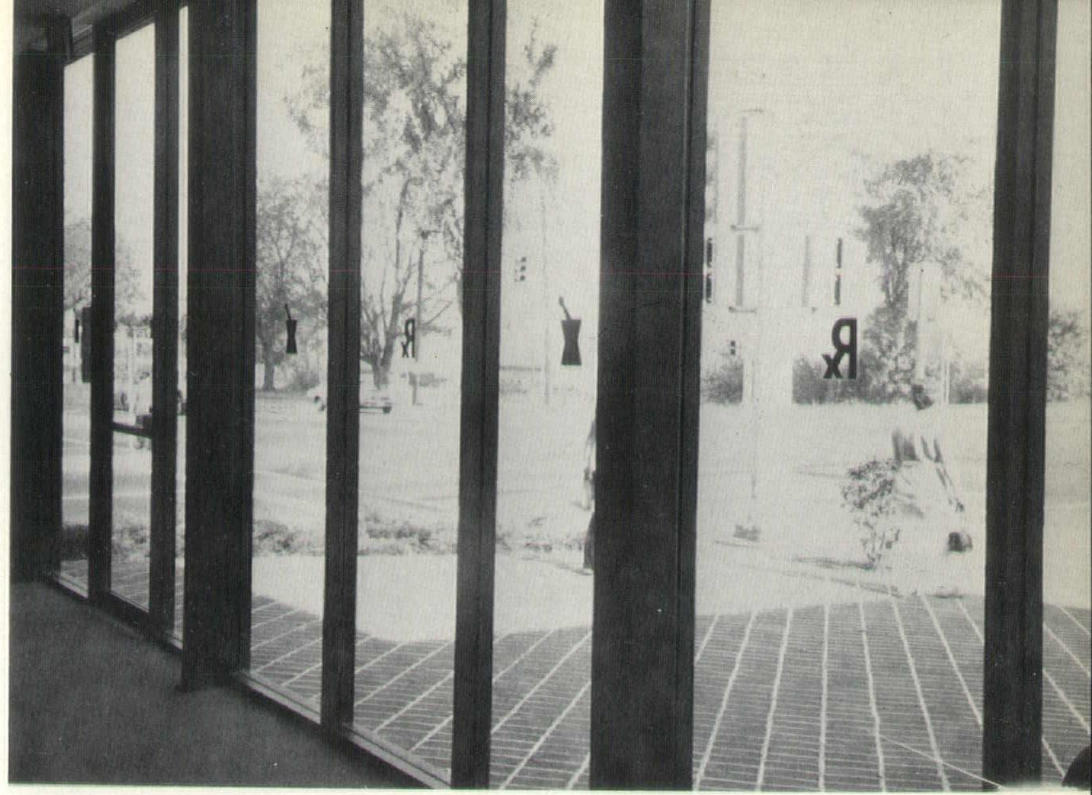




A view north along Main Street, above. Parking lot wall on left, and sidewalk space has been widened by the brick strip accommodating trees and plants. The indented part of the Center is around to the left of the building's big shoulder shown here. Lower right, part of the entry area to the store, the east part of its big retail room. Chairs here accommodate visitors.

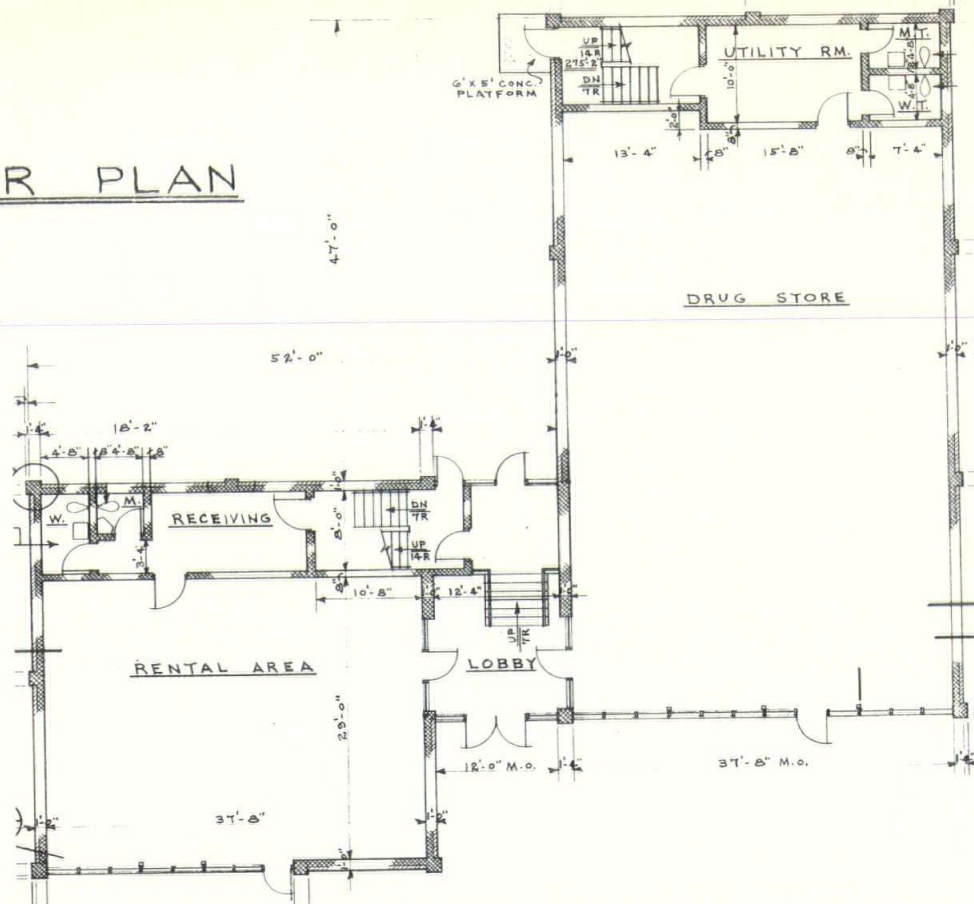
Part of the glass front, opposite page, looking out on the court formed by indenting the building; view is northeast, across the big intersection. Below, part of the pharmacy's large room; as in many recently-opened drug stores, there is no fountain or other eating facility.





FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"



Ground floor plan, above, shows access direct to store from Main St.; hallway from the rear parking lot provides another entry, and serves stairs to the office spaces on second floor. Office area on that floor includes plenty of windows. The hallway is shown in the photo below.

Cooperation Essential

Architect Wilson stressed the cooperation essential to any urban renewal assignment. He worked closely with clients John Fanaras and Kenneth Fortier, as well as a host of organizations and agencies, principally the Concord Housing Authority, which oversees the Project. He commented: "Having been part of this particular renewal area I feel quite excited about the possibilities of getting people to work together for the improvement of our own city."

The building cost \$227,000, including site development. The masonry-bearing walls rest in a long-span bar joist frame. The entire building has air conditioning, acoustically-suspended ceilings, and asbestos tile floors.

The second floor will be rented. On the ground floor, a sense of openness and space is paramount. In the Prescription Center, the four display gondolas do not rise to eye level, and there are no columns or obstructions. Behind the counter four or five pharmacists have room to prepare prescriptions. The upper wall areas have rather garish signs and lighting, but they do not detract from

the general impression of simplicity and cleanliness. And a special pleasure for the druggists and their customers is the view across the highway to hills of the Merrimack Valley.

Merger Permitted Construction

John Fanaras makes it plain that his contribution to Concord's urban renewal has been rewarding. When the individual stores that he and Mr. Fortier owned faced demolition, the two pharmacists, each with 21 years in the profession, decided to merge. Their resources were added to those of the old Davis Drug Store, which they purchased in 1969. "Neither of us relished the idea of taking on a project like this by ourselves. By combining businesses, we'd have a larger, more efficient operation," Mr. Fanaras explained. He noted that since moving to the new site in June, they have not experienced the usual summer slump in their prescription and retail business.

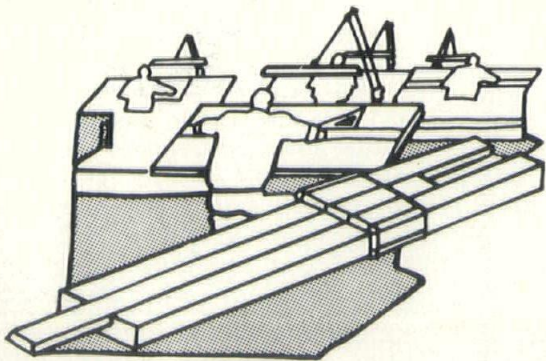
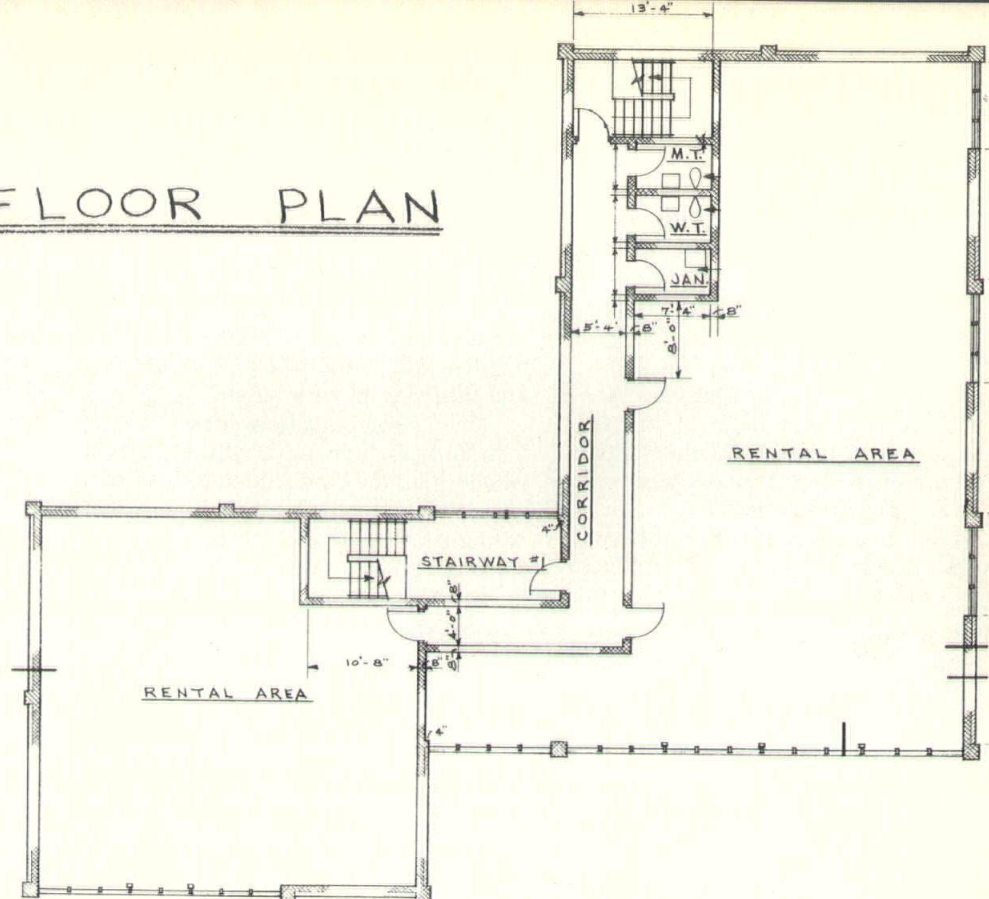
In sum, this early return on urban renewal in Concord is heartening. As Mr. Wilson said, "There's nothing that really sets the architect's heart palpitating. We wanted something that was crisp and straightforward and I think that's what we've got." — K.P.

Granite State Architect



SECOND FLOOR PLAN

SCALE: $\frac{1}{8}'' = 1'-0''$



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NOTES continued from page 6
proposal and, for now, the building continues to be a Newport landmark.

State Board

Frank Kennett, of Conway, was named by Governor Peterson and confirmed by the Executive Council as a member of the State Board of Registration of Architects, succeeding Malcolm Hildreth, of Nashua.

Annual Meeting

The New Hampshire Chapter, AIA, Annual Meeting will be held in early December, in Durham. Further details will be presented in the next issue.

On Prison Design

A longer piece elsewhere in this issue discusses prison design in an AIA release issued before the Attica, N.Y., riot.

"Although penal philosophy is beginning to break out of antiquated molds," the release states, "many prison authorities are afraid public opinion may criticize them for coddling criminals." In one recently-completed state prison, construction of a large swimming pool was authorized. After it was completed, it was covered with earth. When public opinion permits, the release said, the warden will "quietly take out the dirt and fill the pool with water."

Protecting New Area

A study is to be made with the aim of establishing the land around New Hampshire's Presidential Range as a "near wilderness" area thus giving it special Federal protection, according to an announcement by U.S. Eastern Regional

Forester Jay H. Cravens at the annual meeting last month of the Society for Protection of N.H. Forests, at the Wildcat Ski Area.

Since few areas qualify for full Wilderness Area designation and the strict protection that brings, as to the Great Gulf, Mr. Craven said the U.S. Forest Service has been developing a national program to upgrade protection of desirable unspoiled areas such as the Presidentials and surrounding lands. The protection would apply to most of the hammerhead-shaped area between Rte. 16 on the east and Jefferson Notch, with Rte. 2 the northern boundary.

Aside from preservation, the approach would preserve the lands as Primitive Outdoor Recreation Areas. Some activities at present would have to be restricted, and others prohibited, Mr. Cravens said, assuming the idea is carried out.

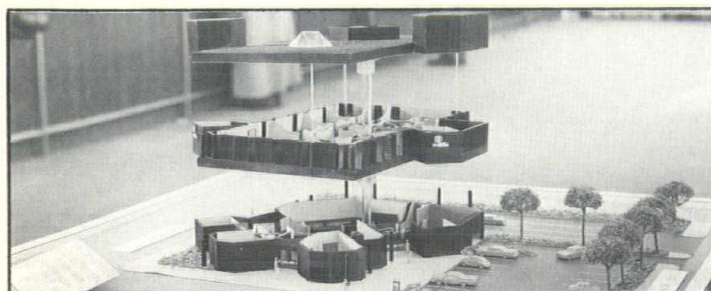
Large Abatement Plant on Line

Rochester's new water pollution abatement plant, a \$4.5 million installation highlighted by seven large lagoons, is expected to be in full operation before winter. The installation is located on 125 acres in Gonic and receives all sewage that used to be dumped into the Salmon Falls and Cocheco Rivers. The lagoon system is described as the largest at present in the country.

Pollution Plants' Progress

The special session of the Legislature meeting briefly in September repaired some of the damage left after the 1971 regular session by approving \$526,500 in state grants to aid cost of sewage treatment plants planned for construction in Lebanon, Concord, Laconia, Somersworth and Franklin. The latter had been told by the Federal Environmental Protection Administration to get started on its \$4.5 million pollution abatement plant by next February, or face some sort of Or Else. The little city replied that it couldn't carry the

Continued to page 35



Model of Bank of New Hampshire Building — Manchester, N.H.



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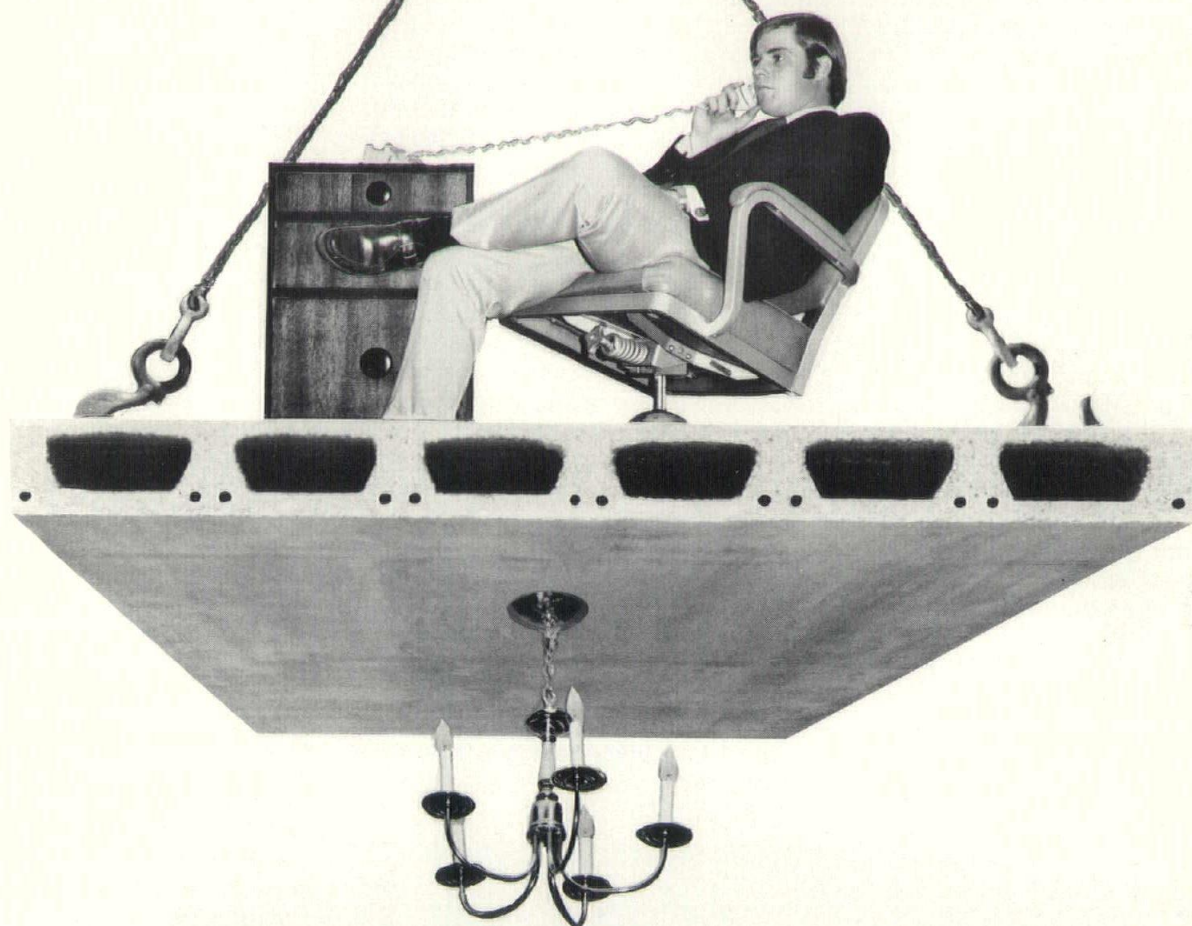
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'Torrent of Tourists' in '71 Brought

A surprisingly prosperous summer in New Hampshire's — and its neighbors' — vacation travel trade has brought yet another large environmental problem to the surface: torrents of tourists threaten creation of vast tourist slums.

Growing tourism has recently been a vital prop for these states' economies, particularly since a dollar invested thus returns handsome income much more quickly than a dollar in manufacturing plant. Blessed by favorable weather and handy to the largest and wealthiest pool of population in the country, the states this summer welcomed thousands, who piled up traffic jams, overcrowded recreation spots and sometimes stomped the scenery to dust.

Much more attention has been paid to this spreading problem in Vermont and Maine (as well as Oregon) than in New Hampshire. "Vacationland can too easily turn into Horrorland," said a September editorial in the Maine Sunday Telegram (Portland). The article is reprinted below — we have not come across such a comprehensive piece in any New Hampshire paper.

"Restriction But Sensible Protection"

The knowledgeable "Reporter," in North Conway, a prime resort area, did headline a recent editorial, "Restriction But Sensible Protection." This touched on regulation of land developers, a well-known statewide issue, adding: "now the picture is rapidly changing in our region, as well as throughout our neighboring state of Maine. These

residents also feel an unwanted pressure . . . loss of good hunting . . . congestion . . . we can't even launch our boats in the lake, so crowded are we with transients . . ."

In Vermont, where the issue first surfaced several years ago owing to crude behavior of some land developers, state development and tourism promotion funds were cut. Oregon has deliberately discouraged mass tourism. Maine's situation, with gains of up to 25 per cent in vacation trade last summer, was pointed up by organization of "KPOOM" (Keep People Out of Maine), a residents' effort backed by, among others, the lively "Maine Times" weekly.

"There is no sense in trying to stem the tide of tourism, in trying to KPOOM," the Portland paper said. "It won't work." "Maine is too desirable a mecca. As Megalopolis grows worse, Maine will grow ever more desirable to ever more people in the United States."

In New Hampshire, summer tourism traffic and monetary receipts were estimated by the Division of Economic Development to have made a new record. The rise over 1970, the old record, is given as 10 per cent. The impact of this included welcome income at a time of grinding unemployment — as well as bumper-to-bumper driving, jammed recreation areas and even growing damage to White Mountain trails, where hikers' numbers have leapt straight up.

In Massachusetts a copyrighted article by Anne Simon in "The Boston Globe" said, "The man-land balance on Martha's Vineyard, altered only imperceptibly over many centuries of exploration and development, is suddenly erupting . . . one of the last warm-water islands of its size left unspoiled along the historic Eastern seaboard . . . is about to sink under the weight of progress."

Warnings have not been heeded by the islanders nor their government, she said. A recent comprehensive plan for the island ordered by the Dukes County Commission, Mrs. Simon reported, has been rejected and kept secret. She said it gave the Vineyard "two years to limit the number of visitors, acquire permanent open space and put stringent restrictions on expansion."

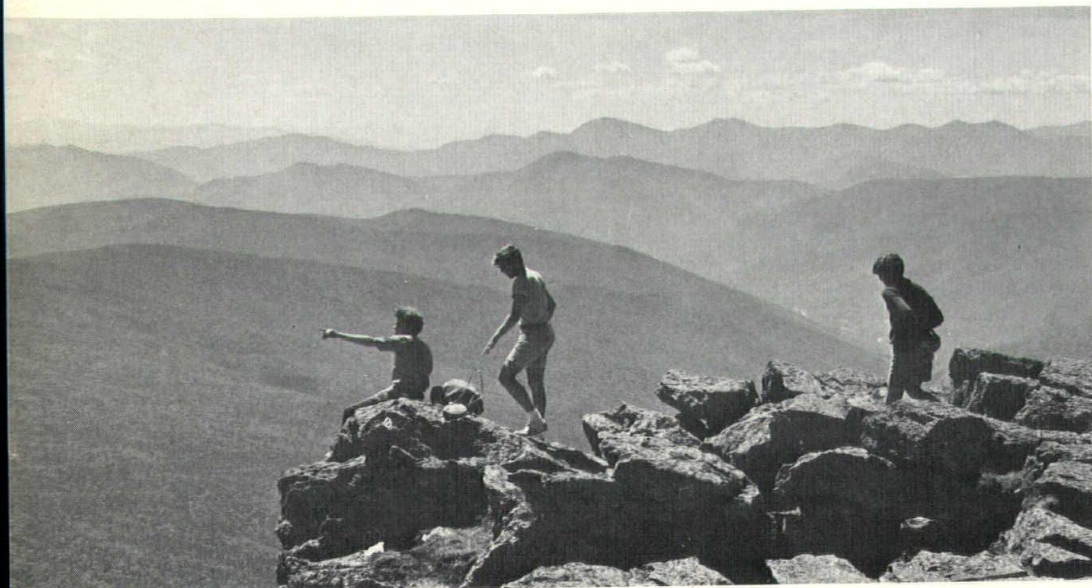
'Environmental Cancer'

If none of this is done, "the island will have contracted terminal environmental cancer by 1975" she quoted the report as saying. "Islanders are too close to the clinking dollars of short-term growth to recognize the rumble of long-term disaster."

One spokesman for the tourist trade, the "Lodging & Food Service News," of Boston, said in an article printed completely below, "the industry has not properly sold itself to the community . . . when a hotel is proposed in a community, it conjures up visions of what? The influx of a lot of outsiders . . . possibly littering the countryside. Few think of the jobs a hotel will create. Or the new taxes . . ." The article also called for reforms regarding pollution, billboards and litter.

Matters for the moment in Maine were brought to a temporary crossroads at a meeting last month of the Maine Innkeepers Association, where pros and cons of the issue were discussed lengthily. A speaker from "Maine Times" urged the tourist industry to sponsor a study, also proposed by the Portland paper, to show how much tourism costs Maine in proportion to what it brings the state. Members were told that unless tourism were controlled, masses of people would destroy the very reason for coming, the natural beauty and quaint towns.

More selective promotion of vacations was also advocated, with less emphasis on the peak summer months; and, during the summer, less emphasis on promotion



Heavier and heavier use is damaging hiking trails, where the soil, as here on Mt. Monroe, above the timberline, is thin and tender. Dick Smith photo.

Benefits — And New Problems

of the coast from Kittery to Bar Harbor. Efforts were supported to attract a larger fraction of people to the state's lakes and mountains, and to the extensive coast above Bar Harbor.

A conference on the future of New York's Adirondack Mountains held last month in Canton, N.Y., brought out the same problems and the same fears. Much time was devoted to the impact of snowmobiles and of all-terrain vehicles, which are starting to turn up in large numbers in the warm months. It was noted at this meeting that the "Forever Wild" clause in the New York State Constitution gives better protection to the mountain region than if it were turned into a national park.

Here is the text of the editorial from the Sept. 12 "Maine Sunday Telegram," published in Portland:

Labor Day has gone. And with it millions of summer visitors to Maine have gone too. And there is a sigh of relief in the Pine Tree State.

But it is not enough to sit back and pray that somehow Maine will be able to handle a still greater influx in 1972. And after a magnificent summer like this one, a still greater influx next year is almost certain.

If Maine sits back, or if Maine does only as much horse-back figuring and planning about our tourist business as we have done in years past, Maine may soon be in for deep trouble.

Vacationland can too easily turn into Horrorland, or into a Coney Island of the Northeast, unless we in Maine do more long range planning than we have so far.

We need look only to our neighbor, Vermont, to see the terrible problems that a swift boom in tourism can create. It can turn heaven into havoc.

Look further, out to Oregon, and we see the social and physical dislocations and trauma caused by a tidal wave of visitors and settlers moving in from nearby California.

We in Maine must learn from Oregon and Vermont.

Maine is in much the same vulnerable position as Oregon. Like Oregon, our matchless coastline, our lakes, our mountains, our parks, our forests and open spaces are an enticing mecca to the megalopolis dwellers from the big

blighted cities. In the same fashion that Oregon became the land of heart's desire for those sick to death of life in the smog and torment of California cities, Maine is the mecca of the Eastern U.S.

We have no intention of being a Jonah. But it would certainly pay Maine to look hard and in detail now at the situations which arose in Vermont and in Oregon; and to learn and benefit from their experience with a tourism crisis like the one which is hot on our necks now.

We could learn too from Canada.

Certain national and provincial parks in Canada have been so over-crowded and so over-used by human beings that the government has been forced to close them completely. No one is allowed to use them. These over-worked parks are to lie fallow for a year or two or more, while nature inside their boundaries recovers from the damages caused by too much humanity.

Certain parks in Maine are now in the same kind of danger. Hikers' boots have worn down the topsoil of Mt. Katahdin.



Portsmouth's Moffatt-Ladd House, built in 1763, an exceptional example of one of many historic sites drawing tourists. The state's blend of history, water and highland scenery draws upwards of three million visitors yearly. Planning to accommodate them and prepare for future increases has been greatly hampered by lack of state and local money. Douglas Armsden photo.

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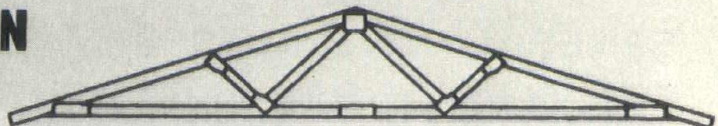
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So many millions of human feet have trod over Acadia, that the roots of trees on Mount Desert have been grossly damaged and the trees may be in danger of death. This is just "fair wear and tear"; it does not take into account the thoughtless or deliberate vandalism which costs a further dreadful toll. Massive tourism brings not only dollars; it brings destruction too. But more of it is coming to Maine.

What is the answer?

We do not know — yet. No one in Maine yet knows. For no one in Maine with the power to act and the ability to lead has yet begun to seriously study the problem. No one yet has begun to accumulate, or establish ways to accumulate all the facts and figures necessary, to pool the talent and the public concern necessary, to sensibly wrestle with the challenge of "What to do?"

At these newspapers, we want to take a right step in that direction.

It is our plan at the Maine Sunday Telegram to begin publishing later this Fall, and to continue publishing this Winter and to go on publishing next Spring a series of informative, thought-provoking, stimulating feature articles on the future of tourism in Maine, of second homes in Maine, of camping in Maine, of year round resort areas in

Maine — the whole gamut of Maine's future, pro and con, as Vacationland.

It is our plan to invite concerned Maine citizens and business organizations, with sound and revealing information and their own well-considered ideas and fears, to write newspaper-length articles or shorter Letters to the Editor on this prime topic.

And the invitation mat is out to you now.

It is our plan to seek out information from such states as Oregon and Vermont and to publish in our pages what first-hand experience has taught them.

From time to time, it is our hope to hold small seminars at our newspaper offices, to which appropriate Maine government officials and Maine citizens will be invited, to exchange and develop constructive new ideas and plans. We will also ask authorities from other states and from Washington, and perhaps other nations, to participate.

While our hopes are high, we can of course make no promises now as to what the results will be. Our papers can, at best, be a lively catalyst and a convenient, swift channel of mass communication.

Our starting point is simple.

We know that "tourism," for lack of a better word, is the third biggest business in our state. We know that visitors will

spend about \$600 millions in Maine this year. We feel certain the future trend of tourism will be up. And more tourism will bring more problems; will bring more costs to Maine as well as more income and more tax money. We know it is a mixed blessing. We know we are going to be "blessed" with it, like it or not. But we don't believe there is any answer or any future in being negative.

There is no sense in trying to stem the tide of tourism, in trying to KPOOM — Keep People Out Of Maine. For one thing, it won't work.

Maine is too desirable a mecca. As megalopolis grows worse, Maine will grow ever more desirable to ever more people in the United States.

We believe those people can be accommodated in Maine. That Maine is big enough to handle them well, to their enjoyment, to our enjoyment — and to Maine's profit in more money, in new jobs and new investment.

But we know this will require a re-channeling of people. More visitors will have to be steered to the great delights of inland Maine, of Maine mountains and Maine lakes, and away from the over-crowded coast.

The coast in southern and middle Maine up to Mount Desert is filled to overflowing now. Coastal visitors must be enticed further downeast. Perhaps

Continued on page 26

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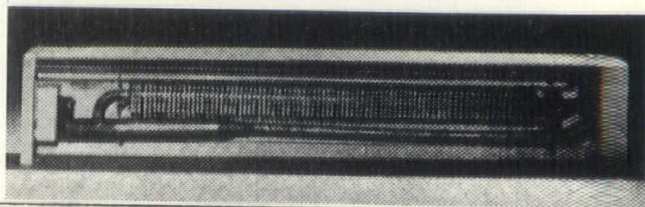
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TOURISM continued from page 24
new meccas for visitors may develop in Washington County. They could stand the business.

The problems — and the opportunities are myriad. And we know far too little about either.

For example; what about the growing second home market? Where? How many? How much? What about financing, zoning, bank mortgage money, construction techniques?

What about more condominiums? Maine, as yet, has only dabbled in this big, promising field.

What about the growing number of tourists who come towing big homes behind them? What about the growing number of young tenters and campers

and hitch-hikers? How much can state parks stand? How much private capital will develop new camp sites; and where?

What of the fast growing ski-resorts? Will they become a new kind of Boothbay and Bar Harbor and Old Orchard in the winter time?

What about the economics of too much summer business, and not enough Spring and Fall business? What about a needed network of airfields? And bus services which connect with air departures and arrivals? What about a revival of passenger trains? What about ferries coming to Maine again from Boston and New York? What about packaged tourist flights direct from Europe?

In short, where does Maine want to go? We cannot stay the same. But we must

not — at our dire peril — let the decision of where we go be foisted on us by others; or by happenstance. We may choose not to move fast, but we must plan to move wisely, if we are to safeguard our future.

Let's get on with it!

Here is the text of the editorial in the Sept. 25 "Lodging & Food Service News" weekly trade paper published in Boston:

And it's happening again. A cry from some segments of the 'Upcountry isolationists' to curb tourism into their states. There's been a continuing hassle about this in Maine and Vermont in recent months, and other states will probably soon get on the band wagon.

The idea that tourism — and the encouragement of tourism — tends to spoil the countryside somehow has been with us for a long time. And maybe there's a good reason for this belief among those who are not directly involved in the travel-related industries. And maybe — at least in part — it's our own fault.

Those tourists do leave behind an awful lot of litter (or is it because we didn't provide adequate disposal facilities?). And they do pollute the rivers and streams (or have we failed to take measures against overcrowding of beaches and swimming and fishing areas?). Garish billboards advertising

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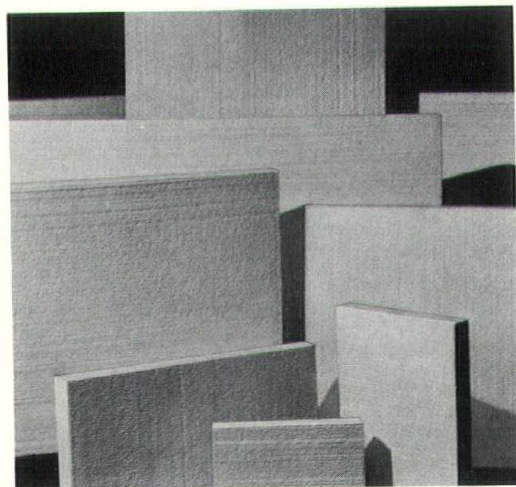
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roadside motels and tourist attractions can be eyesores (but do they have to be eyesores? And are there better ways to advertise?).

In a recent editorial in the Caledonia Record, a daily newspaper in the St. Johnsbury, Vt. area, the editorial writer suggested — although tongue-in-cheek — that perhaps the exit ramps of all Vermont thoroughways should be barred to all cars except those with Vermont registrations; that all bridges and roads crossing into the Green Mountain State should be marked 'one way'-out; and so on.

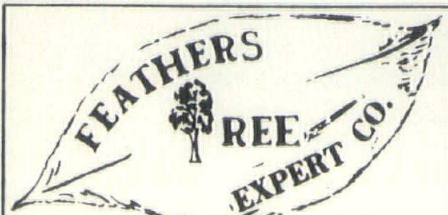
Sure it sounds silly. It is, obviously, uninformed. It is patently a biased view.

But what it is more than anything else is a cry of outrage against the way in which the vacation-travel industry has often conducted its business. And it also reflects on the fact that the industry has not properly sold itself to the community.

When a new manufacturing plant decides to locate in a given community, it conjures up visions of what? The possibility of increased air pollution perhaps. The possibility of an influx of new residents and along with that a need for new housing and new schools. But also the fact that new jobs are being created and that new tax revenue will be generated.

When a hotel is proposed in a community, it conjures up visions of what? Primarily the influx of a lot of 'outsiders' who will be just passing through, possibly littering the countryside. Few people think of the new jobs that a hotel will create. Or the dollars that the 'outsiders' will leave behind. Or the new taxes that a hotel, motel or restaurant will pay to the town. Or the fact that when tourism increases other retail businesses in addition to hotels and restaurants profit as well.

Maybe it's time we spent some money, time and energy educating the general population as to these facts.



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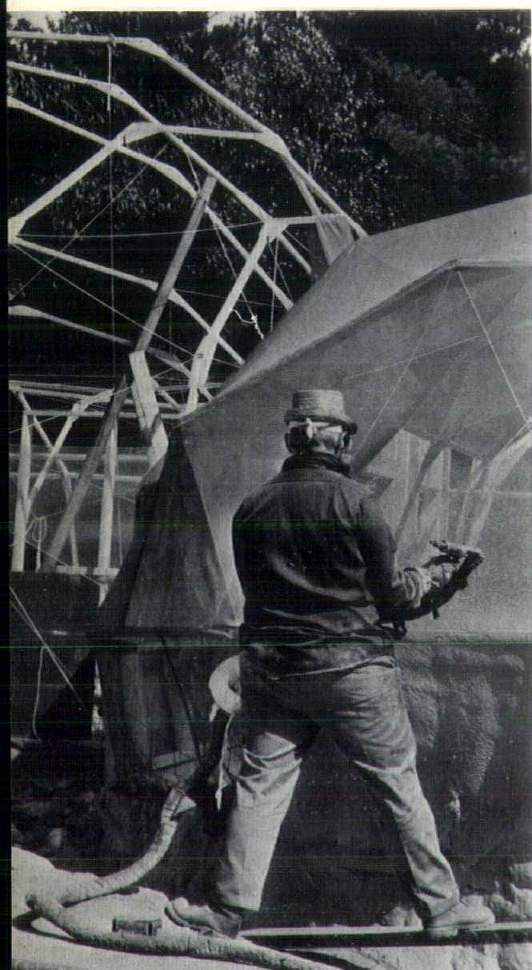
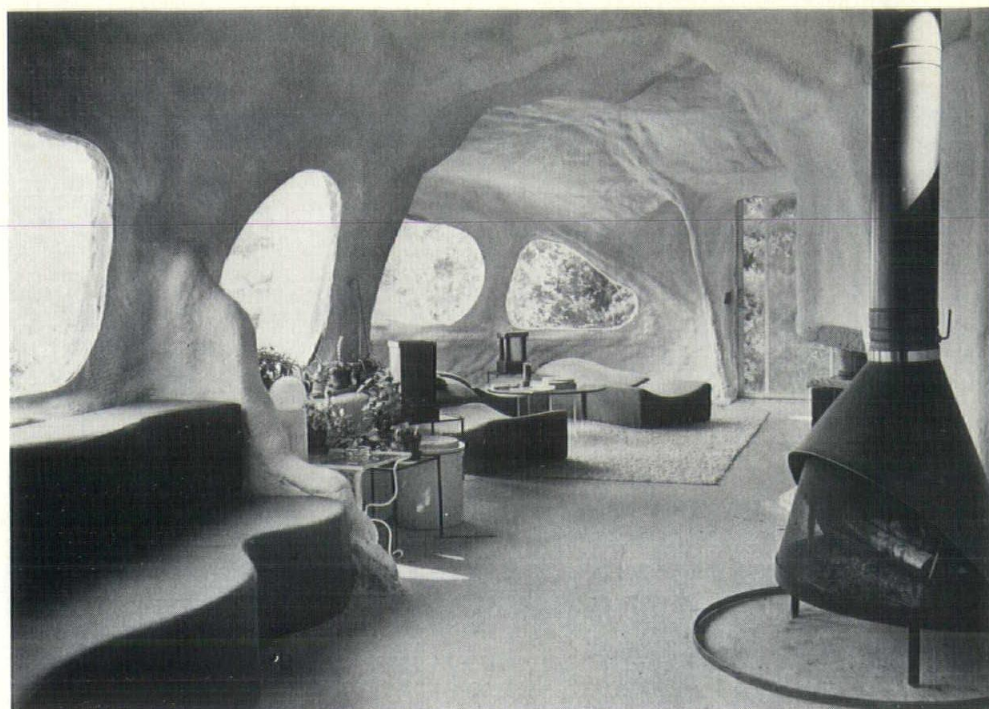
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Guy Wilson A.I.A.



Chichester's Foam House



Finished interior, top, and construction work, i.e., spraying of plastic foam hose for Mr. and Mrs. Jon Hutton, a son, a dog and two cats, on a residential road in Chichester. The material is rigid urethane foam and was sprayed on a framework, as shown on the left, during the summer. The family moved in during August. Most of the furniture was made of, or sealed into the foam construction.

This house cost a little under \$18,000, including plans, the owners reported, or about \$8 a square foot for the 1,600 square feet. In effect the building is one piece, which enhances the electric baseboard heaters (the metal stove in our interior shot has a fireplace function).

Walls are easily painted and the 20 windows are double-pane plexiglass. These walls are formed by three to four inches of light-density foam sandwiched between half-inch coats of high-density foam. They were described by the owners as fire-resistant.

Photos courtesy of Ken Williams, Photographer, The Concord Monitor.

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EASTERN RAIL CORRIDOR

Manchester would be the northernmost point on an Eastern railroad corridor stretching south to Norfolk, Va., which would get \$460 million in improvements according to a five-year study just released by the U.S. Dept. of Transportation. This investment was favored, for fixing existing railroads' roadbeds and terminals and providing new rolling stock, instead of new highways to meet needs of "the world's heaviest flow of traffic."

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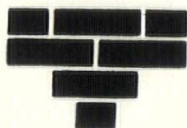
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AIA Prisons' Program

With encouragement from the federal government, architects are being asked to design "invisible" prisons — prisons that inside or outside don't look like the ominous stone fortresses we have become accustomed to seeing, according to a release from American Institute of Architects issued before the Attica, N.Y. riot.

New prisons will be located in populated areas, not hidden in a remote corner of a state. These "community correctional facilities" will be smaller — housing perhaps a maximum of less than 500 prisoners. No more warehouses with 1,500 to 2,000 inmates. They will look more like other neighboring buildings, and will be arranged in residential groupings.

Prison researchers are recommending creating more humane living conditions, which might include brightly colored walls and private cells for many prisoners. Some inmates might have inexpensive styrofoam or inflatable plastic furniture. Honor inmates might have access to kitchens and even keys to their own cells as nighttime protection against dangerous prisoners.

Norman A. Carlson, who as director of the Federal Bureau of Prisons is part of a new effort on the part of the federal government to become involved in the design of new correctional facilities throughout the country, feels that architectural solutions can be a key element in correcting the ills of the present penal system.

In the September issue of the AIA Journal, the official publication of the AIA, Mr. Carlson says:

"For far too long, prison architecture has consisted primarily of revising old designs to reduce escape risks. Disguising security with cosmetic techniques has done little to reduce the chances that an inmate will commit a new crime upon release."

Many facilities being planned and designed today reflect the radical changes in penal philosophy being bred by recent criminological studies and by the 1970 Crime Control and Safe Streets Act. The act calls for preventive crime measures as well as stepped-up law enforcement. It created the Law Enforcement Assistance Administration (LEAA) which has funded several prison research projects.

Through the LEAA-sponsored studies it is hoped that prison officials will begin to realize that antiquated and

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repressive buildings are part of the reason that prisons have become "schools for crime" rather than "correctional institutions." The guidelines emerging from these studies, which will be used in setting federal standards, will also make it difficult for any locality to obtain federal aid for an outmoded type of prison.

It is generally accepted that most present prisons do not rehabilitate. Of all persons released in 1963, for example, 65 per cent were re-arrested in six years.

John P. Conrad suggests that architects should go back to the buildings they

design to find out how they are functioning. Chief of Crime Prevention and Rehabilitation for the National Institute of Law Enforcement and Criminal Justice, he says, "The archaic design of even new prisons and jails proves that architects have been too docile and wardens too strict."

Mr. Conrad calls one recently completed prison "no more than a people warehouse." Inmates have no room for exercise, no space for recreation, no area to work away frustrations, anger, or energy.

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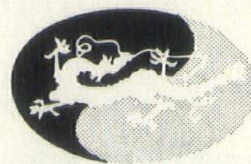
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EAST—WEST HIGHWAY

The proposal to build an East-West Highway across Maine, New Hampshire and Vermont into upstate New York appears moving back into limbo, as this state's and Vermont's governors poured cold water upon the on-again, off-again project. Gov. Peterson of New Hampshire suggested improving existing roads and Gov. Davis of Vermont opposes the Highway. Surveys suggest the cost would be around \$450 million, the road having been pressed by a citizens' group as a means of enhancing the four states' economies.

Gov. Peterson noted that the New England Regional Commission, consisting of the six New England governors, has the power to decide whether or not to continue studies for the project and how these studies should be shaped. A 'Phase I' study made for the Regional Commission with Federal moneys by a New Jersey firm and just released cautiously endorses the road and, among other things, analyzes impact on the environment.

A consortium of conservation groups in the three northern New England states, led by the Society for Protection of N.H. Forests here, has promised continuing scrutiny and discussion of the project. The road would be a divided, high-speed route and has been criticized as too expensive to build; too costly to maintain; a boondoggle for road-building interests; a means of speeding visitors across New Hampshire instead of into the state; destructive of the environment; harmful to wildlife; possibly bringing too many tourists into the northern tier.

Here, the Concord "Monitor" has pressed for a land-use study while expressing numerous general reservations; the Manchester "Union-Leader" has thundered against it; the public hearing recently held on the proposal in Keene brought a 151-0 vote against a route across southern N.H., and 141-2 against further study.

A 'Phase II' survey, in greater detail than the new 'Phase I' report, is expected to be shaped and launched — or shelved — on order of the New England Governors by the end of 1971. Public information hearings on 'Phase I' are scheduled in this state in Concord October 28 and 29. In contrast to earlier proposals for the road, which lost out to costs, a current idea that the route would "cement over our scenery" has obvious popular and political punch.

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CONSTRUCTION INDICES

Construction activity in New Hampshire in 1971 through July is ahead of the state's comparable 1970 figures and also ahead of the United States average, according to the latest list of business indicators compiled by the Federal Reserve Bank of Boston.

On the basis of an index of 100 for 1967 activity, N.H. showed a 186.3 index through this July, vs. 103.7 in the same 1970 period. The U.S. 1971 index was 140.9; for all New England, 150. June was extremely busy, posting a 460.1 index vs. June, 1967, while July was 104.5 The figures were prepared for the bank by the F.W. Dodge Div., McGraw-Hill Information Systems Co.

Residential construction is up nearly 30 per cent over last year; non-residential building rose nearly 90 per cent; and non-building construction (highways, bridges, dams, airports and the like) went up nearly 300 per cent. The U.S. and New England showed gains in each category over last year, but those indices did not rise as steeply as in New Hampshire.



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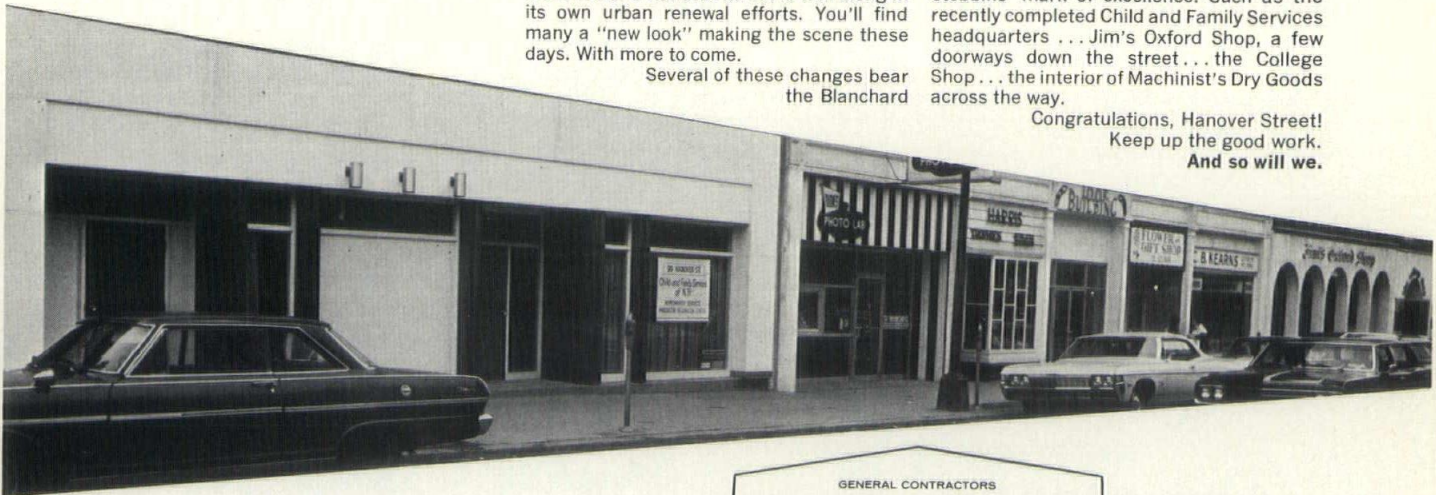
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On Drawing Boards

Three school projects are included in work under design or under construction from the office of Dirs and Lampron, Manchester. A second story for the Allenstown School is being added, and another addition is being built at the St. Mary's high school building in Claremont.

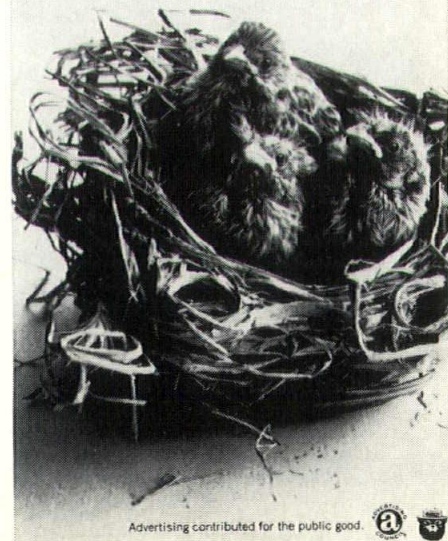
A number of innovations are included in the school supervisory union office building going up adjacent to Merrimack Valley Regional High School in Penacook. This is for the superintendent and staff, and may serve as a model for other supervisory unions in the state.

The sizable Interlakes Elementary School building, part of the cooperative district's campus in Meredith and now in use, was designed by the Manchester firm and will be covered in the next issue of Granite State Architect.

Buildings designed by Carter & Woodruff, Nashua, and recently completed are the new Public Library in Nashua; and a new building at Crotched Mountain Center, Greenfield.

John Hyde, president of the Phideaux Corp., of Concord, took part in the engineering studies and work involved in construction of the firm's Branch Brook Camping Area, Campton, covered in our May issue, but does not practice civil or other engineering as a usual matter.

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financial load alone; the state money does not meet the city's demand for 90% aid.

It is worth noting that one little-noticed law made by the regular session enhances the preservation of country roads, particularly dirt roads. Towns were given clear authority to keep these wandering, agreeable, inviting thoroughfares as back roads.

Northern Tip Study

A comprehensive study of the state's Connecticut Lake region, has been released by the State Planning Division, State House Annex, Concord, the 337-page report having been prepared by the Resources Development Center of the University of N.H. Towns covered were Pittsburg, Clarksville and Stewartstown, plus Atkinson and Gilmanton Academy Grant. "An early recognition of pressures for development, which have altered other of New Hampshire's scenic resources in the recent past, should lead to action by the residents to manage their resources for their own benefit and that of potential visitors," said Mary Louise Hancock, Planning Division Director.

BUILDING INSTITUTE URGED

Five societies representing the design professions pressed the concept of a National Institute of Building Sciences in testimony before the House Subcommittee on Housing in September.

Robert J. Piper, AIA, AIP, a practicing architect and planner in Chicago, spokesman for the group, told the subcommittee that the "design professions recognize the need for the establishment of a single national coordinating agency in the building sciences field."

The National Institute of Building Sciences, as seen by these design professionals, would be authorized to encourage formulation of consistent national building standards to lead to the improvement of present local codes which, he said, are frequently based on capricious and untested criteria. It also would develop "rationally conceived criteria upon which to test and evaluate new building materials and techniques."

The statement was endorsed by the American Institute of Architects, American Society of Consulting Planners, American Society of Landscape Architects, Consulting Engineers Council, and

the National Society of Professional Engineers, which combined represent approximately 100,000 members.

Mr. Piper said that these design professions support The Building Sciences Act of 1971 (H.R. 9058), sponsored by Rep. William S. Moorhead (D., Pa.) and Sen. Jacob Javits (R., N.Y.) which would create the Building Sciences Institute, with but two modifications.

These modifications ask that representatives of the "design professions" be included in the Institute's board of directors and that language in the bill be changed so that use of the Institute's findings be encouraged, but not be made mandatory on federal and federally-financed projects. "We believe that time should be allowed for the Institute to

fully establish itself and to function effectively before requiring the mandatory use of its findings," Mr. Piper explained.

Defining themselves as "prime users" of building standards and codes, the design professionals emphasized that they are fully concerned with public health and safety and realize the necessity of state laws regulating the practice of the design professions.

Mr. Piper pointed out, however, that the present situation of building codes and standards has resulted in "a proliferation of divergent requirements often denying innovation by the building industry and sacrificing its performance to administrative dictate or convenience."



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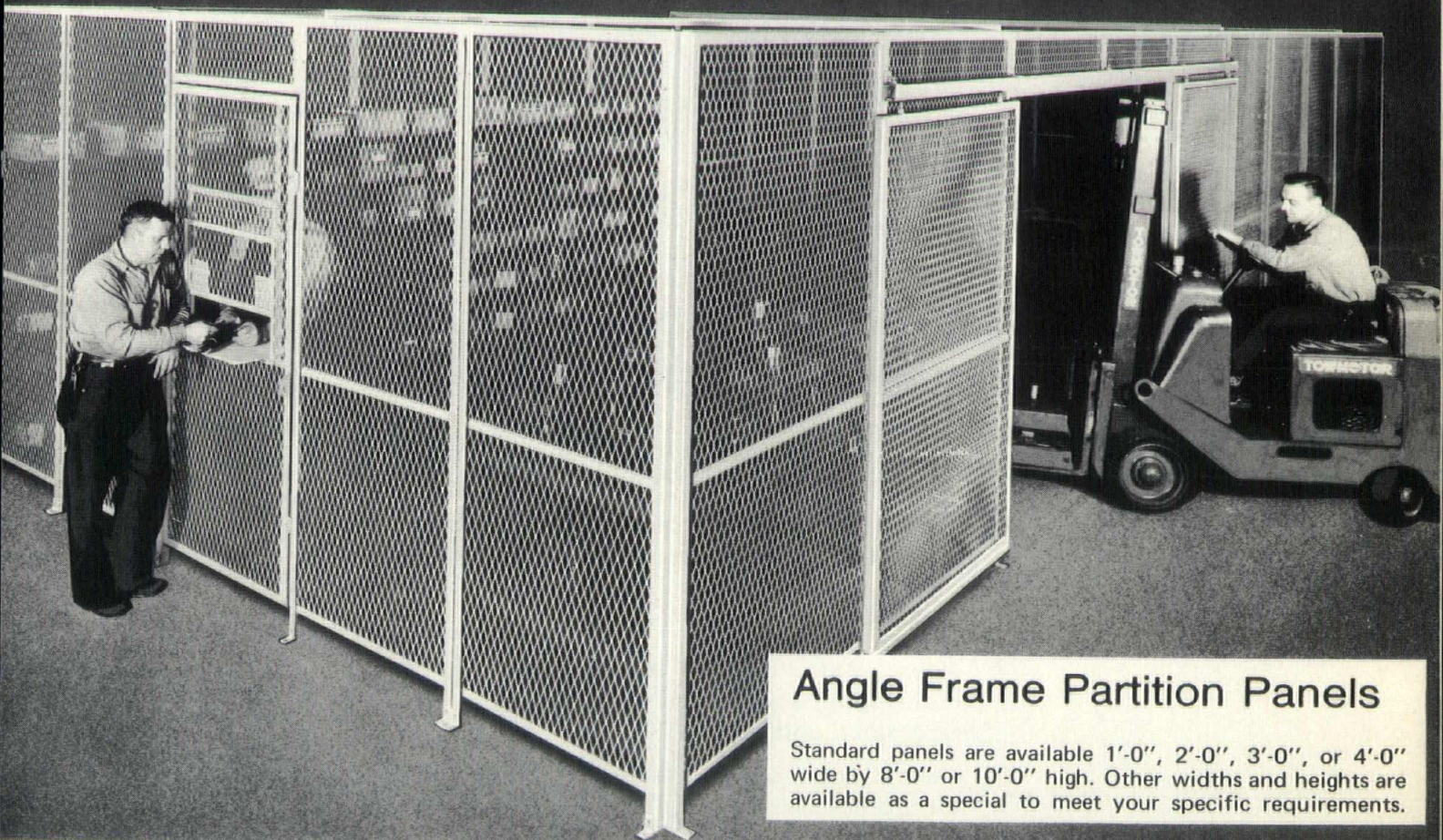
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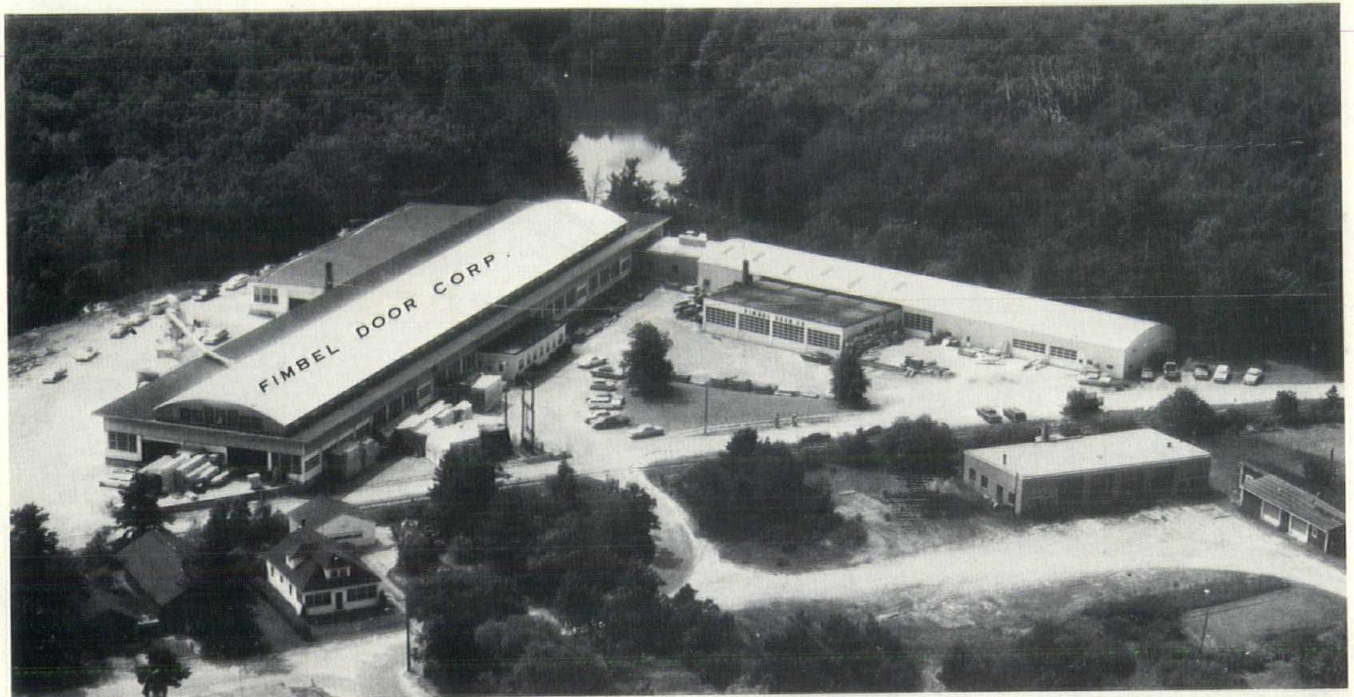
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