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Left to right: Jack Barbara, Starbuck Smith, Jonathan Rose and Prentice Bradley, principals in the newly formed firm of Bradley Architects, Inc., in Pittsfield, Mass.



NOTES &

Bay Staters Set Up New Joint Venture

Four Bay State Architects have teamed up to form a new firm to engage in the practice of group type architecture.

Principals in the new organization are Prentice Bradley, Jack Barbara, Jonathan Rose and Starbuck Smith III. The firm name will be Bradley Architects Inc., and will be based at 200 Bartlett Ave., Pittsfield,Mass., which has been the home office for Bradley, the senior member of the team.

According to Bradley, architectural projects today are more sophisticated than 20 or even 10 years ago. They demand new approaches. With the four-man team, the new group will be able to employ the individual talents of the principals and associates and direct them toward solutions of architectural problems.

Bradley has been a practicing architect in Pittsfield for the past 22 years. He is a member of the College of Fellows of the American Institute of Architects, the highest honor the institute can bestow.

He received his bachelor's degree from Dartmouth and his master's degree in architecture from Harvard Graduate School of Design. He was awarded the Appleton Traveling Fellowship for a year's study in Europe after graduating from Harvard. He has served two terms as president of the Western Massachusetts Chapter of the AIA, and for six years as a member of the Massachusetts Board of Registration of Architects.

Bradley is registered nationally by the National Council of Architectural Registration Boards.

He and Mrs. Bradley live at 205 Wendell Ave. Their son, Robert, is also an architect practicing in Boston.

Jack A. Barbara is a native of Gloucester and has worked in Berkshire County for the past five years starting as a graphic and drafting instructor at Lee High School. He later joined the firm of Russell, Gibson & von Dohlen as a designer and later as project coordinator.

He is a graduate of Brewster Academy and received his bachlor's degree in architecture from Syracuse University. He is a registered archi-(Continued on page 28)

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Retaining walls were used to help fit the building into the ground with a minimum of regrading and loss of trees. The walls were built with stone removed from the excavation and tie in with many other walls used in the town.

SHERBORN LIBRARY

SHERBORN, MASS.

Architect: James A. S. Walker, A.I.A. – Boston Architect/Associate: John Gerald Horne, R.A. – Boston



To the North of the library, a village green has been created to tie the new facility visually to the earlier buildings and to generate a feeling of unity enhanced by the horizontality of the library's design and its simplified geometry.



The east chimney includes boiler flue, toilet and building exhausts. The west chimney includes a working fireplace on each level.

T HE site of the Sherborn Library lies on the south side of the town's tree-lined main street between other civic buildings, including a white clapboard Greek Revival Church and a Victorian Town Hall to the east, and an early 20th Century brick schoolhouse on lower ground to the west. It is a confined area containing many beautiful mature trees and to the south the ground falls off sharply and dramatically in a series of rock outcroppings.

To the North of the library, a village green has been created to tie the new facility visually to the earlier buildings and to generate a feeling of unity enhanced by the horizontality of the library's design and its simplified geometry.

Although it is a contemporary building, the vocabulary is based on a foundation of traditional New England materials which give it a timeless regional quality.

Designed to house 35,000 volumes and serve 70 readers, all major operating functions are on the main floor. The "attic space" with sloping ceiling has been left open with the structure exposed.

A skylight runs down the length of the ridge bringing natural light into the center of the building also breaking up the scale of the roof from the exterior. Under this skylight are located the control desk, main reading, and periodical areas. The low ceiling areas to the sides contain more intimate reading spaces, study carrels, bookstacks,

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The bluestone exterior paving has been brought inside the building lobby and control desk area.





The interior finish is the brick and wood framing of the building structure.



The framing is wood, southern yellow pine laminated beams, with concealed connections and hemlock decking.



MEZZANINE

0 5 10 15 20 N

offices, pre-school area, with natural sidelight and overhangs for sun control.

The Mezzanine contains a multipurpose room with top light controlled with light-proof shades, 50 seats for lectures, walls treated for exhibits. It also includes staff lounge, space for special collections, additional reading area and study carrels.

The basement has been fully excavated and includes mechanical rooms and unfinished space for future expansion.

The ridge skylight runs the entire length of the building between the end chimneys. It is aluminum and is glazed with heat absorbent safety glass.

The east chimney includes boiler flue, toilet and building exhausts. The west chimney includes a working fireplace on each level.

Structure:

First floor reinforced concrete slab.

The exterior walls and piers are





The Mezzanine contains a multi-purpose room with top light controlled with light-proof shades, 50 seats for lectures, walls treated for exhibits. It also includes staff lounge, space for special collections, additional reading area and study carrels.

bearing with skove kiln, wood fired New England water struck brick, laid up in a flemish bond. Special care was taken to get a good selection of brick and mortar color.

The framing is wood, southern yellow pine laminated beams, with concealed connections and hemlock decking. Since the structure is almost entirely exposed, a lot of care was taken in its detailing and erection to get a good looking connection with close tolerances.

The exterior materials have been used throughout the town.

reduced to a minimum — water struck brick walls and chimneys, wood lintels, a tile roof, and glass — and, with the exception of the skylight, the glass is treated in a negative fashion.

As the site was confined, retaining walls were used to help fit the building into the ground with a minimum of regrading and loss of trees. The walls were built with stone removed from the excavation and tie in with many other walls used throughout the town. Granite has been used for curbing, exterior light fixtures and a splash block below the eaves. Walks and exterior steps are bluestone.

ing up the scale of the roof from the exterior.

A skylight runs down the length of the ridge bringing

natural light into the center of the building - also break-

The bluestone exterior paving has been brought inside the building lobby and control desk area.

The interior finish is the brick and wood framing of the building structure. Partitions are rough plaster with doors, millwork and other standing finish of antique white oak. Floors are carpeted for resiliency, acoustics, and to provide a feeling



Accent colors on the lounge furniture are bright orange and vermillion to tie in with the brick.



The site of the Sherborn Library lies on the south side of the town's tree-lined main street between other civic buildings, including a white clapboard Greek Revival Church and a Victorian Town Hall to the east, and an early 20th Century brick schoolhouse on lower ground to the west.

of softness.

Hardware is oiled bronze to tie in with window frames and entrance doors of duranodic finished aluminum.

Tables, benches, card catalogues, control desk, and display cases are built of oak to match the building millwork, with Parkwood Persian Leather tops. Wood chairs were finished to match.

Accent colors on the lounge furniture are bright orange and vermillion to tie in with the brick.

Lighting in the main reading areas is fluorescent, with bronze colored louvers, and has been carefully coordinated with the framing system.

Incandescent lighting is used in circulation areas, and for accent and display lighting. Exterior lighting is entirely accent lighting of trees and walks and is either incandescent or color corrected mercury vapor.

Plumbing: John J. McEvoy, Boston.

Heating, Ventilation, Air Conditioning: Leo J. Brissette, Reading.

Electrical Engineer: Thompson Engineering Company, Inc., Boston. Landscape Architect: Harriette W.

Long, Dover, Mass.

Furnishings: James A. S. Walker. Contractor: Henry E. Wile Corp., Newton Center, Mass.; Officer in The building is air conditioned. Charge, Robert Hanlon; Field Su-Structural Engineer: Abraham perintendent, William Kilgore; Ma-Woolf and Associates, Inc., Boston. sonry Foreman, Guido Ciapponi.

INTERNATIONAL TERMINAL BUILDING LOGAN INTERNATIONAL AIRPORT BOSTON, MASS.

Alandscape at Boston's Logan load passengers plus their own ad-Airport. Rising in between the Amer- ministrative offices, ticket counters, ican Airlines Air Freight facility and VIP lounges. and the present International Terminal is the new International Ter- flights is such that peaks of arriving minal which will be linked by a pas- and departing cycles do not coinsageway to the old building. The cide, the concept of a two-level steel frame is 70 percent complete, roadway has been abandoned in and already one can appreciate the favor of a single access road with linear, terraced form of the new 1000 feet of curb space, which may structure.

simultaneous jumbo jet operations, bile, taxi, limo and bus activity. the new terminal embodies several Departing passengers will enter innovations. One is the departure at the street level, check their lugfrom the concept of individual air- gage, and travel by escalator to the line passenger holding areas for de- third floor waiting room. When the parting passengers. The new ter- flight is ready to depart, the travelminal will have a common waiting lers will proceed to a second floor room running the full length of the "satellite" and then via a loading structure (792 feet long by 56 feet bridge to their airplane. Arriving wide) which will be shared by all passengers will be processed through of the tenant airlines. However, each primary inspection by US immigraairline will have a preferential gate tion and health authorities at the

new structure is looming on the from which they will board and un-

Since the schedule of international be doubled by the addition of a ped-Planned to accommodate eight estrian island, to facilitate automo-

Joint Venture Architects: Kubitz & Pepi Architects, Inc. Wellesley, Mass.

> Desmond & Lord, Inc. Boston, Mass.







Planned to accommodate eight simultaneous jumbo jet operations, the new terminal embodies several innovations. One is the departure from the concept of individual airline passenger holding areas for departing passengers. The new terminal will have a common waiting room running the full length of the structure (792 feet long by 56 feet wide) which will be shared by all of the tenant airlines. However, each airline will have a preferential gate from which they will board and unload passengers plus their own administrative offices, ticket counters, and VIP lounges. Departing passengers will enter at the street level, check their luggage, and travel by escalator to the third floor waiting room. When the flight is ready to depart, the travellers will proceed to a second floor "satellite" and then via a loading bridge to their airplane. Arriving passengers will be processed through primary inspection by US immigration and health authorities at the second floor level, and then claim their luggage and clear US Customs on the ground floor.

second floor level, and then claim that can be shop fabricated in large their luggage and clear US Customs on the ground floor.

The building has a central spine from which all mechanical systems originate. Larger functions, such as lobbies, common waiting area, inspection and baggage claim, occur adjacent to it, while the smaller functions, such as offices, concessions, and wash rooms, are contained within the spine.

The steel structure was selected for reasons of economy, speed of erection, and ease of expansion. The ticketing and visitors' lobby will have a tubular space truss system power plant, supplementing the cen-

transportable sections and erected on site. The terminal will be faced on the exterior and on the interior walls of the public space with a smooth flush skin of porcelain enamel panels and glass. In general, concern for maintenance and corrosion resistance were prime factors in the selection of the materials as well as the machine-like quality of factory produced parts ready to be assembled in the field.

Additional parking for eight hundred cars will be located between the new terminal and the airport's tral parking facilities. During design, consideration was given to the possibility of the future addition of a people mover system.

Partner-In-Charge for Desmond & Lord: Thomas Amsler.

Structural Engineer: Nichols, Norton & Zaldastrani, Inc., Boston.

Mechanical Engineer: Joseph R. Loring & Associates, Inc., New York, N.Y.

General Contractor: Perini Corporation, Framingham, Mass.



The steel structure was selected for reasons of economy, speed of erection, and ease of expansion. The ticketing and visitors' lobby will have a tubular space truss system that can be shop fabricated in large transportable sections and erected on site. The terminal will be faced on the exterior and on the interior walls of the public space with a smooth flush skin of porcelain enamel panels and glass. In general, concern for maintenance and corrosion resistance were prime factors in the selection of the materials as well as the machine-like quality of factory produced parts ready to be assembled in the field.



The building has a central spine from which all mechanical systems originate. Larger functions, such as lobbies, common waiting area, inspection and baggage claim, occur adjacent to it, while the smaller functions, such as offices, concessions, and wash rooms, are contained within the spine.



PORTSMOUTH, N.H.

N the 18th and 19th centuries, L the "Portsmouth Parade", in Portsmouth, N.H., was a training ground used by local and state militia. It was also a popular place for the local citizenry to meet for a variety of social and civic activities. Portsmouth Parade is being Aldrich Associates reborn today, this time as the culmination of a 20th century urban renewal project initiated several years ago by the federal and local governments.

Aldrich Associates, Inc., headed by Nelson W. Aldrich, FAIA, has been tentatively designated redeveloper for the major portion of the Vaughan Street Urban Renewal

III

An artist's concept of "The Jeremiah Hart House", circa 1795, as it will appear after restoration. It is a fine example of a small Portsmouth dwelling of the late Georgian style containing a handsomely proportioned triple run staircase.

Inc. **Boston** Mass.





New Hampshire Architectural Review

Sketches by Joan Fleisnick

The 14 early houses on THE HILL will be connected by winding brick walkways. Appropriate exterior light fixtures and generous amounts of landscaping will contribute greatly to the overall atmosphere of this restored National Historic District.



Project in Portsmouth. Aldrich Associates, Inc., evolved an unusual and innovative approach to urban design, basing the entire concept on their determination to blend the finest of today's architecture with the highly significant historic elements which long ago established Portsmouth as a major seaport city.

Within the boundaries of Portsmouth Parade will be The Square, a complete shopping center, The Hill - a group of restored historic houses, apartments for senior citizens, a modern office building and an inn overlooking the Piscatagua River. The Square will contain more than 75,000 square feet of retail space with emphasis on stores which offer high quality merchandise. Without a doubt, the most unique feature of Portsmouth Parade will be the four-teen early houses adaptively but accurately restored for contemporary use.

Recently designated as a National Historic District by the United States Department of the Interior, the group of houses on The Hill are primarily intended for commercial purposes - boutiques, art galleries and offices for professionals. Portsmouth Preservation, Inc., an organization formed in 1968 for the express purpose of saving these buildings from demolition, will act as codeveloper for this portion of Portsmouth Parade. The Portsmouth Housing Authority and its Executive Director, Mr. Walter J. Murphy, Jr., have enthusiastically supported the concept for The Hill. Their cooperation has made it possible for the co-developers to obtain partial financing from HUD – thereby assuring a restoration project of the very highest quality. One of the houses, will be restored by the Portsmouth Housing Authority for use as a much needed activity center for senior citizens.

The Hill and The Square will form a total commercial center for Portsmouth, offering a complete spectrum of goods and services in an attractively landscaped environment. All aspects of urban life are considered in the Aldrich Associates, Inc. plan. An apartment building for senior citizens will be conveniently situated across from The Hill and The Square. Occupants of the new office building will have easy access to the downtown area vinced that by stressing the import-



This site plan illustrates the intended location for each house on THE HILL. Sample floor plan: The Jabez Fitch House adapted for commercial use.





The Richard Shortridge House, perhaps one of the finest private dwellings built in Portsmouth in the third quarter of the 18th century, boasts the last scrolled pediment doorway still in situ in New Hampshire. Upon completion of the restoration to be undertaken by the Portsmouth Housing Authority, this impressive structure will serve as a social center for Portsmouth's senior citizens.



James Nutter, a local architect builder, built this unique double house for his own residence as well as that of Christopher Rymes, a Portsmouth speculator and merchant. Erected in 1809, it features an applied wooden "fan-light" carriageway which once led to the stables behind the house. This archway is of a style unkown in any other similar complex in the region.

as well as Interstate 95 and U.S. Route 1. Lodging and meeting facilities will be available at the inn as well as housing for guests.

Aldrich Associates, Inc. is con-

ance of human interrelationships through well planned and diversified activities, Portsmouth Parade, upon completion, will provide an environment scaled to a more rewarding and stimulating urban life.

ALBIE BOOTH MEMORIAL BOYS CLUB

NEW HAVEN, CONN.

Davis Cochran Miller Baerman Noyes New Haven, Conn.

T HE Albie Booth Memorial Boys to the desired member capacity and ministrative spaces. the need characteristics of the neighis drawn.

Principal facilities consist of a Club is an inner city boys' club swimming pool and gymnasium with affiliated with the National Organi- related dressing facilities, game zation known as Boys Clubs of rooms for senior and junior mem-America. The program of space re- bers, club rooms for small group quirements is based on recommenda- activities, a library, a shop for woodtions of the national body as related working and crafts, and related ad-

In addition to normal memberborhood from which the membership ship use by boys in the 8-16-year old age range, the owner desired

The minimization of accessible external openings to the building without a consequent feeling of undue enclosure on the part of the occupant was one of the many functional aspects of the facility cited by the owner as particularly well solved.





Principal facilities consist of a swimming pool and gymnasium with related dressing facilities, game rooms for senior and junior members, club rooms for small group activities, a library, a shop for woodworking and crafts, and related administrative spaces.

that provision be made for use of the swimming pool by outside groups including neighborhood girls and women. Further additional use of the facilities by neighborhood girls is contemplated in three forms as follows:

1. As guests of the members at some of their social functions.

2. As participants in the crafts program.

3. As users of the club rooms for small group activities.

Besides solving the problem of effectively providing the welldefined use functions within the context of optimum space efficiency and convenient supervision by a limited staff, the design seeks to incorporate certain architectural goals as follows:



The design incorporates ease of access to the pool gallery space and its effective separation from the swimmer areas.





MAIN FLOOR PLAN

1. To achieve, within the context of simple and modest materials, an air of permanence, dignity, and accessibility such as might best appeal to the members and to those in the community upon whom financial support is based.

2. To create an interior atmosphere that explains the relationships of spaces at first glance and relates in color and decor to the age level of the members.

3. To accommodate the building externally to large scale industrial neighbors on its East, to two and three-story residential structures on its West and North, and to visibility from fast moving traffic on a major thruway passing by immediately to its South.

4. To effectively adapt the build-

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Color, texture and painted wall designs were used to minimize the institutional atmosphere externally as well as internally.







A primary architectural goal was accommodation of the building externally to large scale industrial neighbors on its East, to two-and three-story residential structures on its West and North, and to visibility from fast moving traffic on a major thruway passing by immediately to its South.

ing to a substantial downward gradient in the site running from West to East.

Floor area: 30,000 square feet.

Project cost: \$1,175,000.

Building cost per square foot: \$32.35.

Architect: Davis Cochran Miller Baerman Noyes Architects; William H. Richmond, Designer and Job Captain; Henry F. Miller, Partner in Charge.

Engineers: Structural — Pfisterer, Tor & Associates, New Haven; Mechanical — Hubbard, Lawless & Osborne, New Haven; Acoustical — Conrad J. Hemond, Jr., East Granby, Conn.

Builder: The Dwight Building Company, Hamden, Conn.

New England Architect

SECOND DISTRICT COURTHOUSE

BARNSTABLE COUNTY, MASS.



Gaffney Associates Hyannis, Mass.

the Towns of Harwich and Provincesion, composed of members of the Cape Cod Bar Association, was ap-

 ${f F}$ OR many years the Second District Court in Barnstable County First and Second Districts of Barn-(Cape Cod) Massachusetts was stable County. Their recommendaheld on alternating days in out- tion for the Second District was a moded and inadequate facilities in new building located in the Eastham-Orleans area in the approxitown. Ultimately a Study Commis- mate geographical center of the District.

Gaffney Associates, Architects for pointed to make recommendations the new courthouse, spent many months working with the County (accessible to Courtroom by sepa-Commissioners and the Presiding rate stairs), Public Toilets, Storage, Judge, and visited many recently and Mechanical Equipment are conconstructed courthouse facilities, to tained is by stairs from all sides of develop a judicial center that will the building. Both floors are also adequately serve the Second District of Barnstable County for many years.

The Courthouse located in Orleans was designed to accommodate many judicial functions. It includes one large courtroom (100 person cap.), a small courtroom (50 person cap.), a Juvenile Court, Detention area, Clerks of Courts offices, Probation offices, Judges Chambers, Conference rooms, service and storage facilities.

An elevated site with the main facade facing south and the rear overlooking rolling country and marsh to the north toward Cape Cod Bay prompted a straight through lobby with access to a large parking lot. In the air-conditioned structure, the main Courtroom and Clerk of Court's offices are to the east of the main entrance, the Probation offices and smaller Courtroom are to the west.

Juvenile Court, Detention Area, with the desire to create a warmer

accessible by concrete ramps designed for the physically handicapped.

It was desired that the building be constructed of durable, low maintenance components that would relate to an environment of rural simplicity. Accordingly, basement and first floor are of poured-in-place reinforced grid flat slab concrete construction. The roof structure consists of precast, prestressed, concrete T-beams and columns. Exterior walls are masonry cavity type with textured red face brick to lend a traditional atmosphere.

In addition, extensive use was made of precast concrete, aggregate panels at junction of walls and roof for simplicity and sharpness of detail. Window frames are of duranodic aluminum and glazed with insulated tinted glass to reduce heat gain and glare during warm weather. Interior finish materials were also Access to the basement in which chosen for ease of maintenance and

and inviting environment, not commonly found in buildings designed for judicial use.

Floors of lobbies and corridors are of glazed blue-green quarry tile while courtrooms and offices are fully carpeted. Wall finish is general pre-finished cherry or oak plywood (flame retardant) and vinyl wall covering. The building is heated and cooled through fan-coil units with separate piping systems for hot and chilled water.

In May of 1969, bids for this project were opened. The low bid was \$855,000. Through deductive alternates, the contract amount was \$844-934. This figure coupled with a total building area of 23,158 square feet, put the cost at \$36.50 per square foot. It is interesting to note that final cost (\$839,104.35) when the project was completed in November 1970, was less than contract cost due to money saved under several allowance items included in the general contract.

Principals in Charge: Charles N. Deane, AIA; Albert V. Niemi, RA.

Project Designer: John A. Ellen. Structural Engineer: Barnes & Jarnis, Inc., Boston.



Mechanical Engineer: Gerald W. Monjeau, Dartmouth.

General Contractor: John H. Fellouris, Inc., New Bedford.

Interiors & Furnishings: Richard T. Gilman, Boston.





(right)

Courtroom

Main



View from the southeast.

Main Lobby looking south



STORM DRAIN, SOIL STRATA & WATER LEVEL

MINOT-HEMENWAY ELEMENTARY

Multi-level Minot-Hemenway School is steel frame structure with lightweight concrete block walls faced with gray brick. Gymnasium, at right, is located directly over pool.





Left to right: Vilnis Bebrekarklis, job captain, Samuel Glaser & Partners; James T. Y. Wong, project engineer, Cleverdon, Varney & Pike; Mary Ellen Wheeler, designer, Samuel Glaser & Partners; Antonio P. de Castro, architect, partner in charge, Samuel Glaser & Partners; Floyd Brown, structural partner, Cleverdon, Varney & Pike.

As the choice of school building sites in urban areas dwindles, more and more use is being made of locations which, in former years, would have been considered unsuitable. A case in point is the new 1,000 pupil Minot-Hemenway Elementary School now under construction in the Dorchester section of Boston, Mass.

Because the school will also be used by the community, it is a twopart complex designed to separate the academic areas from the gym, pool, cafetorium and library. The multi-level academic section includes 39 semi-open, grade-clustered classrooms. Walls in the class area are made up of individual panels which can be relocated as desired. Architects Samuel Glaser & Partners, Boston, Mass., included semi-circular windows in the design to meet Boston's limit of six percent exterior glass.

DIFFICULTIES OVERCOME AT URBAN SITE

SCHOOL



over existing grades. Concrete-filled steel pipes (in background, lower) were used for foundation.

Architects: Samuel Glaser & Partners Boston

The site selected presented several major problems for the consulting engineers, Cleverdon, Varney & Pike, Boston, Mass.

Located near the ocean, the site is crossed by a concrete storm drain, supported on wood pilings, which was built in the mid-30's. The socalled "Tenean Creek Conduit" drains a large area of surface water. including runoff from a nearby playground, into a nearby harbor. The existing grade varied from 13 to 15 ft. above Boston's datum point.

During severe high tides, the storm drain and its manholes became overloaded making inundation of any deep site excavation a real possibility. High water had been reported at an elevation of 15 ft.

Space limitations prevented relocation and diversion of the conduit. A thorough inspection found it to be in good condition. Its construction, however, prevented additional loads and the use of heavy construction equipment close by. Any strucflow would create serious difficulties for the site. It was decided to construct the building with the conduit left in place.

A second problem was an extensive underlying layer of soft, compressible material which had consolidated and settled under the weight of fill used for an adjacent playground. An extensive soil test boring program by the consulting engineers revealed from five to fourteen feet of fill underlain by a layer of very soft silt and peat up to 45 ft. in thickness. Underneath the peat was medium-dense fine sands and clays running to a depth of 80-90 ft. below the ground surface.

Because of the very poor underlying soil strata, its extent, and the high water level, piles were chosen for the foundation.

For the building, the engineers selected 90-ton capacity, concretefilled steel pipe piles as the most economical solution. A total of 362 such piles were installed, averaging about 85 ft. in length (1234" out-

Consulting Engineers: Cleverdon, Varney & Pike Boston

side diameter, %" wall steel pipe, driven closed ended).

All of the piles were pre-augered to a depth of five feet below the soft materials to reduce the effect of vibrational shock of pile driving on the existing sewer. Using this method, piles were driven within five feet of the conduit. Monitoring controls established on the line to detect movement during pile driving showed no significant change in the conduit's position.

Wood piles of fifteen-ton capacity were used to support exterior items such as utilities, concrete retaining and brick screening walls. A total of two hundred sixty-five such piles were required.

To avoid the danger of high water and the placement of any new loads on the soil, from building or fill, it was decided to set the first floor at an elevation about 4.5 feet above existing grades, and to leave void the resultant (crawl) space. The only fill required is for the outside pertural damage causing distruption of imeter of the building to make the transition between the first floor and the existing grades.

> The structure is designed to keep the dead loads at a minimum. Exterior walls are brick and block cavity type and interior walls and partitions concrete block and drywall construction. Upper floors are 4%" lightweight concrete fill over composite steel deck. Roof construction is built-up roofing over 11/2" rigid insulation on steel deck.

> The entire first floor is of framed concrete slab and grade beam construction (including the pool bottom). Above the first floor, the building has complete steel frame with concrete - filled, concrete - encased (double shell) steel pipe columns to obtain the required two-hour fire rating for protected, non-combustible construction. Floors are supported by steel girders and beams which, by means of shear studs, are designed to act compositely with the lightweight concrete deck, a method which results in a considerable reduction of steel required. Floors are

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foot live loading. Roofs are carried by open web steel joists and steel beams.

facility in July 1971, with completion expected in time for the opening of school in September 1973. Total cost for the project, exclusive of fur-

designed for a 100 pounds per square nishing, will be \$6,500,000. Extraordinary foundation costs because of the difficult site are estimated at \$375,000. Architects for the school Ground was broken for the new were Samuel Glaser & Partners; structural consulting engineers were Cleverdon, Varney & Pike, both of Boston. The owner will be the City of Boston.



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Olson & Wheelock Principals at SDD/A



Don H. Olson

Don H. Olson and Morgan D. Wheelock, Jr., have been named Principals of Sasaki, Dawson, De-May Associates, Inc., of Watertown, Mass.

A Registered Bay State Landscape Architect, Olson received a Masters Degree in Landscape Architecture from the Harvard University Graduate School of Design in 1956. He studied at the American Academy in Rome (Rome Prize: 1960-1962) and was awarded a Bachelor of Science Degree in Landscape Architecture, Iowa State University, in 1955.

Olson was previously with Rogers, Taliaferro and Lamb, Architects and Planners, Baltimore, Md., and the Philadelphia City Planning Commission, Land Planning Division.



Morgan D. Wheelock

Wheelock received a Masters Degree in Landscape Architecture from the Harvard University Graduate School of Design in 1964. He received a Bachelor of Arts, English, from Harvard College in 1960.

Wheelock was previously with General Relocation, Inc., and Brooks, Harvey & Co., both of New York City, and Moriece and Gary, Inc., Cambridge, Mass.



Center Mall Theater, Bristol, Conn. - Architect: Andrew Rossetti, Bristol, Conn.

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Notes (Cont. from page 2)

tect in New York and Massachusetts. He worked for architectural firms in Boston and Syracuse before coming to Berkshire County.

He is an associate member of the American Institute of Architects.

Rose is a graduate of Williams College where he received the Bruce Sanderson Award for excellence in architecture. He attended the Yale University School of Architecture and received his Master of Fine Arts degree from Columbia University.



The sweet smell of success — for you and for us. We believe in it. FROST and HIGGINS Landscape Construction Two Wheeler Road, Burlington, Mass. 01803 — 617-272-4257 50 Cooke Avenue, Northampton, Mass. 01060 — 413-584-9417 He was formerly associated with Edward L. Barnes Associates of New Haven, Conn., and for Russell, Gibson & von Dohlen in Pittsfield.

He spent a year in Milan, Italy, in the preliminary design department of Austin-Italia which is part of the Austin Co. of Cleveland, Ohio, specialists in commercial and industrial buildings.

Smith received a bachelor of arts degree in economics from Colby College and a bachelor of architecture degree from the University of Pennsylvania.

He was associated with an architectural firm in Madison, Wis., coming to the Berkshires a year ago to join Russell, Gibson & von Dohlen as a project architect. He has also been associated with firms in Cincinnati, Ohio and Philadelphia, Pa.

High-Bond Masonry Mortars Seminar Scheduled

The Massachusetts Masonry Institute and the Mason Contractors Association of Massachusetts have announced their co-sponsorship of a seminar for architects on the new high-bond mortars for unit masonry construction.

Two types of high-bond mortars will be discussed and demonstrated by representatives of Amspec, the Dow Chemical Company marketing organization. The first is Sarabond, an essentially conventional mortar modified with an additive to give it extremely high tensile bond to masonry units. Sarabond has been used extensively in the pre-assembly of brick panels. The second mortar is Threadline, multipart epoxy used in the assembly of concrete block walls.

The seminar will be held from 1:30 PM to 6:00 PM on Wednesday, October 11, at the new Sheraton-Tara Hotel, Exit 12 on the Mass. Pike in Framingham. Interested parties who have not yet received an invitation should contact John P. O'Connor, Executive Director of the Massachusetts Masonry Institute, 755 Boylston Street, Boston, Mass. 02116, or phone him at (617) 262-0020.

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To

New England Architect



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