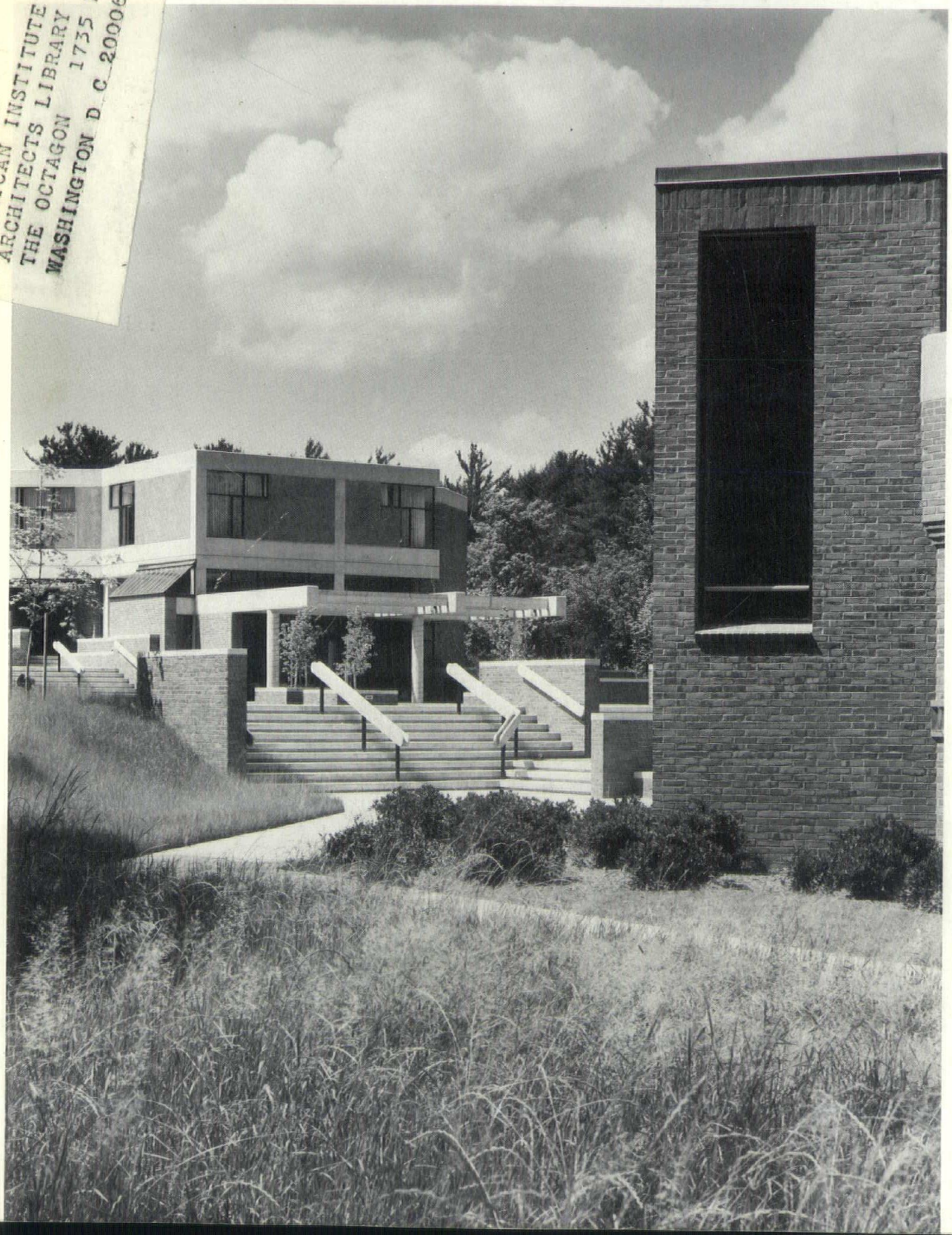
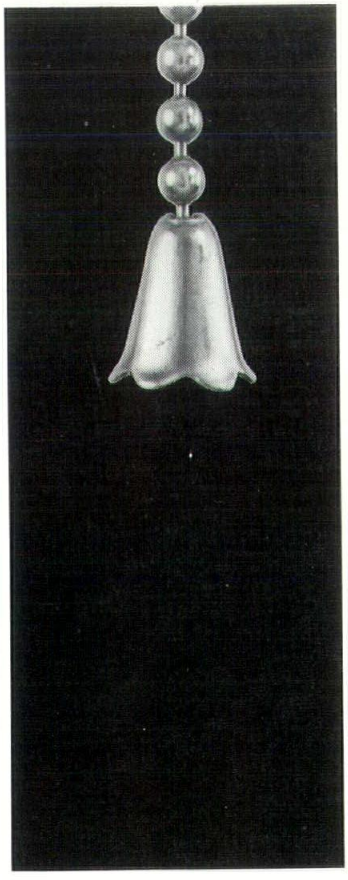
new england Architect

& NEW HAMPSHIRE ARCHITECTURAL REVIEW

March 1974



Let's pull together.



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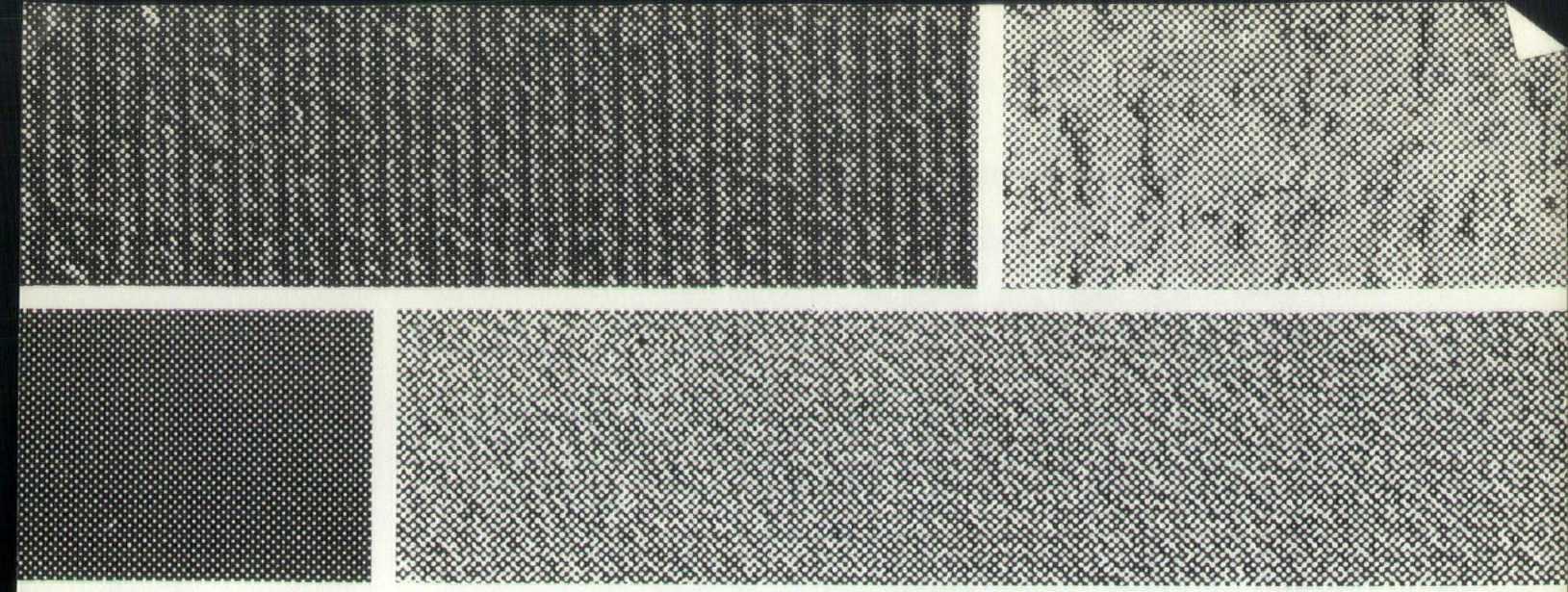

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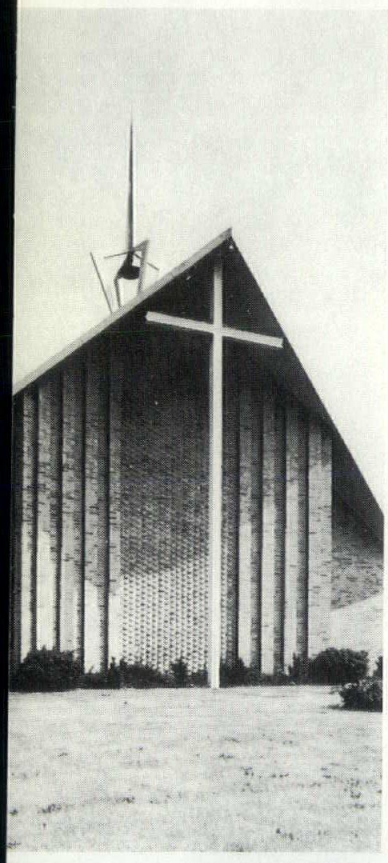

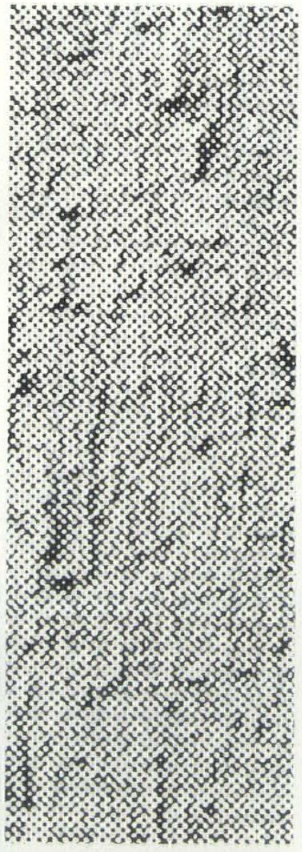

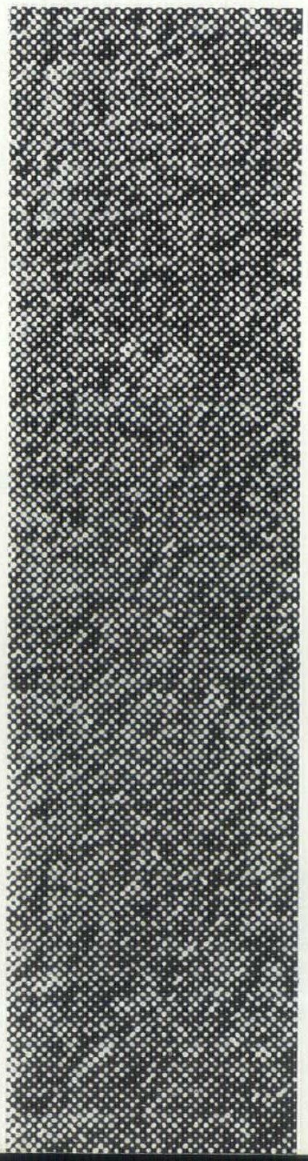

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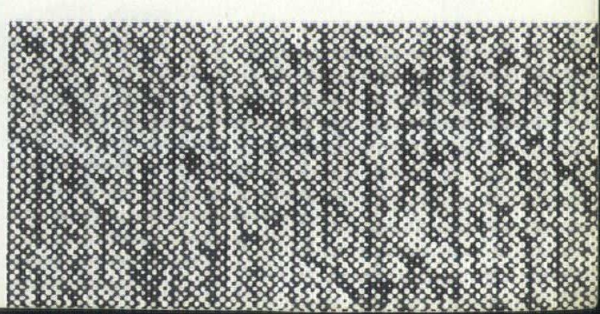

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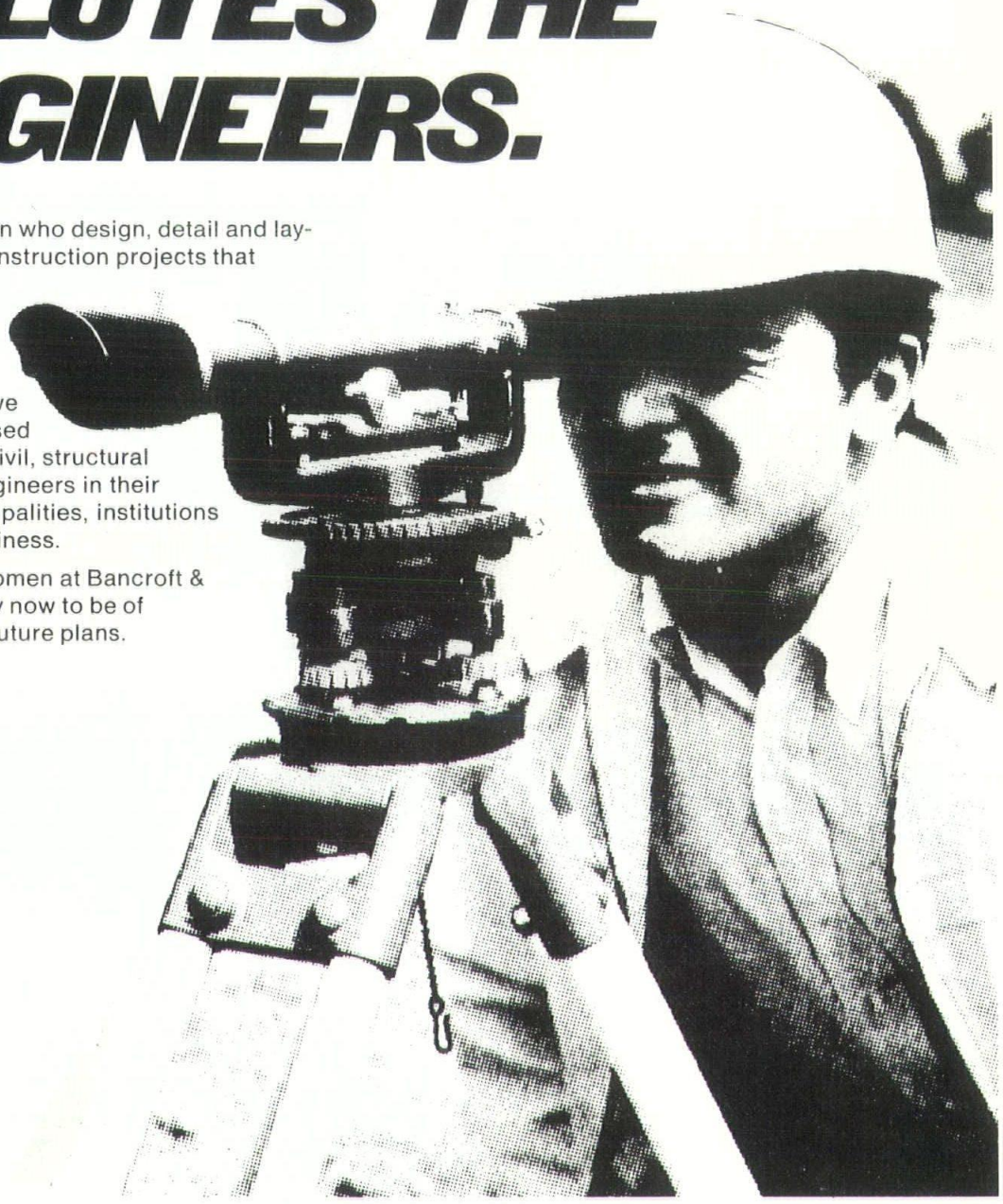

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March 1974 Volume 5 Number 8

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NOTES & COMMENTS

Allied Professions Medal Awarded To Kevin Lynch

Kevin Lynch

Kevin Lynch of Cambridge, Mass. has been selected to receive the 1974 Allied Professions Medal of The American Institute of Architects for his work in urban design and environmental planning.

The medal is given by the Institute in recognition of achievement in the design professions related to architecture. It will be presented at the national professional society's convention May 19-23, in Washington, D. C.

Kevin Lynch's career spans 25 years of influential research, education and practice in the field of urban design and planning.

He is the author of "Image of the City," a study of ways in which city residents perceive their environment. His most recent book is "What Time Is This Place?", an exploration of the temporal qualities of cities.

Lynch's urban design projects are regarded as models in the field. They include the preparation, with John Myer, of the original plans for the Boston Governmental Center and the redevelopment of Boston's downtown waterfront, as well as numerous projects for cities throughout the United States and Latin America.

A professor in the Department of Urban Studies and Planning at the Massachusetts Institute of Technology, Lynch received the 50th Anniversary Award of The American Institute of Planners in 1967.

Born in Chicago in 1918, Professor Lynch studied at Yale University, Renssalaer Polytechnic Institute and at Taliesin under Frank Lloyd Wright. Following Army service during World War II, he joined M.I.T. and was awarded the Bachelor of City Planning degree in 1947. After a year as assistant director of the Department of Planning in Greensboro, North Carolina, Professor Lynch was appointed an instructor in city planning at M.I.T. in 1948. He was promoted to assistant professor in 1949, to associate professor in 1955, and to professor of city planning in 1963. Recipient of a Ford Fellowship in 1952, he took a year's leave of absence from the Institute for study in Italy.

A. F. Ward Named Associate at LeMessurier

Arthur F. Ward has been named an Associate of LeMessurier Associates/SCI, well-known consulting structural engineering firm of Cambridge, Massachusetts.

Specifications writing, materials research and field supervision have been Mr. Ward's primary responsibilities since becoming a member of LeMessurier Associates in 1962. Two of his most challenging assignments were as resident engineer of The New Boston City Hall and the John F. Kennedy Federal Building in Boston.

Prior to joining LeMessurier Associates, he had been a field engineer with the Aberthaw Construction Company, the Volpe Construction Company and the Thompson & Lichtner Company.

He is currently president of the Boston Chapter of the Construction Specifications Institute, a committee chairman of the newly formed Massachusetts Concrete Industry Board and a member of the American Concrete Institute. He is also a member of the National Society of Professional Engineers.

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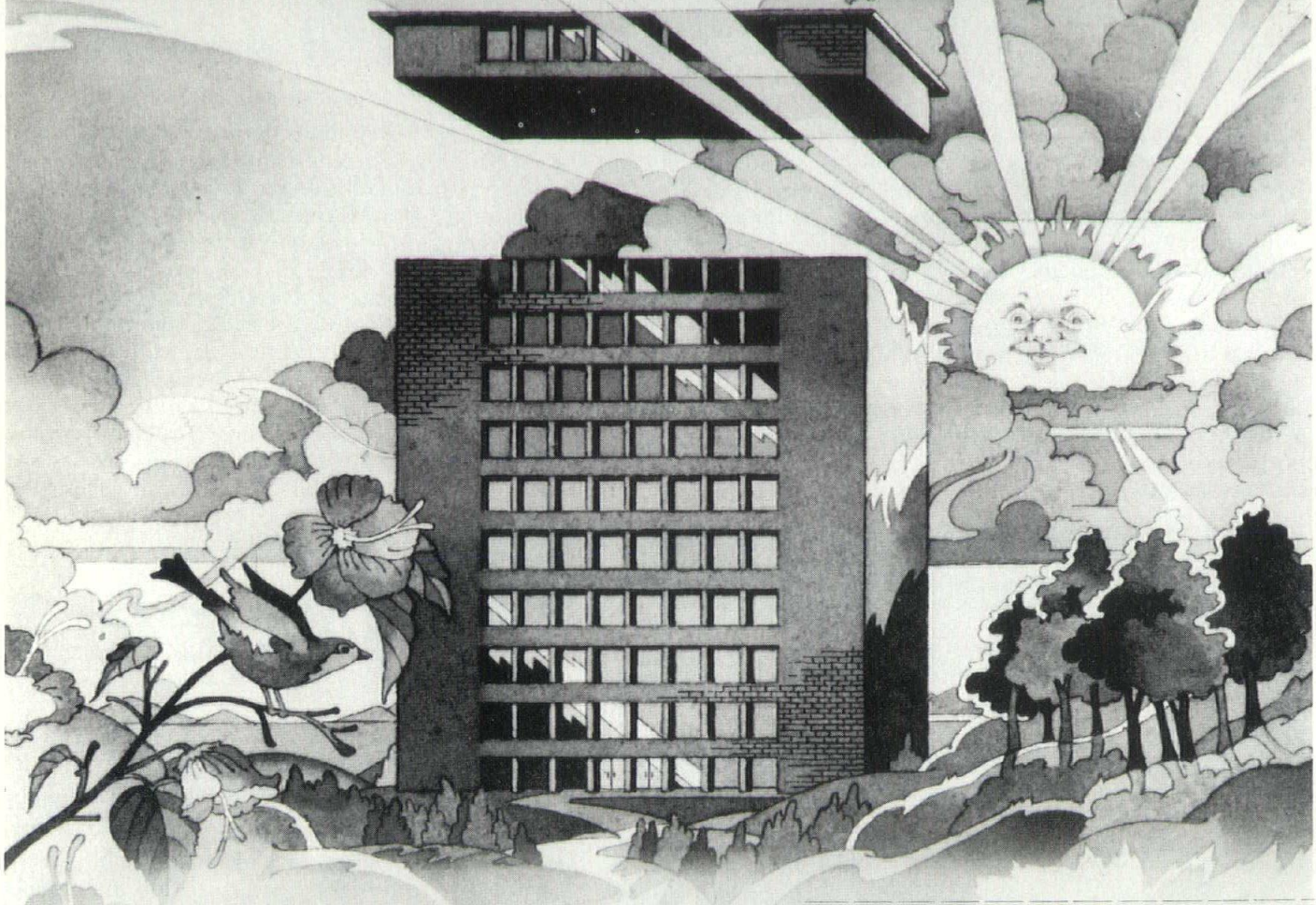

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Davis & Brody to Hold Davenport Professorships

Two prominent New York architects, Lewis Davis and Samuel M. Brody, have been appointed to the Yale School of Architecture and will hold the Davenport professorships for visiting designers, according to an announcement by Dean Herman D. J. Spiegel of the School of Architecture.

The two men, partners in the firm of Davis, Brody & Associates, were the architects for the United States Pavilion at the World's Fair in Osaka, Japan, and are involved in designing several award-winning housing projects in New York City.

Previous appointments to the Davenport chair have included James Stirling, of London, Robert Venturi of Philadelphia, Moshe Safdie of Montreal, and Cesar Pelli of Los Angeles.

Davis and Brody have long careers as practicing architects and as educators. Both hold adjunct professorships at the School of Architecture at Cooper Union in New York, and both have been visiting lecturers in the past at Yale.

Lewis Davis

Samuel M. Brody

In 1973 the two received several top awards including the Mayor's Citation for Distinguished Service for architecture and urban planning, the New York State Society of Architects Award of Honor for their Williams Street Office Building, the New York State Association of Architects Award for the East Midtown Plaza, and the New York Chapter of the AIA Medal of Honor, and the Municipal Arts Society Certificate of Merit for the 47th Precinct Station House and for the Boston Road Apartments.

Their Osaka Pavilion won several honors including the 1971 AIA Honor Award.

Mr. Davis is a graduate of the University of Pennsylvania and Columbia University, and Mr. Brody of Dartmouth and Harvard.

The William B. and Charlotte Shepherd Davenport Chair of Architecture was established by the late Shepherd Stevens (Bachelor of Fine Arts, Yale '22) through gifts and a bequest on his death in 1962.

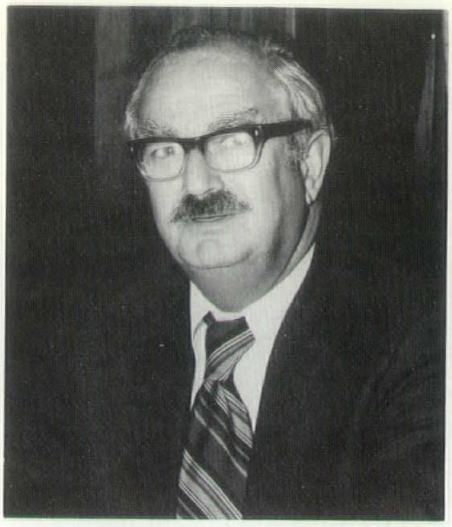
Mechanical Contractors Elect Officers for '74

The New England Mechanical Contractors Association at their Annual Meeting elected a new slate of Officers for 1974.

Sidney F. Greenwald, Hart Engineering of Providence, Rhode Island was re-elected to serve a second term of office as President. Vice-President: Joseph S. Hartry, Air Conditioning Contractors, Canton, Massachusetts; Secretary: Leslie N. Grodsky, Harry Grodsky & Company, Springfield, Massachusetts; Treasurer: Duncan C. Ayles, Jr., Ayles Plumbing & Heating Company, Quincy, Massachusetts.

Clayton A. Sheppard, Metherall & McCausland, Inc., Quincy, Massachusetts; Leonard W. Harding, Harding Welding & Piping Corporation, Quincy, Massachusetts; Donald Allison, J. G. Lamotte & Son, Inc. of Worcester, Massachusetts were re-elected to the Board of Directors. William F. Lynch, William F. Lynch Company, Inc. of Worcester, Massachusetts was elected to the Board.

Duncan C. Ayles, Jr., Ayles Plumbing & Heating Company, Quincy, Massachusetts was re-elected to a three year term as Trustee of the New England Mechanical Contracting Industry Improvement Fund.



Sidney F. Greenwald

Peter Arden, Arden Engineering Company of East Providence, Rhode Island was elected to a three year term as Trustee of the New England Mechanical Contracting Industry Improvement Fund.

The New England Mechanical Contractors Association is currently in its 94th year and is composed of mechanical contractors in the New England area.

During it's long history, the Association has promoted the development of the heating, piping, refrigeration and air conditioning industry by improving the character of work done and labor employed and by better public service.

Numerous Committees and Trustees were also elected for 1974.

Carmote Paint Subsidiary Of California Products

Robert J. Caldwell, President of California Products Corporation, Cambridge, Massachusetts, has announced the acquisition of certain assets and the on-going business of the Carpenter-Morton Company, Everett, Massachusetts, a wholly owned paint-making subsidiary of Seaport Corporation.

Carmote Paint, Inc. will continue to manufacture and sell Carpenter-Morton's well-known line of Carmote Paints, Larcoloid Enamels and Wilbur & Williams Maintenance-Industrial Coatings at the Everett plant, according to Mr. Caldwell's announcement.

BABSON EDUCATIONAL

THE Babson College Educational Center is located near the center of the campus on a north-facing slope above an existing group of Georgian buildings. The buildings designed by Arrowstreet, Inc., (formerly Ashley-Myer-Smith) display predominantly horizontal lines, red brick and trim, a lack of pomposity, and a unity of "streetscape."

The structural elements create spaces and squares which, like the best Georgian architecture, reflect the spirit of design rather than a revival of any of its specific forms. The buildings are sympathetic to the Georgian scale and to the scale of existing buildings so that the Center blends with older buildings nearby.

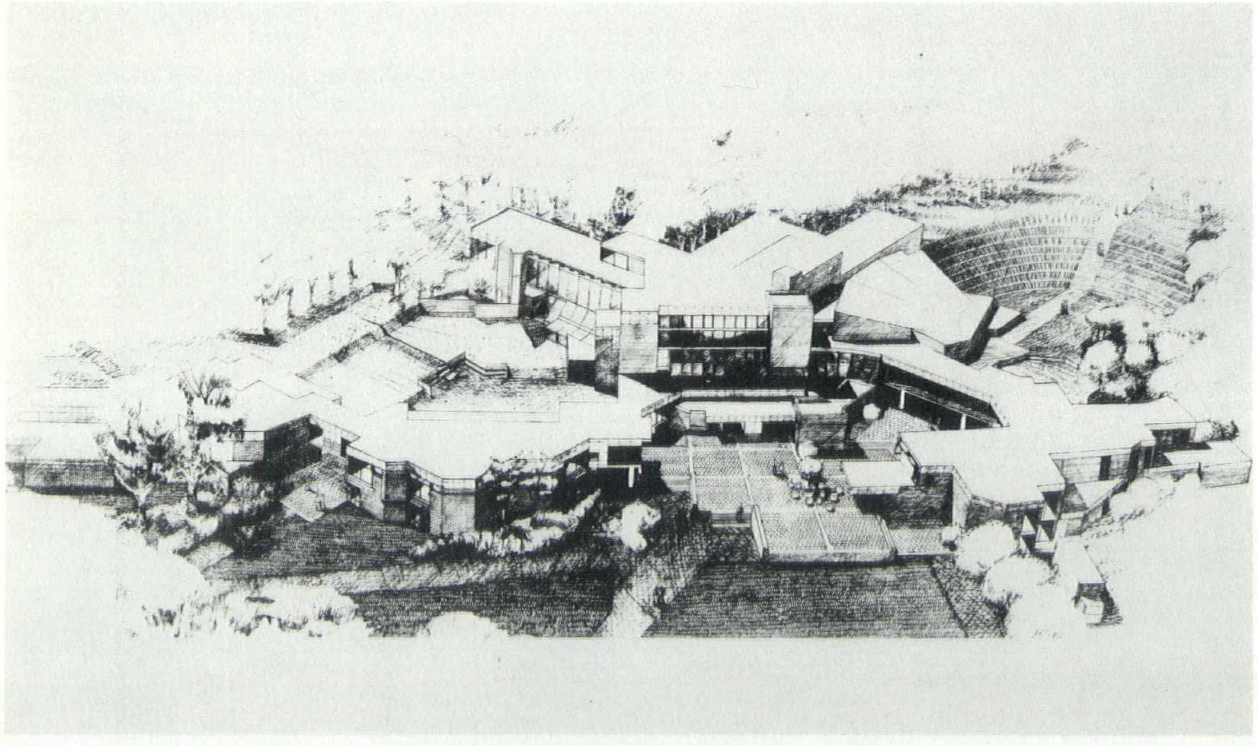
Facilities completed to date include Babson Hall, Gerber Hall and the Science Building. The Library will be built during Phase II.

The buildings are designed to respond to new curriculum needs. A notable feature of Babson Hall is the management laboratory which contains a board room, one large and two smaller conference rooms, all with one-way glass, and one amphitheater-style viewing room — through which students may participate in, see, and hear business conferences in progress. Also in Babson Hall is the computer center with seven terminals for the use of students and faculty.

Gerber Hall contains, in addition to classrooms and faculty offices, an attractive conference room with large windows overlooking the plaza.

Lively and contemporary interior colors were chosen for the classrooms and corridors. All the rooms were designed for the best use of audio-visual materials.

The library and multimedia hall, for which funds are now being sought, will be the largest unit of



CENTER WELLESLEY, MASS.

arrowstreet inc.

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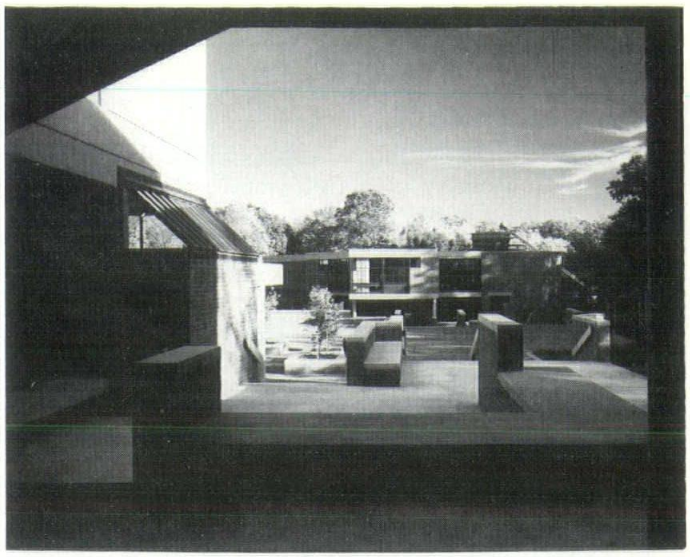
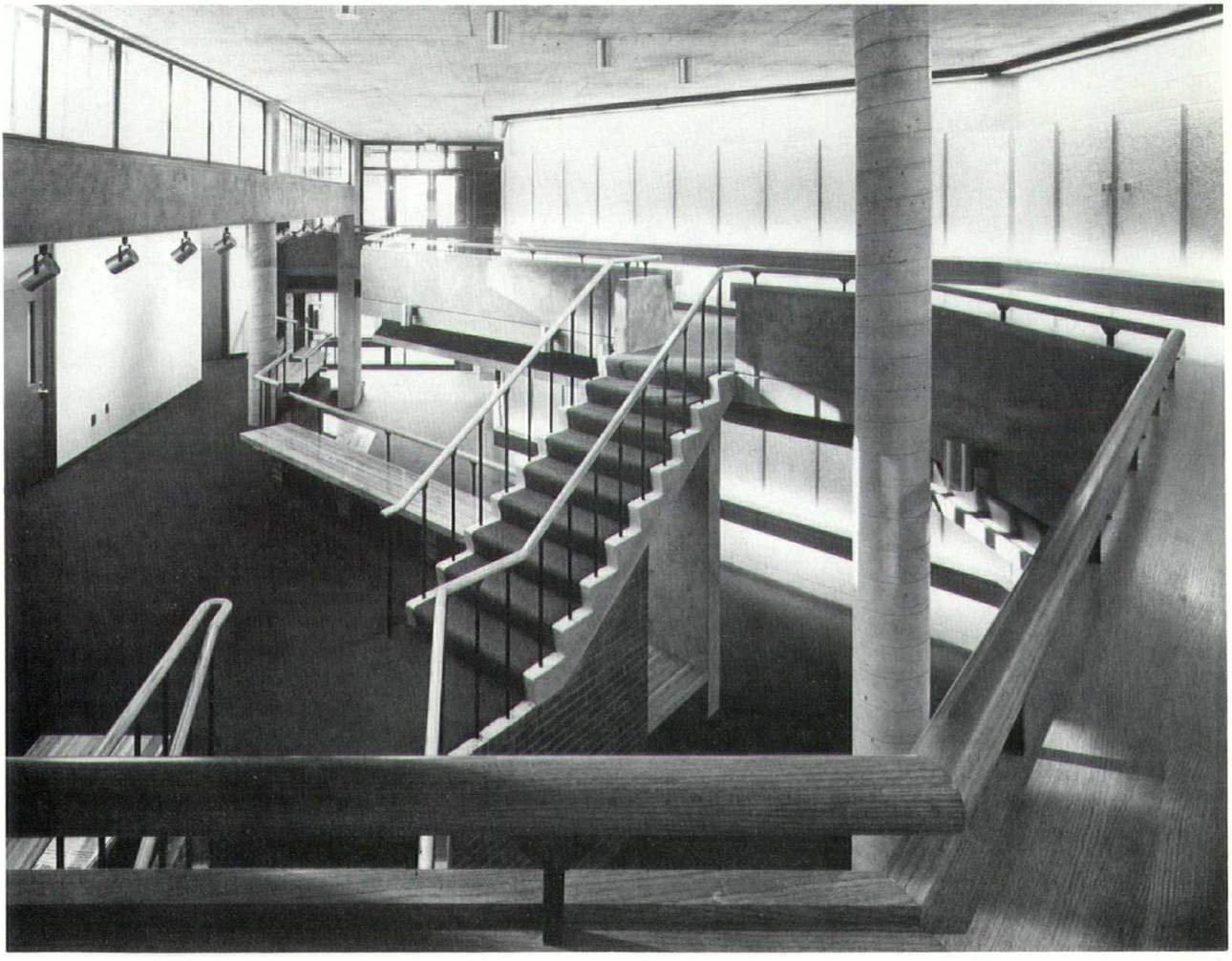
the Center. But, by virtue of their proportions, and the fact that they will be set into the hillside, the library and multimedia hall will not overwhelm but, rather, will extend, connect together, and complete the Center into one homogeneous architectural unit.

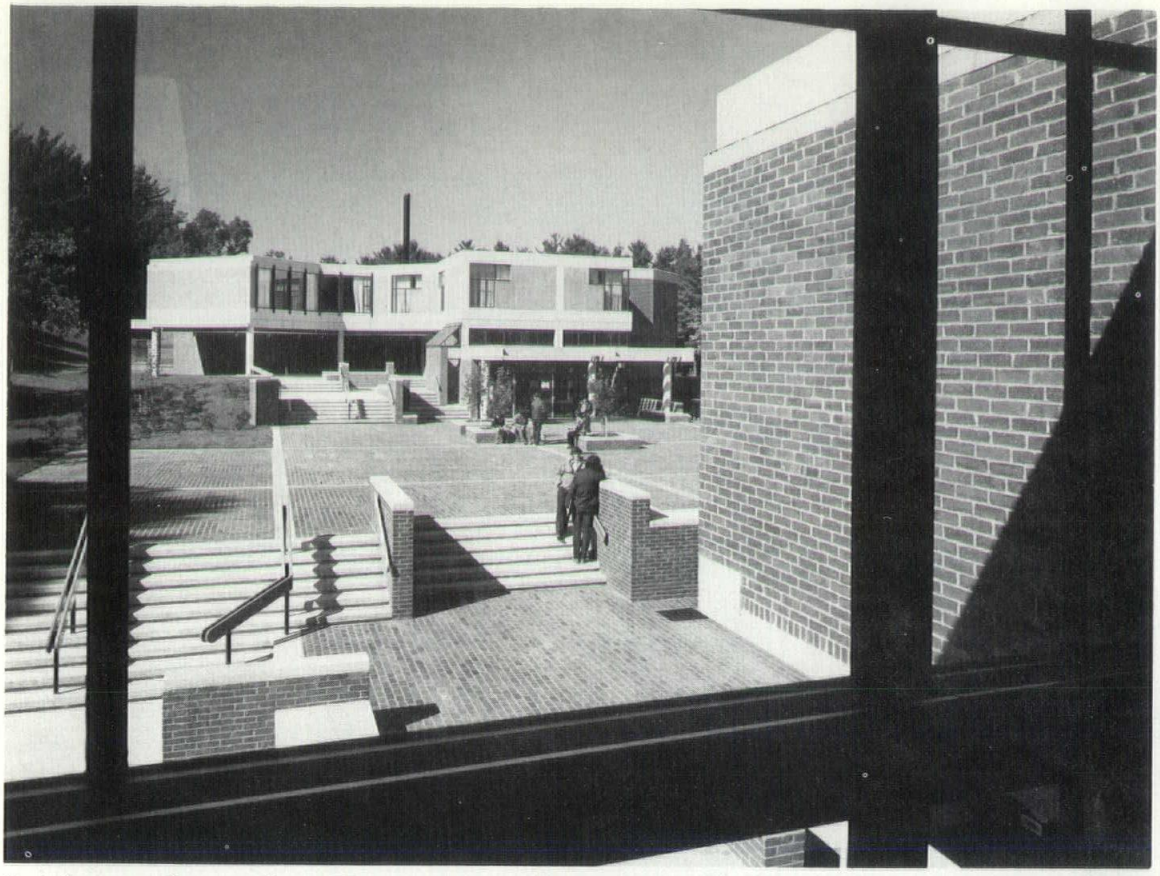
Program requirements for the complex included development of a detailed master plan for academic facilities projected by the College's educational plan, as well as designs for the first increment of buildings, the spaces for which had previously been programmed: 10 classrooms (of an eventual total of 30), 24 offices (eventually 90), two Physical Science Laboratories, Computer and Man-



View from Babson Hall toward Gerber Hall



Faculty offices in Gerber Hall are located on the mezzanine level (at left in photo above). There are six classrooms on the upper level.



View from corridor in Gerber Hall toward Babson Hall across Humphries Plaza.

agement Laboratories, a 250-seat "multimedia" Auditorium, exhibition space, and a 140,000-volume Library (with projections of a future addition to the Library and construction of a Student Center and a Gymnasium).

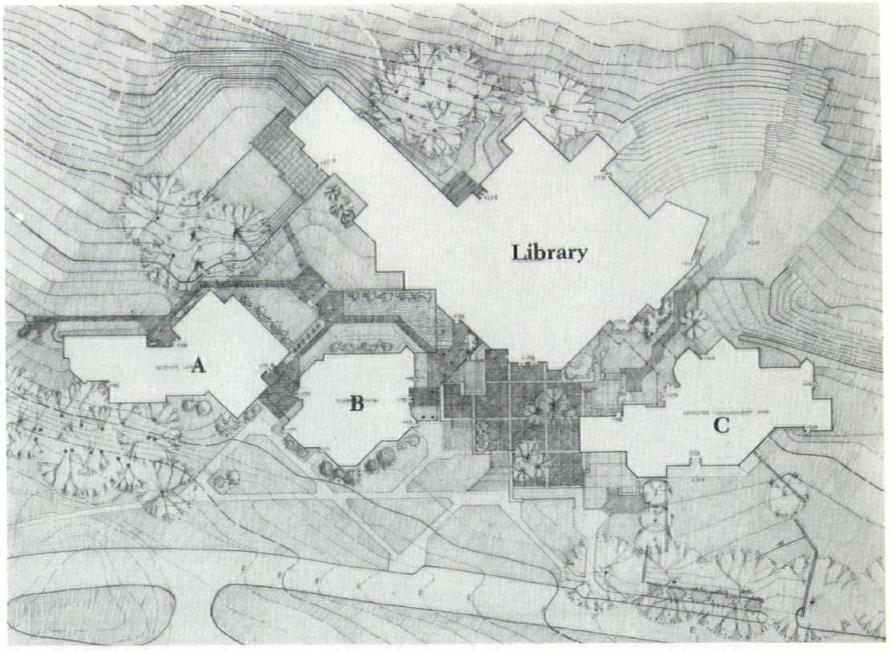
Above the site are hilltop playing fields and commuter parking; to the sides are the dining hall and housing, and the gymnasium.

Following discussion of the programming and previous Master Plan (1929), it was agreed that the design should (1) respond to the widely scattered condition of the present college buildings, paying particular attention to (a) the pattern of pedestrian movement, (b) the appropriate proximity of the various program spaces to other campus areas, (c) the creation of a central locus for the campus and, (d) relating to the existing buildings; (2) it should be phased for construction in two or more increments.

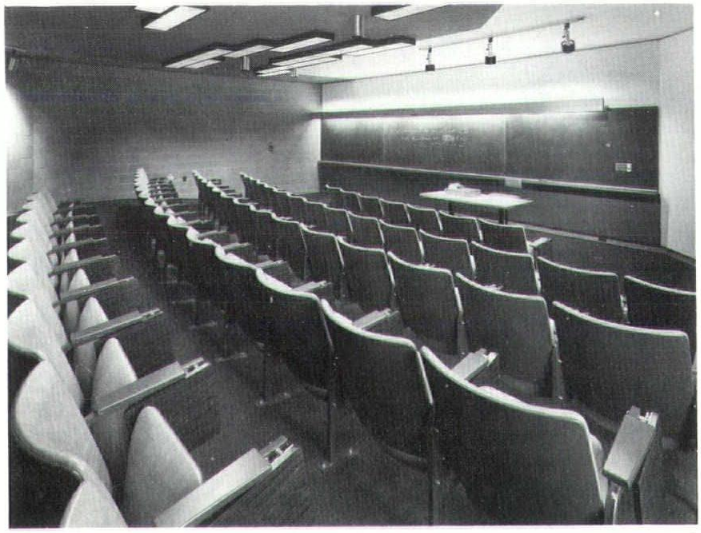
Lobby outside Administrative Offices in Gerber Hall

The relationship of the parts of the complex to the varied pedestrian movement occurring on the hillside was a primary concern of the Master Plan: movement would occur *through* the Educational Center to destinations up and down and across the hill as well as *to* the Center itself. The role of the project as a main street for the fragmented campus was judged as a major factor in developing its identity.

The classrooms and faculty offices were grouped together at the clients' request: these groupings are linked to the centrally located library, forming related outdoor spaces. An amphitheatre is created at the junction of the several movement paths. The classrooms themselves are shaped by the inclusion of audio-visual methods in the teach-



A: Science Labs; B: Babson Hall housing classrooms; C: Gerber Hall housing computer Management Labs. The Library will be constructed under Phase II.



Classrooms were designed to give students maximum views of projection screens, as well as blackboards. Shaped like a square with one corner missing, the basic design for each classroom determined the shape of the whole building

Babson Hall

ing program: a projection wall shares the instruction area with the chalkboards and tack space.

A 250-seat lecture hall was located next to the library, both to organize the storage and use of audio-visual materials and to generate a place of intense activity. The student activities areas are planned for an adjacent location, receiving southern exposure and presenting themselves to the commuters on their way to and from the parking areas.

Physical education facilities will grow near the existing facilities, forming a very different and very visible place juxtaposed to the library and lecture hall across the slope. The first-stage construction is grouped to provide a viable life independent of future stages.

Construction is of brick and block masonry bearing walls with concrete columns and flat slab. The mechanical system is a 2-pipe change-over system except for the library which is conditioned with centrally supplied air. Mechanical components as well as the structure is generally exposed in the building's interior. Wheeled service carts can reach all 5 floors under cover from the central receiving area.

The general contractor was Leonard Rugo.

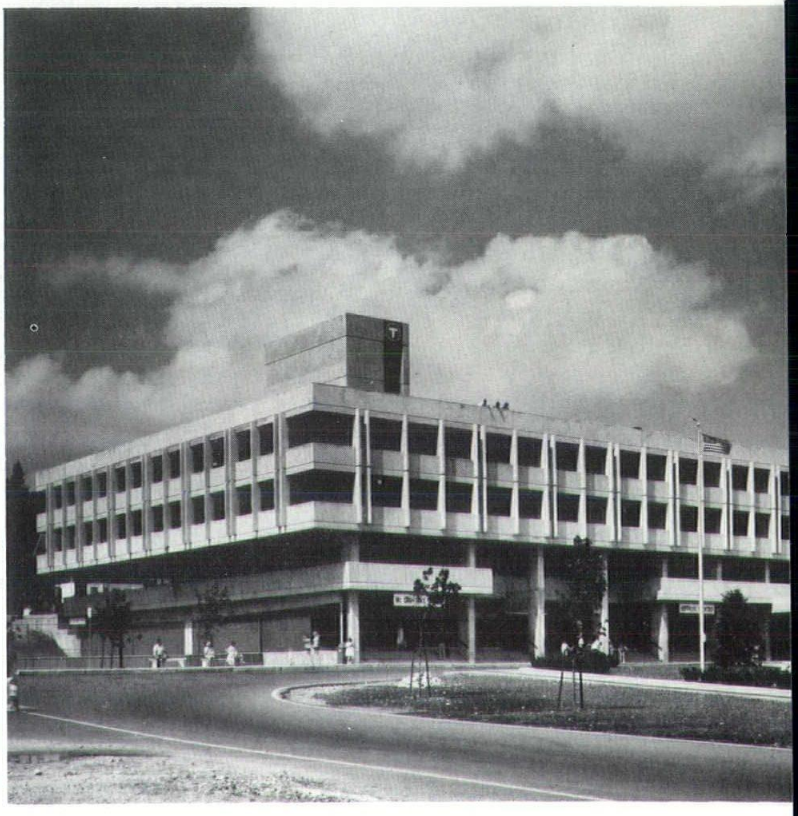
Landscaping: Moreice and Gary.

Corridor Bridge connects Babson Hall with the Science Building.

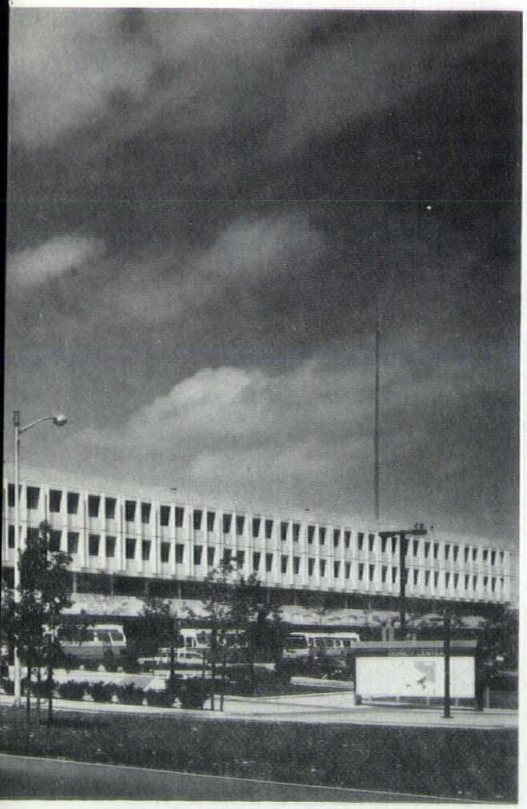
QUINCY CENTER MBTA Station/Garage

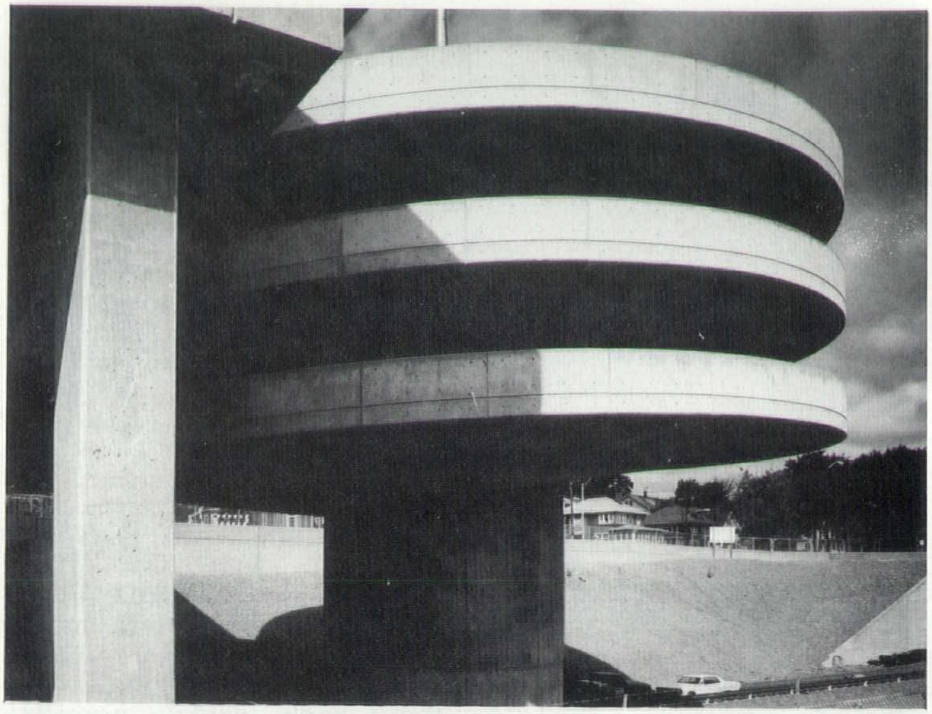
QUINCY to Boston in 14½ minutes at rush hour. An impossible dream for commuters is a reality and the Massachusetts Bay Transportation Authority (MBTA) estimates it will accommodate about 13,000 riders in this new commuting era.

Mr. V. Victors Vitols, A.I.A, Partner-In-Charge, Samuel Glaser & Partners, Architects, describes the project as a part of the new metropolitan rapid transit system extension and is located in the center of suburban Quincy, Massachusetts, a city with a population of about 100,000 people. In the direct vicinity of the project are civil and religious buildings of national historic importance. The program required a solution respecting the scale of the present environment, anticipated future civil building development near the project area, and for a rapid transit station, an area bus transfer point and a parking facility for 875 cars.



Architects: Samuel Glaser & Partners — Boston





Within the station, clear functional graphics and architectural design work simultaneously to lead the commuter without confusion to the area he wishes.

The objectives in the planning of this facility were to provide a functional and attractive structure which could be efficiently operated as a center of mass transportation. At the same time the vehicular circulation pattern had to be designed in such a way that the traffic generated by the station and garage would cause the least disruption to the adjacent streets, land-uses and environmental harmony.

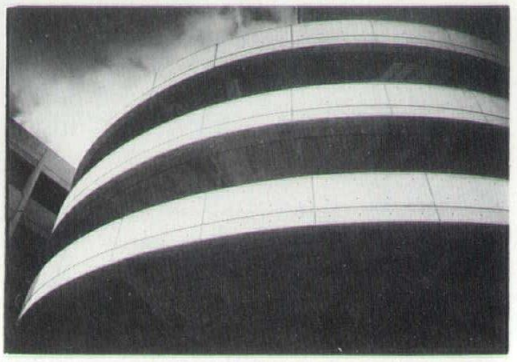
The architectural solution provided a 500-foot long by 120-foot wide building located over the rapid transit and adjacent railroad tracks. The building is basically set behind the building facing the main street and is compatible in height with the surrounding buildings. The length of the building relates to the scale of the new depressed rapid transit system road bed.

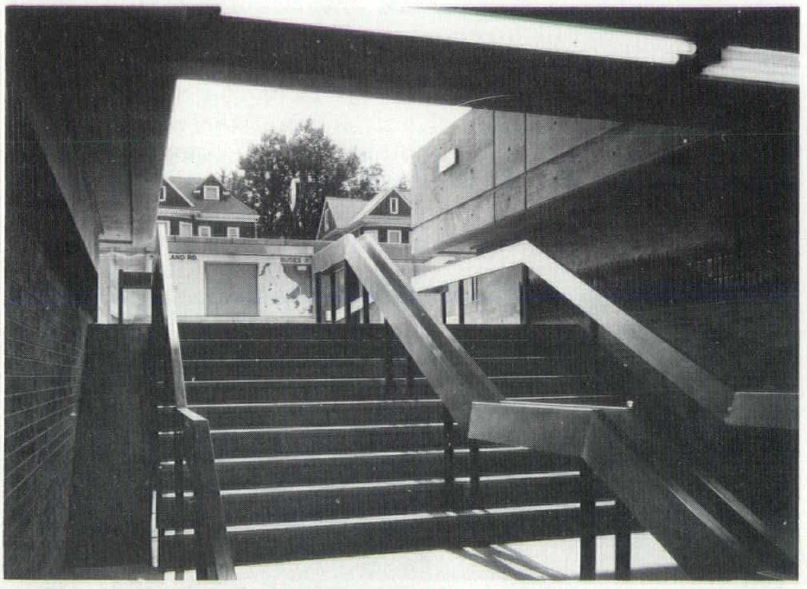
In the immediate area of the entrances, enclosed space is provided for commercial development. In addition to station platform and entrance levels, there are four levels of garage. The automobile ramps sweep into the parking garage.

Pedestrians from the main street arrive at the station through a landscaped mall. Surface line buses approach the station on a separate one-way lane and unload passengers under cover close to the station entrance. Commuters who wish to park their cars enter the garage directly from Hancock Street or Upland Road on separate lanes. Commuters picked up or brought to the station by car ("Kiss and Ride") utilize short term parking with adjacent pedestrian walk ways to the station.

Within the station, clear functional graphics and architectural design work simultaneously lead the commuter without confusion to the area he wishes. MBTA system maps and directional signs guide him to the station lobby and underground to the trains. Commuters arriving at the station immediately recognize their destination by photomurals of local historic landmarks.

The facility provides a functional and attractive structure which is the center of mass transportation for the area.





The architectural solution provided a 500-foot long by 120-foot wide building located over the rapid transit and adjacent railroad tracks. The parking facility can accommodate 875 cars. The length of the building relates to the scale of the new depressed rapid transit system road bed.

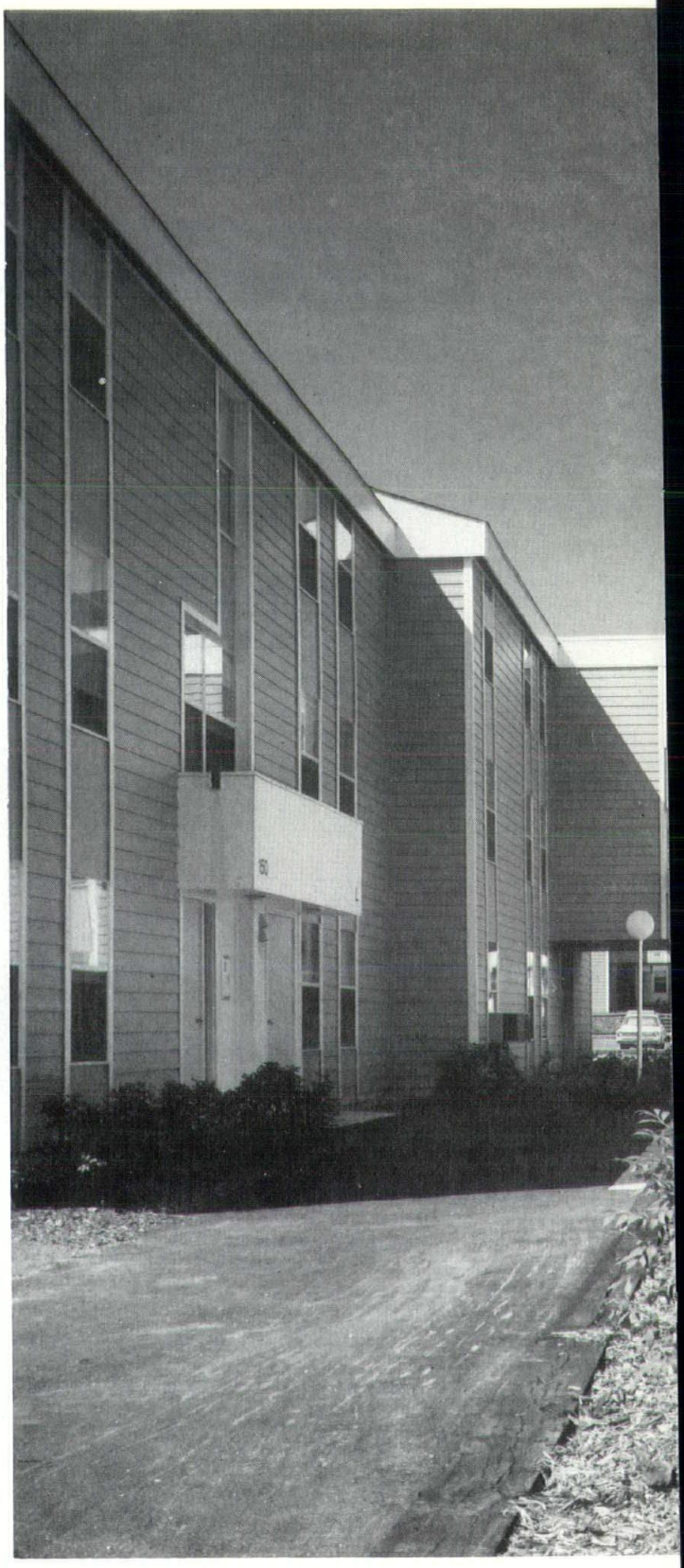
Combining economy of construction with imaginative siting and design, the first MHFA-financed housing complex in Rockland (Mass.) has reached the 80 percent occupancy level.

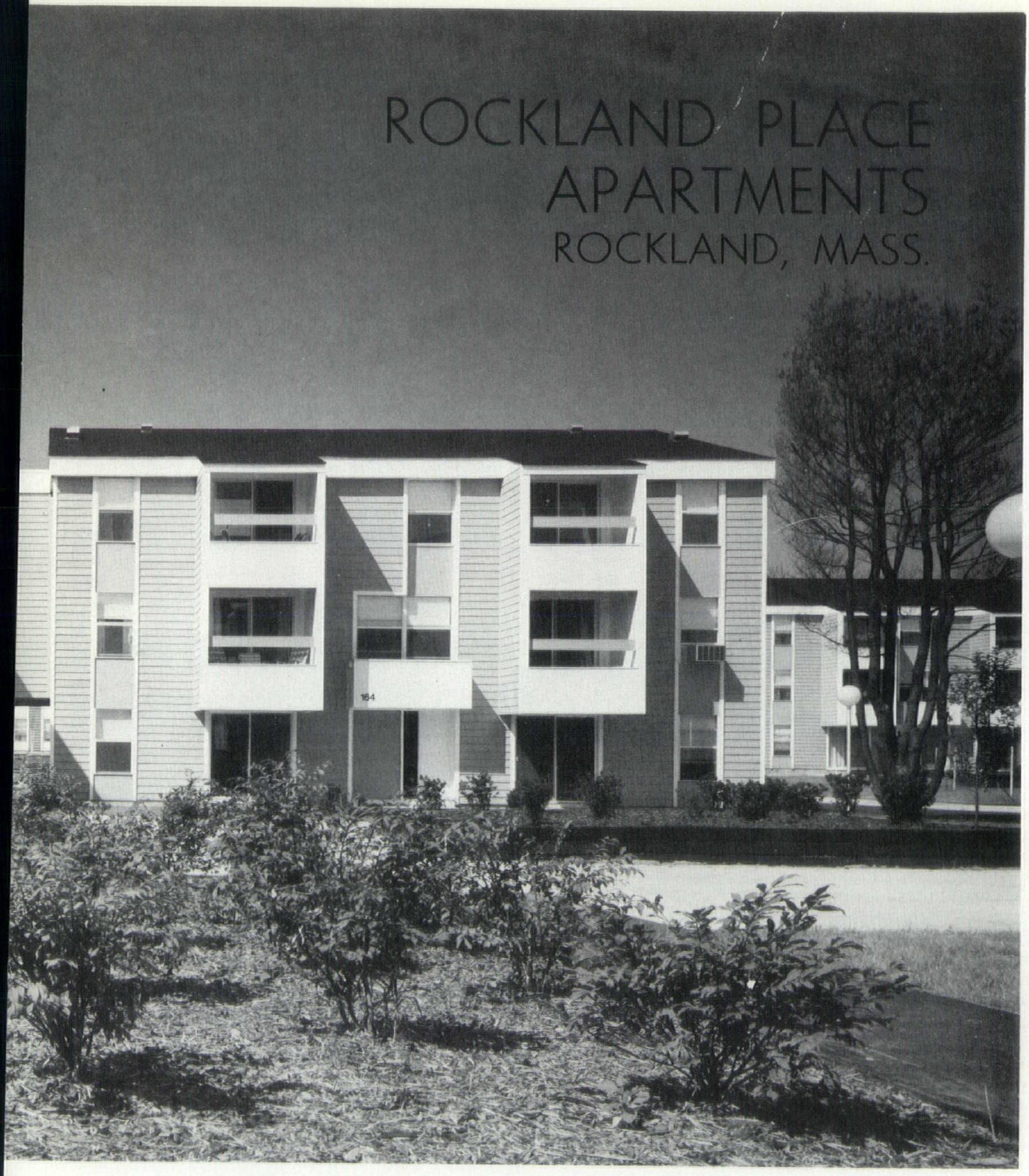
Constructed at a cost of $3.4 million, Rockland Place Apartments is a 35-building community designed by R. Wendell Phillips while a partner of Kent, Cruise & Partners. He is now continuing the practice of the Boston office of the Providence architectural organization under the firm name of R. Wendell Phillips and Associates.

Managed by Edwin D. Abrams, Inc., of Boston, Rockland Place general partner, the nine-acre project consists of 204 one, two and three-bedroom units of low and moderate income apartments for family and elderly tenants. It includes a swimming pool and a large community building equipped with a complete kitchen facility.

"One of our objectives," said Frederic O. Glover, Jr., vice president for design at the Phillips firm, "was to avoid the sterile appearance commonly associated with low and moderate income housing. In line with Massachusetts Housing Finance

Every effort was made to preserve wooded areas.





Architects: R. Wendell Phillips & Associates — Boston

Agency policy, we wanted to produce an attractive residential complex competitive with others in the Greater Boston area."

The architects met their goal by placing the three-story, wood-frame buildings around landscaped courtyards and weaving some 200 parking spaces into the complex in such a way that all tenants have courtyard views and, in some cases, look out upon a winding creek flowing along the eastern edge of the site. Each unit is on one level and extends from one side of a building to another, allowing for through ventilation as well as a double view.

"There's a sense of enclosure about the complex," stated Glover, "and yet there's an openness, too. You see, we've cut wide open-air passageways through the buildings on ground level which lead, for example, from a parking area to a courtyard. Thus tenants are not forced to walk only around the perimeter of a building."

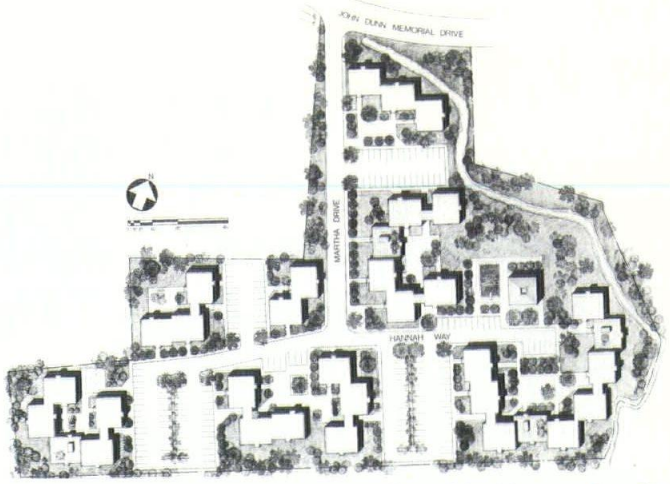
All apartments have a patio or balcony, and the designers gave each building individuality by choosing different colors for use on balcony rails and doors. Bright shades of gold, orange and blue were utilized to add distinctiveness to each structure.

Convenient to Rockland Plaza Shopping Center, the development is located at John Dunn Memorial Drive off Route 123, not far from its intersection with Route 139. Amenities include electric heating, aluminum sliding balcony doors and windows, dishwasher and disposal, wall-to-wall carpeting with sheet vinyl in the kitchen and bathroom, professionally-serviced laundromat facilities, a master TV antenna system, and a resident superintendent with 24-hour answering service. According to Glover, building materials used are predominantly prefinished, reducing maintenance requirements to a minimum.

Rentals range from $215 monthly for one-bedroom units to $285 for three-bedroom apartments, with a range of $157 to $213 for moderate income families. Developed under both Section 236 and MHFA regulations, Rockland Place allocated one-third of its units to low income families who benefit from additional rent reductions based on income.

According to Mrs. Sandra Blackman, vice president of the management firm, all of the moderate and low income units — which account for 60 percent of the total — are now occupied. She stated that families had moved into about half of the "market rent" apartments.

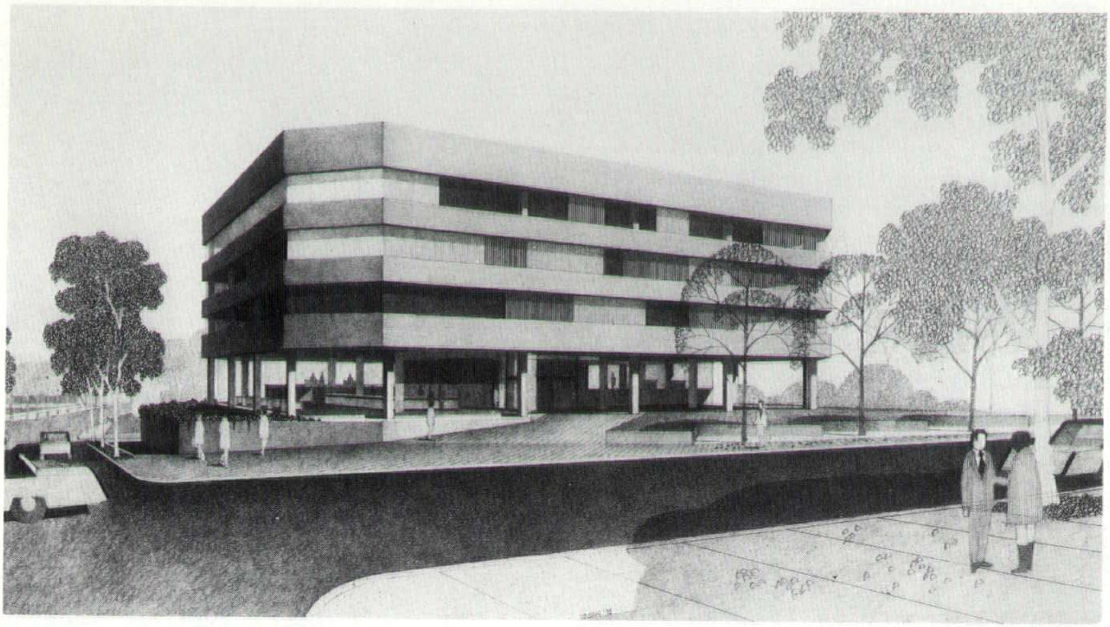
General contractor for Rockland Place Apartments was Homar, Inc., Acton, Mass., and landscape architect was Olmsted Associates, Inc., Brookline, Mass.



The architects have woven residential buildings and parking areas around landscaped courtyards, giving all tenants pleasant views.

Each unit is on one level and extends from one side of a building to another, allowing for through ventilation as well as a double view.

ON THE DRAWING BOARD



B.M.C. DURFEE TRUST COMPANY
FALL RIVER, MASS.

CONSTRUCTION is underway on the new headquarters of the B.M.C. Durfee Trust Company. The five-story facility will be built in the Durfee Theater Complex located in the heart of downtown Fall River next to the new City Hall currently in construction. F. L. Collins & Sons of Fall River is the General Contractor for the project.

According to Stahl/Bennet, Inc., Boston architect for the facility, "The key to the design solution is customer convenience, and this is one of the earliest fully automated banking facilities in the Commonwealth. The innovative banking system, known as 'Tellervue,' incorporates television transmission and pneumatic tubes to both accelerate and improve customer service. For the driver, two fully automatic drive-in stations provide quick service."

Ryan, Elliott and Company of Boston, represented by Thomas Morse, are real estate consultants for the new building which is expected to open in early 1975 at an estimated cost of several million dollars.

Consulting Engineers: Mechanical — Progressive Consulting Engineers, Inc., Cambridge; Electrical — Herosy Associates, Inc., Braintree; Structural — LeMessurier Associates, Cambridge; Soils — Golder, Gass, Inc., Cambridge; Site Engineering — Kenneth Childs, Medfield.

Total Gross Area: — 62,000 square feet.

Architects:
Stahl/Bennett Inc.
Boston

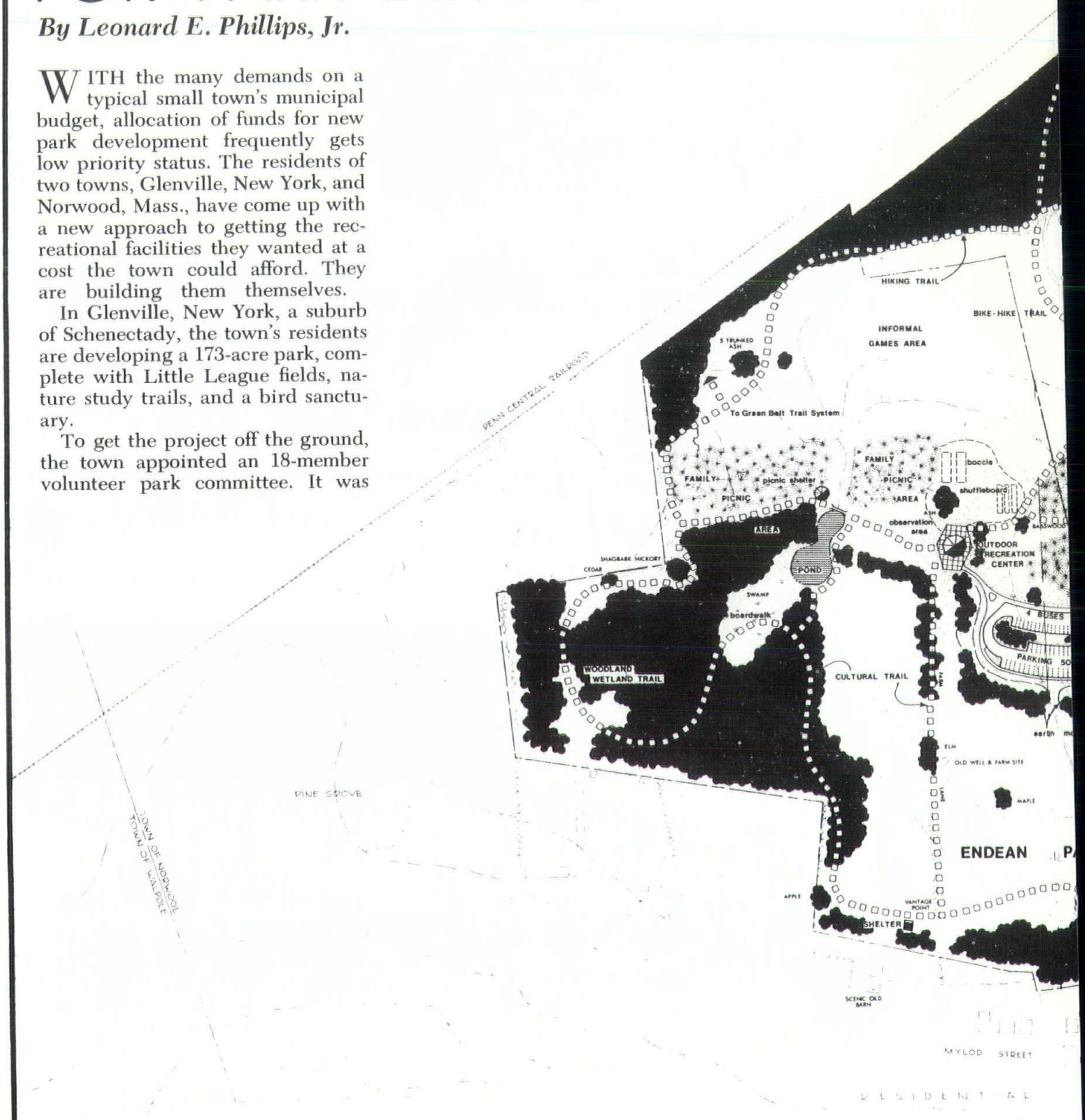
VOLUNTEER CONCEPT FOR PARK DEVELOPMENT

By Leonard E. Phillips, Jr.

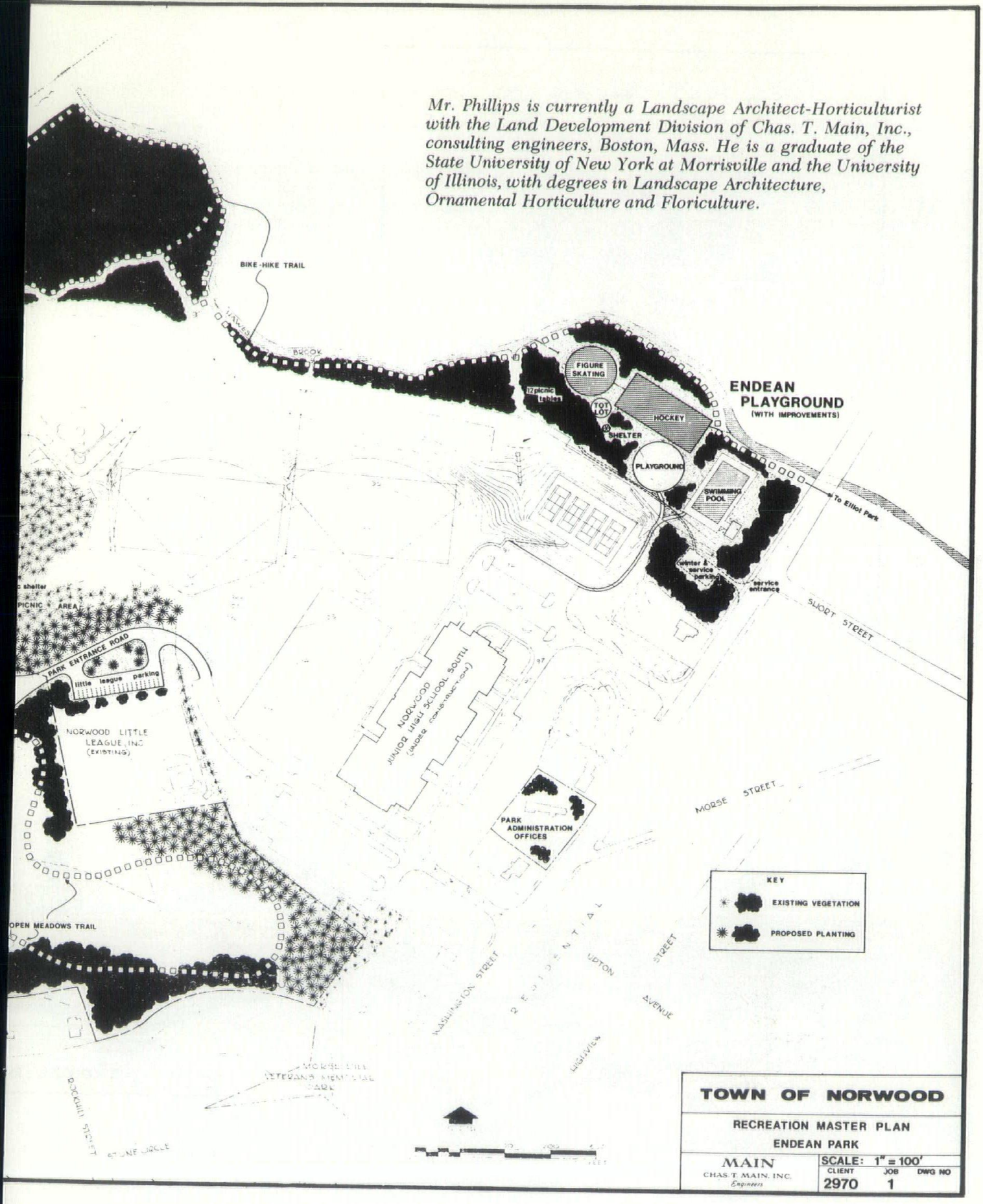
WITH the many demands on a typical small town's municipal budget, allocation of funds for new park development frequently gets low priority status. The residents of two towns, Glenville, New York, and Norwood, Mass., have come up with a new approach to getting the recreational facilities they wanted at a cost the town could afford. They are building them themselves.

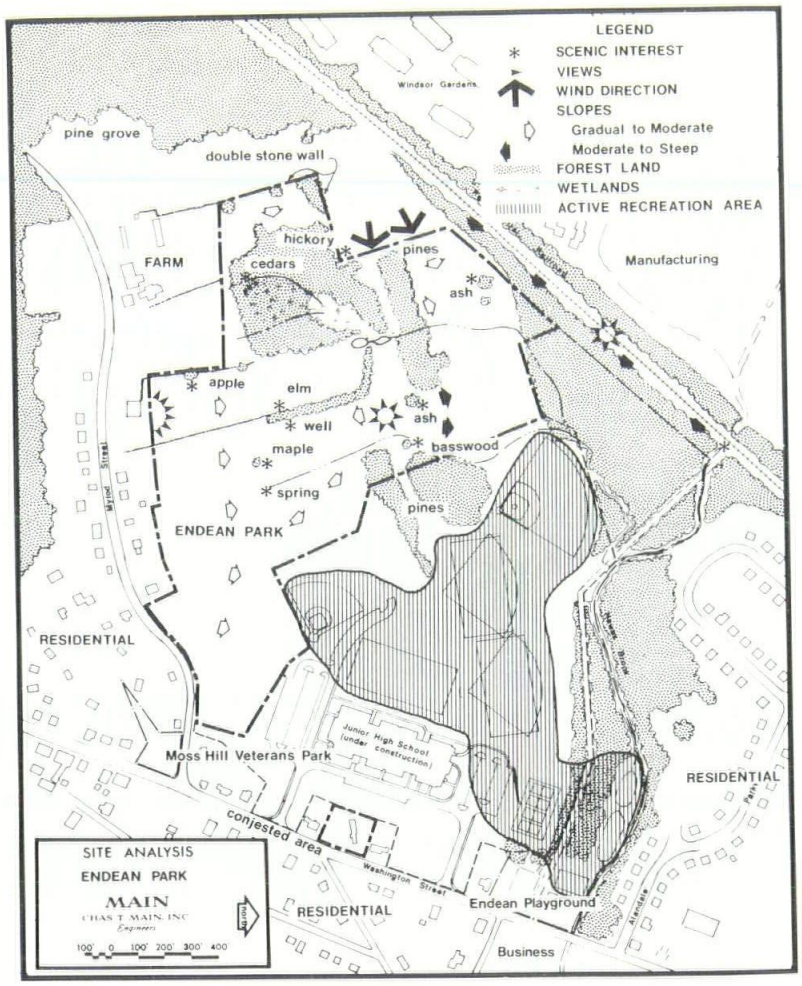
In Glenville, New York, a suburb of Schenectady, the town's residents are developing a 173-acre park, complete with Little League fields, nature study trails, and a bird sanctuary.

To get the project off the ground, the town appointed an 18-member volunteer park committee. It was



Mr. Phillips is currently a Landscape Architect-Horticulturist with the Land Development Division of Chas. T. Main, Inc., consulting engineers, Boston, Mass. He is a graduate of the State University of New York at Morrisville and the University of Illinois, with degrees in Landscape Architecture, Ornamental Horticulture and Floriculture.

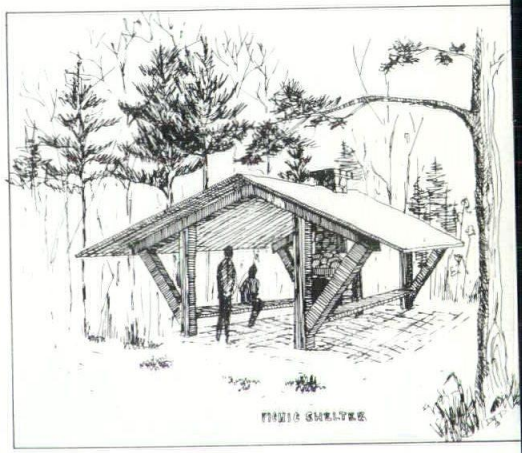


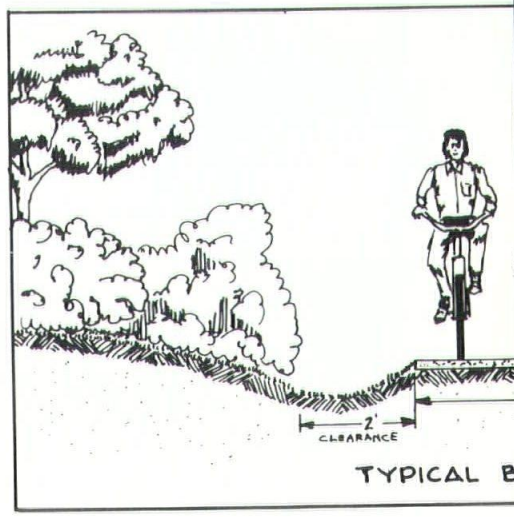


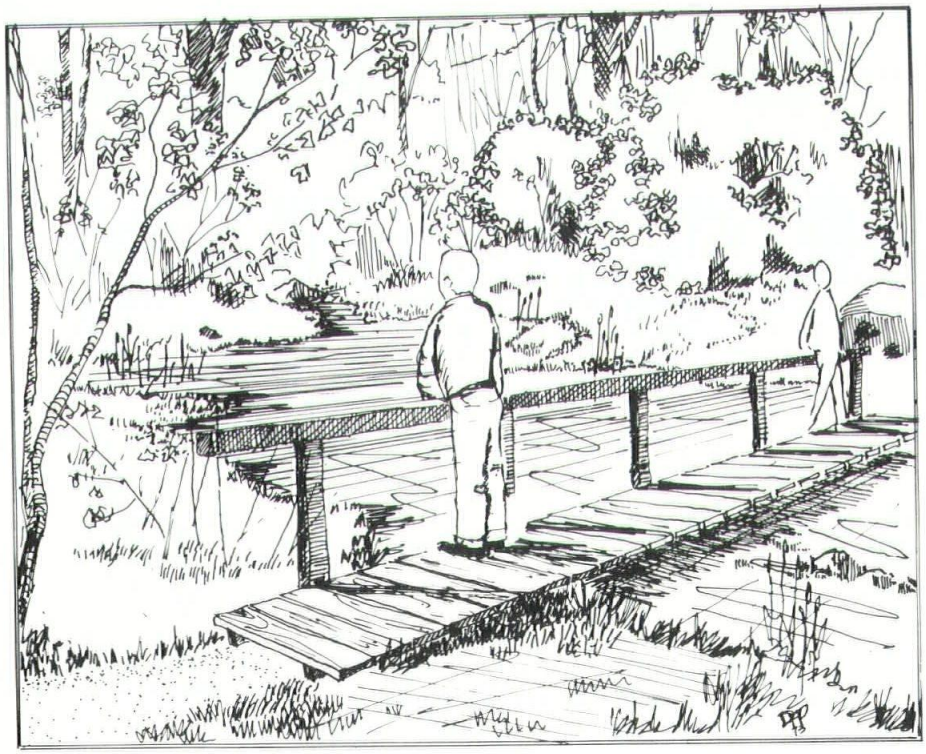
responsible for selecting a site, purchasing land, and overseeing the park's development. The town contracted for road building and surface drainage improvements.

The town's budget allotted $3000 per year for the project, approximately $3000 was subsidized by state and federal funding, and this total was matched by groups in the town either in funds or in the form of time and equipment donated by participants.

The first project to be undertaken was to build a Little League field, which was sponsored by the local Little League commission. The com-



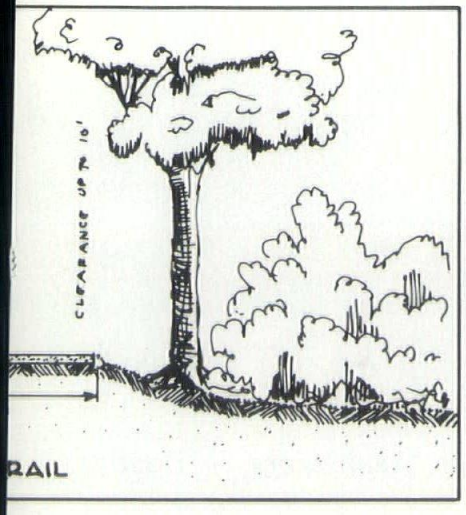




(left) Boardwalk through swamp.

mission paid for fencing, grading, seeding and equipment, with assistance from the local YMCA. When it was completed, with the help of funds from a sesquicentennial committee, a ladies auxiliary, and a nearby corporation, a second ballfield was begun.

A nature study area was laid out by the park committee, and selectively cleared by high school students in a nature education class. Grange members built a footbridge over a stream to permit access to the area.



The high school students again worked with Grange members and local Scout groups to improve a bird sanctuary in a nearby orchard. The volunteers planted greenery which had been donated by the Soil Conservation District.

In Glenville, many of the town's organizations got involved in the project. The local VFW cleared and seeded an area for hillside sledding, built a skating rink, and sponsored a concert in the park which included mowing and clearing before and after the event.

The Rotary Club built a picnic pavilion and provided tables, the Kiwanis Club donated picnic tables and a hand carved entrance sign, and the Jaycees will be expanding the playground with new equipment. A garden club planted and maintains the landscaping at the park entrance.

The town highway department helped to build a sledding hill using leaves which are collected each fall and covered with land fill.

Future projects include a general expansion of all facilities, plus a bike trail, tennis courts, a tree planting program and comfort stations.

The park committee is open to all volunteers on an individual or group basis, but all work is carefully and completely supervised so that it fits into the master plan guidelines.

In another locally sponsored project, the town of Norwood, Mass. is developing a town-wide greenbelt open space and trail system. This plan was initially conceived by the conservation commission, and then was given to Chas. T. Main, Inc., a leading consulting engineering firm, for the development of a master plan for Endean Park. Main improved upon the greenbelt system by taking advantage of all areas in the town which were available for recreational use.

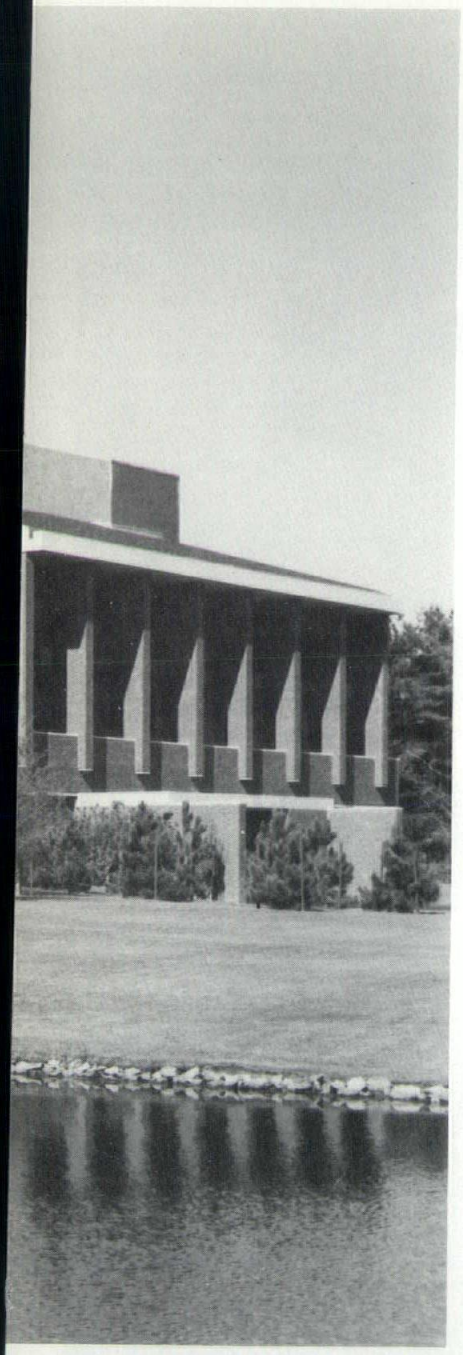
The greenbelt system utilizes all town-owned lands including parks, schools, and water supply lands which could feasibly be connected by trails to completely encircle the town. The development of this system will be implemented by the use of community service organizations as well as individual participation. Meanwhile, the commission will seek trail rights-of-way through easements, purchase, or agreements, as well as oversee and supervise layout, construction and maintenance of these trails. The cost to the town will be minimal, leaving funds available for purchase of land for recreational centers and conservation activity.

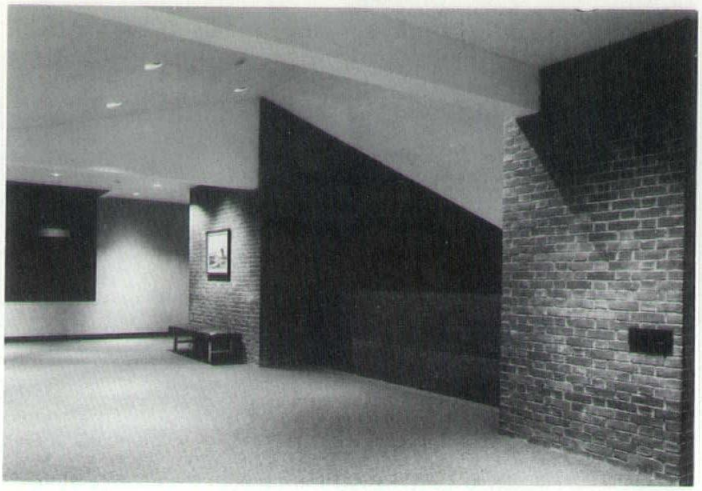
Participation by volunteers in park construction, regardless of the scale or character of the park, has the advantage of encouraging community involvement and developing community pride while allowing development funds to be used for important park maintenance.

Allowing organizations to receive credit for their efforts, while promoting their name and goals, will also increase the desire to undertake additional projects, within the master plan guidelines.

LIBERTY MUTUAL

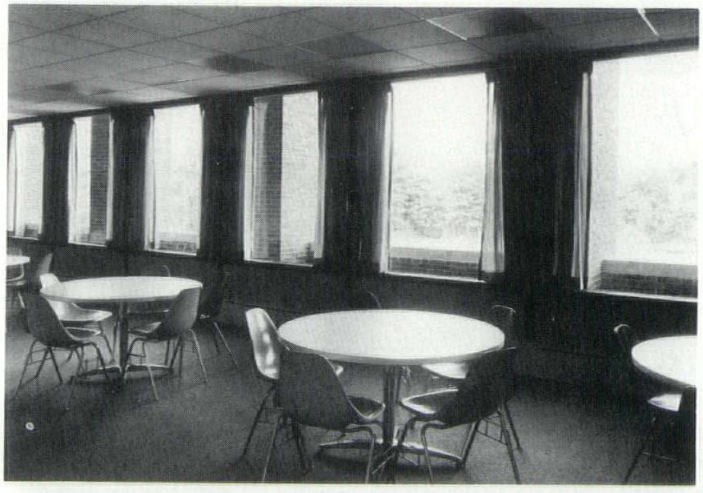
Perry, Dean and Stewart, Architects — Boston





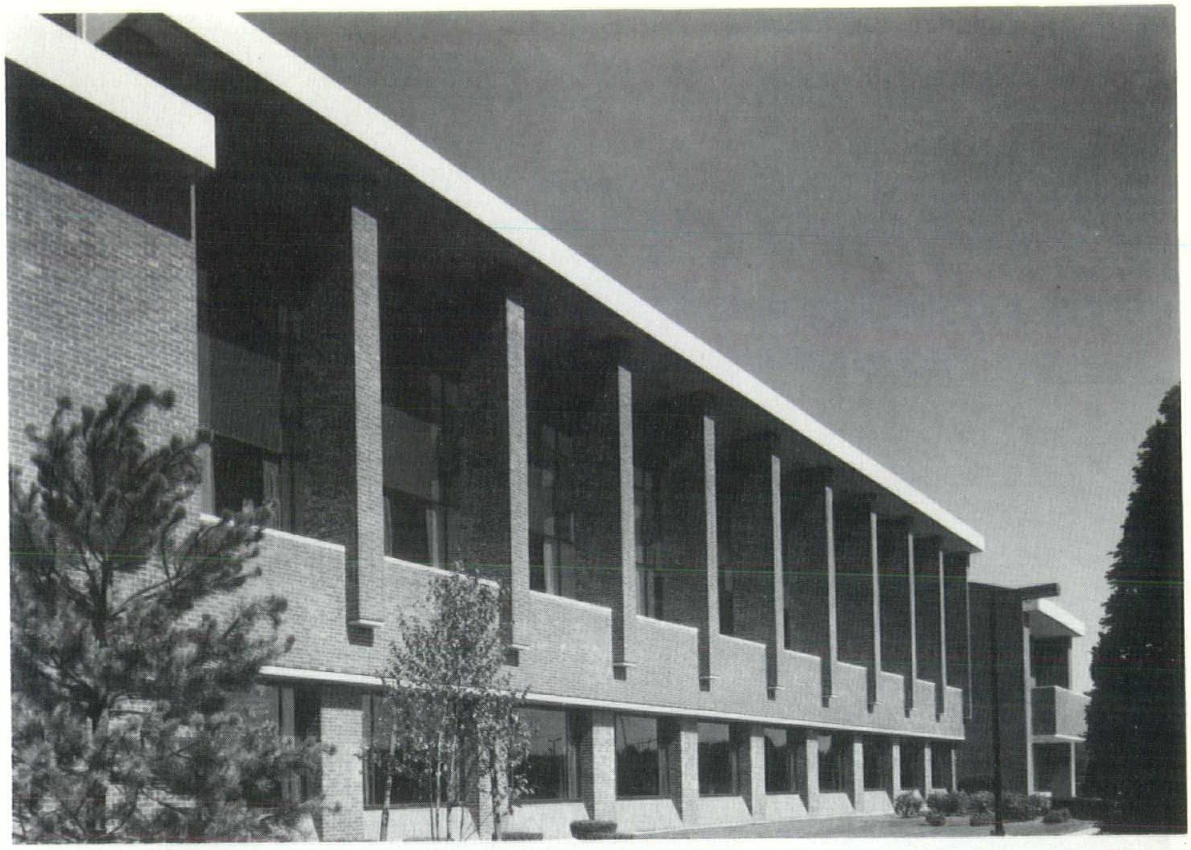
Third floor lobby

Second floor lunch room

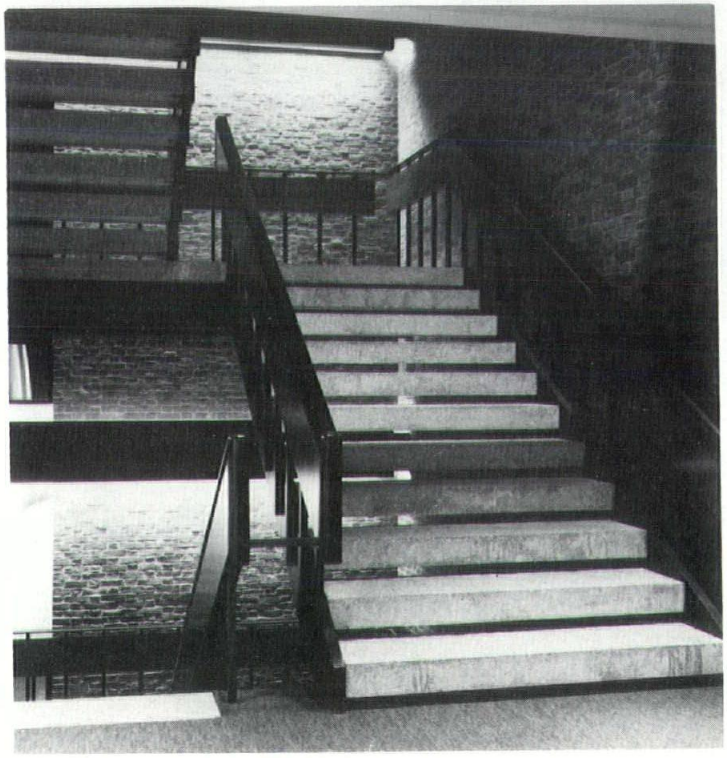


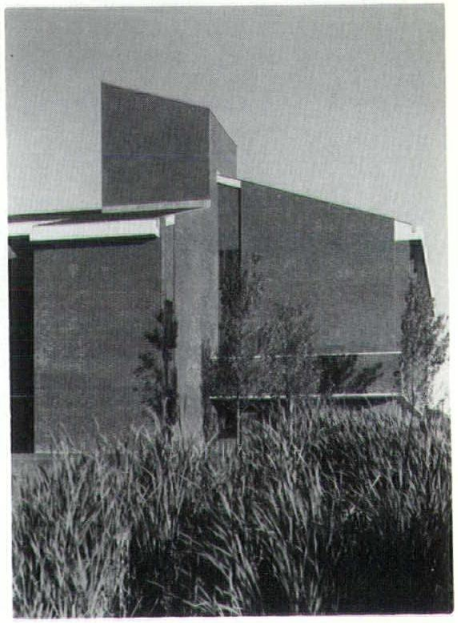
THE new, three-story Liberty Mutual Insurance Company building in Portsmouth, N.H. was designed to house the entire New England Division Production Operations and part of the Underwriting Services of the Boston-based firm which has more than 180 offices throughout the United States and employs more than 14,000 persons.

BUILDING
PORTSMOUTH, N.H.



Front of building viewed from southeast corner





(above) Southwest corner of building

(left) Main stair connecting lobbies

The tenth largest property casualty insurer in the nation and the largest private writer of Workman's Compensation insurance in the country, Liberty Mutual wrote more than $1 billion in premiums in 1973 and the company's assets exceeded $2 billion.

Situated on a 23-acre lot at Borthwick Avenue near Interstate 95, the 91,200-square-foot building rests on a foundation of steel piles. Framing consists of rolled steel with structural cellular steel decking at floors.

Exterior walls are of masonry and glass (heat reducing insulated windows). The concrete block backup walls are sheathed in brick.

Roofing consists of steel framing with concrete plank and slate shingles. Vinyl wall covering over gypsum board at partitions, carpeted floors and hung acoustical ceilings were used throughout the interior.

All floors contain production type office areas. An in-house medical suite, large conference room and lunch room are on the second floor. Building services facilities are on the first floor. An apparatus and equipment room is in the attic area above the third floor.

HVAC: Double duct overhead air with perimeter radiation energy source: Electric.

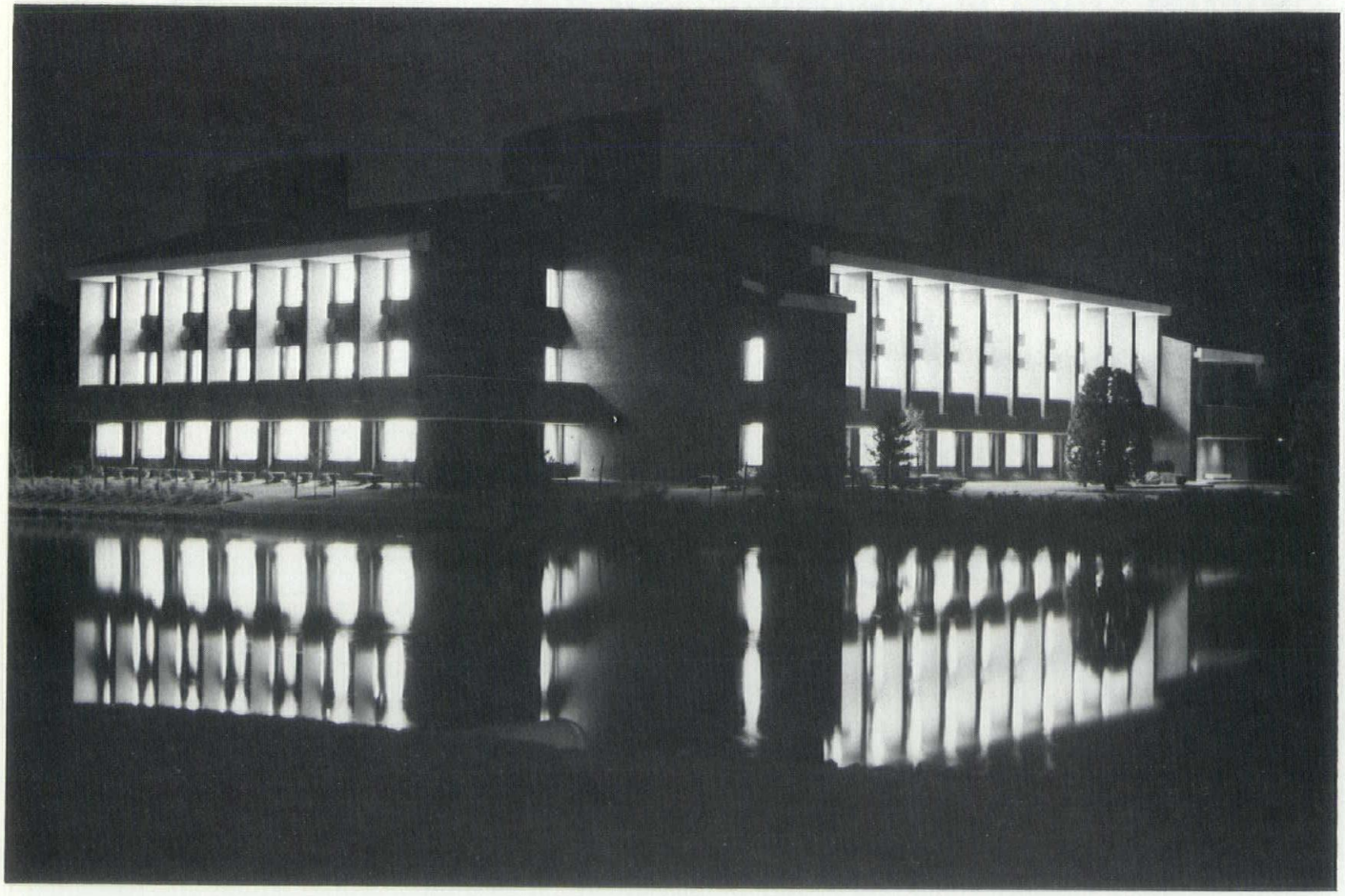
Site: Abnormal site conditions rsulted in development of ponds to control surface and route 95 road drainage. The ornamental, manmade lagoons, as well as the trees, shrubs and lawns, were landscaping requirements stipulated by the client, who wanted the new building to be "as envoronmentally attractive as possible."

The offices are air conditioned. There are parking facilities for more than 490 cars.

Consulting Engineers: Nichols, Norton & Zaldastani — Structural; R.W. Sullivan — Plumbing; McCarron, Hufnagle & Vegkley — HVAC and Electric; McKenna — Site Development.

General Contractor: Turner Construction Company.

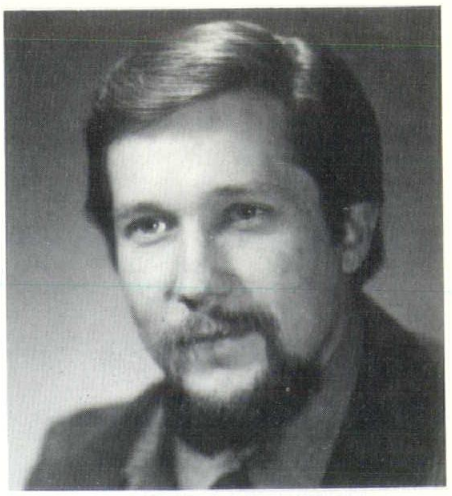
View from the southeast



Marcella Joins Lloyd In Bangor, Maine

Joseph John Marcella has moved from Somers, New York, to work in association with George Ormond Lloyd, architect in the Greater Bangor Area.

Marcella, 26, attended Parsons School of Design and California Institute of The Arts. He holds both a Bachelors and Masters Degree in design and architecture. He has worked for the past two years as a designer and builder in Westchester County, N.Y. Among his accomplishments, he has designed a colonial garden gazebo for the Boscobel Restoration. "Boscobel," a classic early 19th century residence, is located on the Hudson River in Garrison, New York.



John J. Marcella

Working also as a builder, he recently completed a solarium for William C. Kennedy, interior designer for the Reader's Digest Association of Pleasantville, New York. The solarium was created by enclosing an inner residential courtyard with a greenhouse glass roof. The result-

ing living space, complete with potted trees and hanging plants, makes a unique dining area geared to the enjoyment of the outdoors year round.

Marcella's first project in the area will be a 19th century farmhouse in Newburgh owned by Sidney Waterhouse of Lubec. Lloyd and Marcella plan to restore the building, which will include the amenities of a comfortable colonial farmhouse. George Lloyd, as the architect, has worked out a master plan and Marcella will head the renovation team responsible for the project.

Ben Thompson Awarded Harleston Parker Medal

The President of the Boston Society of Architects, Joseph L. Eldredge AIA, has announced that the Society has voted the 1973 Harleston Parker Medal to Benjamin Thompson Associates of Cambridge for the design of the School of Education Library at Harvard University.

Principals in charge of the project were Benjamin Thompson AIA and Thomas G. Green AIA. The Medal will be formally presented to the representatives of the firm at the Society's Annual Awards Dinner in the spring by Mayor White.

Rotch Scholarship Deadline: March 21st

The Rotch Travelling Scholarship Committee announces its 1974 Competition with the exciting news that the stipend for the 1974 Scholar will be increased to $11,000 (for nine months' travel abroad), and that a Second Prize will be available this year in the amount of $6,000 (for five months).

Eligibility rules require that applicants must be American citizens under thirty-one years of age on March 10, 1974, whose architectural record includes study or experience of required times and degree in Massachusetts. A detailed statement of eligibility requirements and *application forms* may be obtained by writing to Hugh Stubbins, Secretary, Rotch Travelling Scholarship Committee, 1033 Massachusetts Avenue, Cambridge, Mass. 02138 *before March 8, 1974. Completed applications* are due on or before *March 21, 1974.*

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