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Table of Contents

- 5 President's Message
- 8 News
- 12 Meeting Universal Needs
Universal Studios Transportation Center
- 14 Linking the 20th & 21st Centuries
Tampa Union Station
- 18 Small Facilities, Big Design
Southwest Florida General Aviation Bldgs.
- 22 Planned Pride
Lokeland Train Station
- 24 First Look
- 26 Your Practice
- 28 Product News
- 30 AIA - For Fun
- 32 Notables
- 33 Index to Advertisers
- 36 Viewpoint

Features

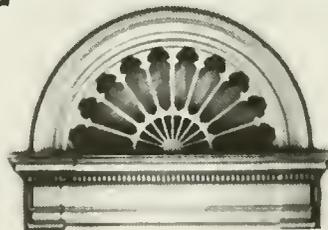


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Traveling around Florida needn't be as perplexing as Dorothy's journey to Oz—the Sunshine State should be as accessible as it is beautiful. A well-planned network of roads, bridges, railways, ports, and airports allows for the easy movement of people, goods and services; and serves as an impetus for economic growth and physical expansion. Our statewide and intra-city transportation systems are the skeletons for community development—the structural grid that spurs the building of neighborhoods, retail, commercial and industrial areas.

With its 54,157 square miles and estimated 14 million residents (not counting an estimated 48.7 million tourists annually), Florida has the fourth largest population in the United States. By the year 2010, the number of residents is expected to reach 18 million. To accommodate this burgeoning growth, the state is undergoing a boom in transportation development. This has created a tremendous opportunity for architects to become involved not only in the design of transportation systems, but in the design of the associated buildings and structures which become land-

marks, reference points, and destination points that define a community. Transportation systems aren't just avenues for perpetual motion, they are spaces that millions of people will experience, and as such should engage and delight travelers as well as get them where they need to go.

For instance, major airports in Miami, Orlando, Tampa, Jacksonville, Pensacola and Ft. Myers—all international portals to our state—are undergoing massive expansion. Additionally, the number of seaport terminals is being increased to accommodate the growing leisure tour and import/export industries. These projects provide a perfect opportunity for architects to create a visual statement—to residents and visitors alike—about the state's natural beauty, grace, charm and elegance.

Mass transit will continue to be a major issue, as experts agree that our roads and highways cannot accommodate ever-increasing traffic. Yet, light rail, such as that proposed in Orlando, is highly controversial because it would run through densely populated urban areas. Therefore, the architect's skill and expertise can be tapped to design transit stations that blend with the unique cityscape.

Even with the advent of mass transit, cars will continue to be the chief form of transportation for years to come, so the demand for public parking will continue. Architects know that parking

garages aren't just temporary storage facilities for commuter vehicles—they must provide safe passage to the people who use them and should contribute to the ambiance of the city. Hence, we're seeing a trend toward more attractive and secure structures, including some that incorporate commercial areas at the street level.

AIA members are also turning their attention to our aging bridges, a major issue in a state famous for its waterways. For example, AIA Sarasota is wrangling with how the new bridge design will affect that city's sense of community, and AIA Jacksonville is wrestling with FDOT's proposal to replace a St. Augustine landmark—the historic Bridge of the Lions. Architects realize that bridges aren't simply steel or concrete spans, they should have character and be a part of what makes a community unique. Happily, we are now seeing architects on engineering consulting teams to provide design input so that new bridges integrate smoothly with the urban fabric.

It's our job, as AIA architects, to be sure that transportation systems are as beautiful as they are functional. In addition to being safe, reliable and convenient, they should delight the senses, create a sense of pride and place, and put a smile on the faces of the users. After all, no matter what your journey, getting there is half the fun.

Debra A. Lupton, AIA, is a Senior Principal with Tilden Lobnitz Cooper, Engineering for Architecture, based in Orlando, Florida.



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TRIAL LAWYERS WIN AGAIN: FLORIDA ARCHITECTS AND ENGINEERS ARE IN JEOPARDY

by J. MICHAEL HUEY
HUEY, GUILDAY & TUCKER, P.A.
Tallahassee, Florida

On Thursday, July 1, 1999, the Florida Supreme Court, in one fell swoop, effectively reversed almost thirty years of well-reasoned opinions regarding a professional's liability exposure for economic damages to clients and third parties. While the Court claimed only to be clarifying the intent of earlier opinions regarding professional liability, its written conclusions clarify only one thing—Florida's heretofore common sense rationale regarding professional liability has been scrapped. Trial lawyers will have an "open season" on professionals in the future.

Moransais v. Heathman, Bromwell & Carrier, Inc., Jordan and Sauls

Admittedly, bad facts tend to make bad law. The facts in this case are as follows. In June 1993, Moransais, the plaintiff in this case, contracted to purchase a home from Heathman, one of the defendants. Moransais also contracted with Bromwell & Carrier, a professional engineering corporation, to perform a detailed inspection of the home and to advise him of the condition of the home. Jordan and Sauls, two of the engineering employees of the corporation, actually performed the inspection and prepared the report that was allegedly defective in that it contained no disclosure concerning defects in the condition of the air conditioning, the electrical system and the roof of the home. Moransais sued Heathman, the owner of the home, sued the engineering corporation for breach of its contract and sued Jordan and Sauls for professional malpractice. Moransais' complaint alleged no bodily injury or property damages but sought to recover economic damages.

After decisions by a Lakeland trial court and the Second District Court of Appeal, the Florida Supreme Court was asked to review the case and stated the issues in the case as follows:

(1) WHERE A PURCHASER OF A HOME CONTRACTS WITH AN ENGINEERING CORPORATION, DOES THE PURCHASER HAVE A CAUSE OF ACTION FOR PROFESSIONAL MALPRACTICE AGAINST AN EMPLOYEE OF

THE ENGINEERING CORPORATION WHO PERFORMED THE ENGINEERING SERVICES?

(2) DOES THE ECONOMIC LOSS RULE BAR A CLAIM FOR PROFESSIONAL MALPRACTICE AGAINST THE INDIVIDUAL ENGINEER WHO PERFORMED THE INSPECTION OF THE RESIDENCE WHERE NO PERSONAL INJURY OR PROPERTY DAMAGE RESULTED?

With regard to the first issue, the Court answered the question in the affirmative. The Court wrote a lengthy analysis regarding the "Liability of Professionals," reviewing early opinions interpreting Florida's Professional Service Corporation Act, now Chapter 621, Florida Statutes, which allowed various professions to form corporations or associations to permit certain tax advantages, primarily the establishment of pension and profit sharing plans for the benefit of employees. The Court then notes, in a 1961 opinion, that it permitted lawyers to form professional associations for tax advantages only and with no intent to relax the lawyer's responsibility to his client. The Court states:

In other words, we approved the practice of law in a corporate form subject to the express recognition that under the common law, a lawyer who renders professional services owes a duty of care regardless of the fact that the lawyer is an associate or partner in a business entity that contracts to provide professional services to the injured party. (pp. 10 and 11)

The Court then refers to Section 621.07 of the Professional Service Corporation Act, which states in pertinent part:

Nothing contained in this Act shall be interpreted to abolish, repeal, modify, restrict, or limit the law now in effect in this state applicable to the professional relationship and liabilities between the person furnishing the professional services and the person receiving such professional service and to the standards for professional conduct: . . . The Court notes that Section 471.023(3), of the Engineering Practice Act, contains basically the same language as Section 621.07. The Court announces that:

It is apparent that the Legislature in enacting these provisions, clearly intended to affirm the common law pertaining to professional services

and the common law liabilities flowing from the negligent performance of such services.

The practical effect of this part of the ruling is that the individual professional members of a firm may now be sued in their own name, with their personal assets placed in jeopardy, for services provided under a contract between the engineering corporation and the client.

The Court answered the second question listed above in the negative. Heretofore, the economic loss rule barred a claim for professional malpractice against an individual engineer/employee where the plaintiff's claim was for economic damages only and the plaintiff had a contract with the engineering corporation. After engaging in a rather lengthy analysis of the development of the economic loss rule in Florida, the Court states:

Today, we again emphasize that by recognizing that the economic loss rule may have some genuine, but limited, value in our damages law, we never intended to bar well-established common law causes of action, such as those for neglect in providing professional services. Rather, the rule was primarily intended to limit actions in the product liability context, and its application should generally be limited to those contexts or situations where the policy considerations are substantially identical to those underlying the product liability-type analysis. We hesitate to speculate further on situations not actually before us. (pp. 22 and 24)

While the above-quoted language may leave one with some hope regarding the limitations of this ruling, the Court polishes off its opinion in its "conclusion" stating:

Accordingly, we hold the economic loss rule does not bar a cause of action against a professional for his or her negligence even though the damages are purely economic in nature and the aggrieved party has entered into a contract with the professional's employer. We also hold that Florida recognizes a common law cause of action against professionals based on their acts of negligence despite the lack of direct contract between the professional and the aggrieved party.

As applied to the facts of this case, the Court is saying that Moransais can sue the engineering corporation for breach of contract and simultaneously sue the individual engineers of record for professional malpractice. Until this opinion, such suits have not been allowed and the Second District Court of Appeal had so ruled in this case. While the Court's conclusionary holdings are troublesome when applied to the facts of this case, they are potentially devastating when applied to other fact patterns. For instance, does the Court mean that architects and engineers may be sued for professional negligence by third parties such as general contractors, condominium unit owners, etc., even though these third parties do not have contractual relations with the architects or engineers and have contractual remedies against other parties for their economic losses? The tone of the Court's analysis certainly seems to indicate its willingness to reach the same conclusion based upon such facts.

Dissenting Opinion

The Supreme Court, being a democratic judicial body, rules based upon majority vote. Five justices voted in support of the opinion and one justice dissented. Justice Ben Overton writes a lengthy dissent wherein he carefully explains why the Supreme Court had precluded such suits in the past. He quotes at length from prior opinions of the Court where it was determined that contract principles were more appropriate than tort principles for recovering economic loss where there was no physical injury or property damage. He correctly observes that the majority opinion substantially obliterates the distinction between contract and tort causes of action and effectively overrules prior decisions of the Court. The fact is this case appears to represent a complete philosophical reversal by the Court whereby, in the future, professional liability will be judged under a tort analysis rather than a contract analysis. The increased risk of suits and damages against professionals cannot be underestimated. As Justice Overton explains:

"In all probability, the immediate effect of this majority opinion will be an increase in malpractice insurance rates and the resulting increased costs of all types of professional services to the consumers. By its holding, the majority is spreading the cost of the losses among the pub-

lic as a whole instead of requiring contracting parties to protect themselves in their contracts. There is no public need or necessity for this result because all parties have a basis for a claim under the contract they bargain for. It appears that this Court wants to give them more and spread the cost to the public."

AMEN!

J. Michael Huey is President of Huey, Guilday & Tucker, P.A., Tallahassee, Florida. Mr. Huey has served as General Counsel for the Florida Association of the American Institute of Architects for 27 years and his firm represents architects, engineers and other professionals in defense of malpractice claims.

AIA FLORIDA REGIONAL DIRECTOR DELIVERS COMMENCEMENT ADDRESS

Regional Director John Tice, AIA, was selected by the faculty of the University of West Florida to deliver this year's commencement address. Tice was selected because of his leadership in the area's business community and his involvement with the university. The address, patterned after "The Late Show's Top Ten List," was entitled "Top Ten Things I Wish I Would Have Heard at My Commencement Ceremony."



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Universal Studios Transportation Center



Meeting Universal Needs

Florida's many tourist attractions have created a market for unique transportation solutions. C. T. Hsu + Associates' project at The Universal Studios is a multi-modal transportation center for one of the largest destination resorts located in Florida. The program consists of twin 10,000 vehicle parking structures, a series of connecting elevated walks, a central 60,000 square foot pedestrian terminal building and a sixty foot wide and five hundred foot long pedestrian bridge over a major entrance boulevard, all designed to accommodate over 40,000 guests on a daily basis.

Universal Studios' Vice President of Design and Planning, Mark Woodbury said about the project, "C.T. Hsu + Associates turned an extremely complex design problem into a spectacular architectural solution."

Project Team

*Project: Universal Studio Transportation Center
Architect: C.T. Hsu + Associates
Jack Garcia, Project Manager
Timothy McNicholas, Project Designer*

*Client:
Universal Studios Florida
Mark Woodbury, Director of Universal Creative
Harold Stirling, Senior Project Manager*

*Prime Consultant / Structural Engineer:
Walker Parking Consultants
John Bushman, Principal in Charge
Jerry Koski, Project Manager*

*Mechanical / Electrical Engineer:
A.K. Scruggs
Tony Scruggs, Principal Engineer*

*Construction Manager:
PCL Construction Services, Inc
Shaun Yancey, Senior Manager*

The project is divided into a north and south car park. Each garage consists of three large multi-level parking decks connected to a common pedestrian circulation edge. This pedestrian promenade consists of a series of elevators, stairs, escalators, and power walks. The parking structure is among the largest in the world. The entire complex is nearly a half-mile in length.

In an attempt to address the scale of both the pedestrian and the automobile, designer Tim McNicholas explores the serial nature of large linear structures and counter poses a series of vertical spatial events that mark the circulation lobbies. The parti organizes each structure into thirds and gathers the public toward the middle level along the west

facade, which offers spectacular views across the resort development. By creating a series of unique spatial events that organize one's movement both vertically and horizontally, the design manipulates the scale of the complex and creates a series of specific and distinct spaces that assist in navigating the overall structure.

The garage structures are cast-in-place concrete with precast walls and planters. The roofscapes, bridges and architectural promenades along the pedestrian path are steel and aluminum to counter pose the mass of the garage frame. Forms induce ventilation and offer sweeping brows to shield the sun. The finish palette draws upon the textures and colors of the landscape to allow the building to recede into the surrounding vegetation.





Project Team

*Architect: Rowe Architects Incorporated,
Tampa*
Structural Engineer: Rast and Associates, Inc
*Mechanical & Electrical Engineer:
DSA Group, Inc.*
Landscape Architect: Rigall Design
Contractor: R. M. Williams Contractors, Inc.
*Owner: Tampa Union Station
Preservation & Redevelopment, Inc.*
Photographer: Chroma, Inc.; George Cott

The face of transportation in America began to change rapidly after World War II. Americans favored airplanes and interstate highways. Passenger train use declined. So did revenues. Tampa's main passenger train station, Tampa Union Station, closed in 1984 after decades of neglect reduced it to just a shell of the original structure built in 1912.

Linking the 20th and 21st Centuries

Rowe Architects of Tampa was commissioned by the Tampa Union Station Preservation and Redevelopment Board to restore the station to its original splendor. The original station was designed by William Edwards in an Italian Renaissance revival style. It is constructed with load-bearing brick walls and wood framed floors and roof. The exterior walls are composed of dark

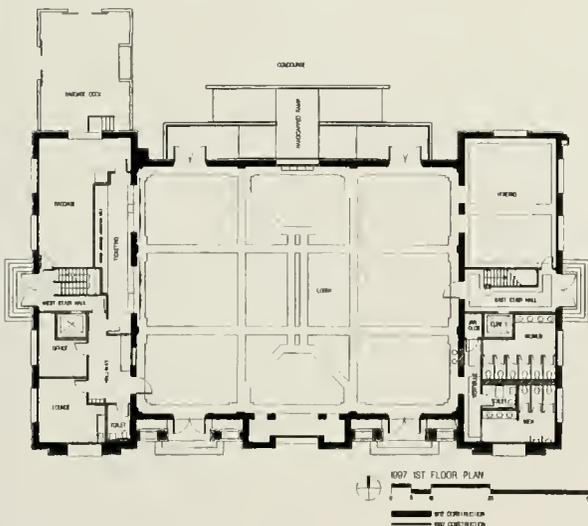
maroon brick and contrasting detail in white terra cotta and crowned with a terra cotta entablature and parapet coping. The main facade, oriented towards downtown Tampa, is composed of alternating pavilions and recessed entrance bays, and features white terra cotta Corinthian columns flanking the entrances. Monumental fenestration consists of full height wood framed units set in deep, round-arched recesses.

The original masonry was cleaned and all joints were tuckpointed. Damaged and missing brick and terra cotta were replaced with matching pieces. The

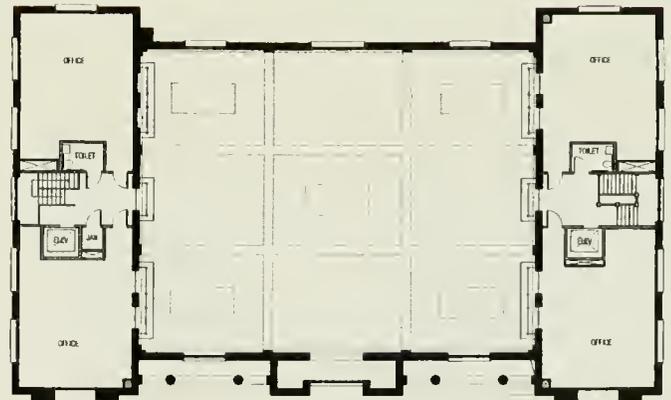


wood windows and interior doors were restored; damaged members were repaired with epoxy or replaced if damaged beyond repair. The remaining original glass was reused. The exterior doors were replaced with new wood doors fabricated from the original drawings.

The building has a central waiting room flanked by two-story wings on the east. The grand waiting room, two stories in height, is flooded with light streaming in through the arched transoms and skylights, featuring copper-framed green, brown and white colored glass. This space is accentuated by a deeply coffered ceiling with five skylights, located at the center and four corners, and deep wooden cornice. A rose and gray terrazzo floor reflects



1st Floor



2nd Floor



the ceiling's pattern and the dark green tile wainscoting, with an orange tile stripe, covers the lower part of the walls. Three individual balconies; with scrolled brackets, cast iron and brass railings, the deep mouldings to match the ceiling cornices, are located at and second floor level on both the east and west walls, overlooking the waiting room. The two-story wings originally contained public spaces on the first floor and offices for the railroads on the second floor. Double doors on the north wall, opposite the two main entrance doors on the south wall, lead to a steel truss framed open concourse with access to the train platforms.

The plaster on the walls and ceiling contained asbestos and had to be removed. The decorative plaster pilasters and balcony brackets were saved by encapsulating the asbestos containing



BEFORE

plaster with paint. Broken pieces of the coppered glass in the transoms and skylights were replaced with glass from two of the skylights which were reglazed with new coppered glass from the original glass manufacturer. The tile wainscot had been acid etched and painted. The lead based paint was removed by sponge blasting and sealed with an epoxy coating to restore the original

luster destroyed by the acid wash. the terrazzo floors were repaired and refinished: new sections were separated from the old at the color bands to minimize the color differences. The wood trim and ceiling coffers were repaired utilizing the original wood members to the greatest extent possible.

The challenge of restoration was heightened by the desire of the preservationists to restore the building to comply with the standards of historic buildings; and the need of the major user, Amtrak, to have a station that incorporated all the modern conveniences of a multi-modal transportation facility.

The rehabilitated Tampa Union Station has reenergized the previously blighted area of Tampa. The station has returned to its original use as an active train station and vital transportation hub. The building is utilized by Amtrak trains, the Hartline bus system and the Ybor City trolley. There are plans for it to be used by a regional commuter rail network. The station represents a living history of transportation and is an important link between the 20th and 21st centuries.

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Project Info

*Project: Everglades Airpark
General Aviation Terminal
Architect: Victor J. Latavish, AIA
Civil Engineer: Dufresne-Henry
Engineers, Inc.
Structural Engineer: Clark
Consulting Engineers, Inc.
HVAC/Electrical Engineer: Shore
Engineering, Inc.*

Everglades Airpark

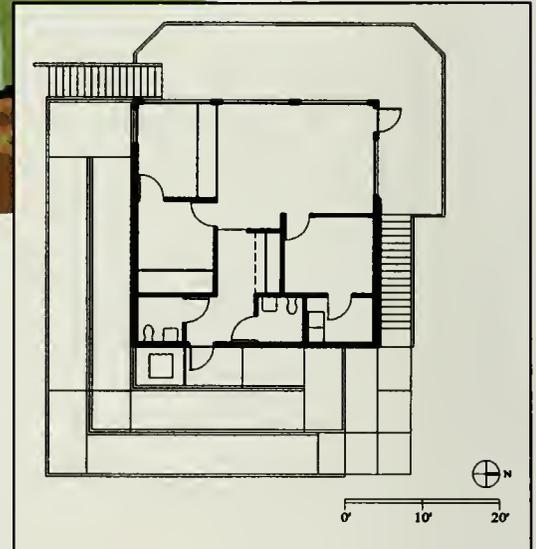
Small Facilities, Big Design

Three general aviation terminal buildings designed by Victor J. Latavish, AIA, Architects in Naples provide a realistic look at design for small facilities in rural, tropical locations. Latavish designed terminal buildings for the Everglades Airpark,

the Immokalee Regional Airport and the renovation of the Marco Island Executive Airport. All three projects were commissioned by Collier County Airport Authority. Each

facility is designed to accommodate the specific needs and context of the individual communities. The buildings range in size from 1,000 square feet to 5,500 square feet, each with special considerations unique to the site yet tied together thematically using a combination of familiar vernacular materials and design elements.

Everglades Park is located at the edge of the Everglades National Park in South Florida, surrounded by native mangrove vegetation and within easy walking distance to the National Park Visitors Center. The Airpark has a single, paved runway and an adjacent grass landing strip. The 1,000 square foot terminal contains an FBO office for a sightseeing plane, flight planning and



Immokalee Regional Airport



Project Info

Project: Immokalee Regional

Airport General Aviation Building

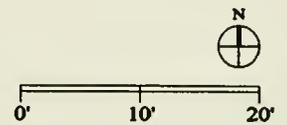
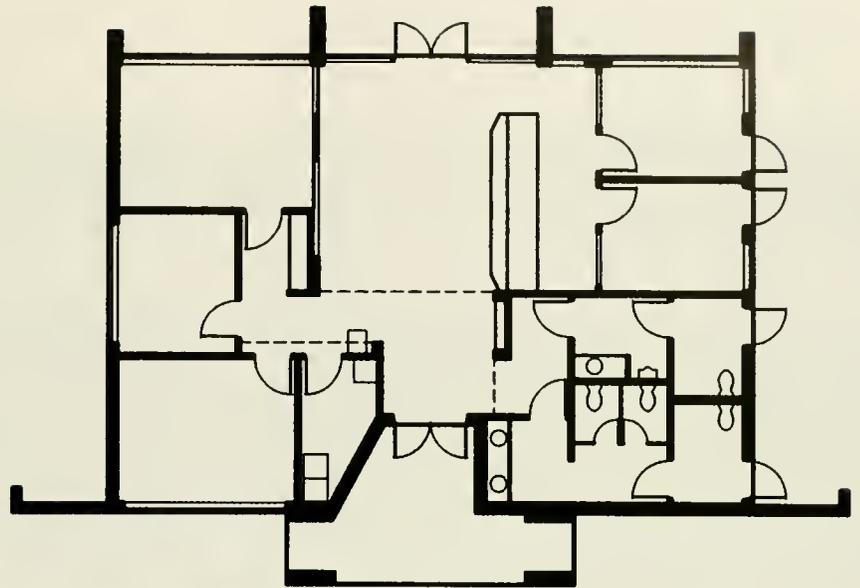
Architect: Victor J. Latavish, AIA

*Civil Engineer: Dufresne-Henry
Engineers, Inc.*

*Structural Engineer: Clark
Consulting Engineers, Inc.*

*HVAC/Electrical Engineer: Shore
Engineering, Inc.*

*General Contractor: Surety
Construction, Inc.*



customer service counters, and a pilots' lounge.

The building is designed in a "Florida Cracker" style of architecture, employing traditional building elements like a pitched roof with deep overhangs, shiplap siding, piling construction and wood railings and pickets. A large elevated deck is positioned on the west side of the building, toward the runway, providing an excellent vantage point to observe aircraft and wildlife.

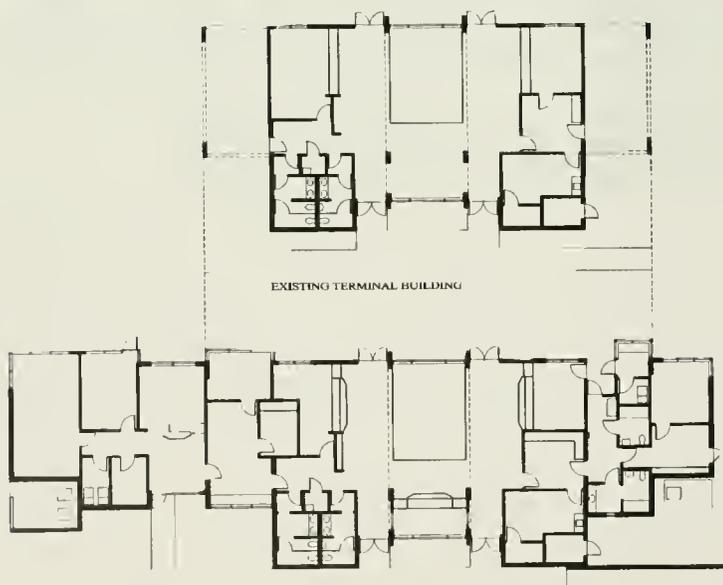
The 2,000 square foot General Aviation Building at the Immokalee Regional Airport was constructed in 1995 for \$238,900, including \$30,500 for site development costs. Immokalee is a rural community surrounded by agricultural properties and a new industrial and foreign trade zone. The building includes durable standard finishes and fixtures such as solid laminated doors, commercial grade windows, tegular ceilings, a galvalume standing seam metal roof with five feet overhangs and smooth floated sand finish stucco on all exterior walls and soffits. The roof form is designed to respond to the context of an airfield in Southwest Florida, with references to dynamic aeronautical forms combined with elements of vernacular Florida-style design.

Marco Island Executive Airport



Project Info

Project: Marco Island Executive Airport Terminal
Architect: Victor J. Latavish, AIA
Civil Engineer: Dufresne-Henry Engineers, Inc.
Structural Engineer: Clark Consulting Engineers, Inc.
HVAC/Electrical Engineer: Wm. Berry & Associates, Inc.
General Contractor: E.W. Cleveland, Inc.



The Marco Island Airport Terminal, originally built in 1967, was completely renovated in 1997 to better accommodate the current needs of the airport. Because the original structure was sound and serviceable, it was determined that a renovation, with additions on each end, was the most practical and economical building solution. The program required three distinctly separate areas. The Airport Authority Administration facilities are located in the North addition. A public lobby with customer service, FBO, car rental, pilots' lounge and flight planning areas are located in the renovated center section. The South Addition houses the airport operations facilities.

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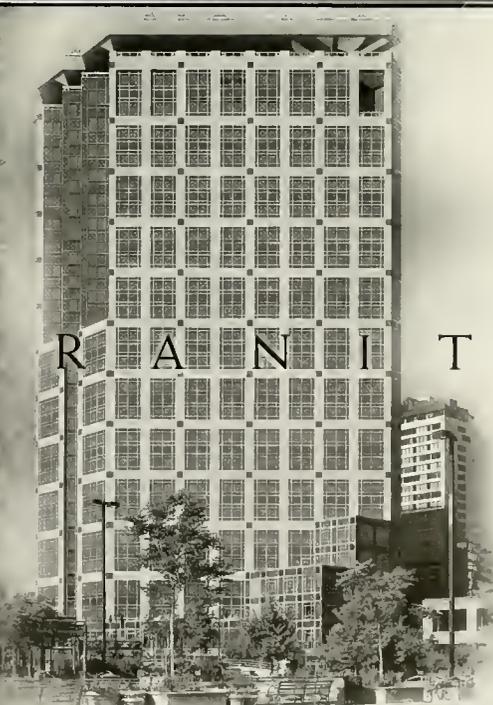
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Lakeland Train Station



Project Info
Project: Lakeland Train Station
Architect: Wallis Murphey Boyington Architects, Inc. Engineers
Transportation: Barton Aschman Associates, Inc.; DeLeuw, Cather
Structural: Winslow Pearce Engineers
Mechanical, Electrical and Plumbing: Carastro & Associates, Inc.
General Contractor: Marcobay Construction, Inc.
Owner: City of Lakeland in participation with the Florida Department of Transportation, District 1 office

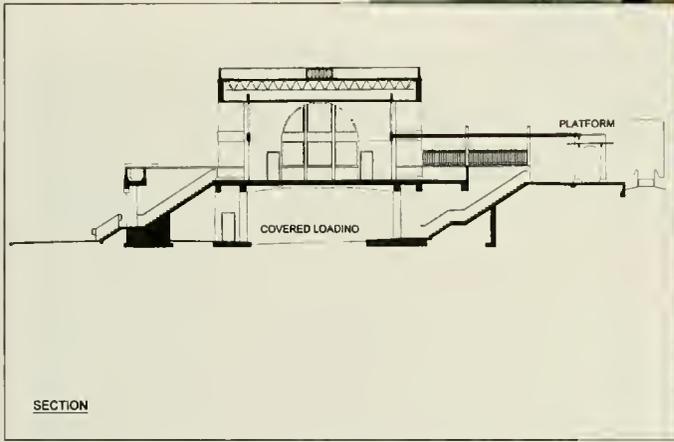
Downtown Lakeland has experienced a renaissance during the past 10 years that includes the construction of a new train station to welcome visitors to this traditional urban experience. Wallis Murphey Boyington Architects, Inc. designed a "multi-model" station to serve Amtrak trains, city transit and interstate busses.

Planned Pride

In 1988, the City of Lakeland and the Lakeland Downtown Development Authority began a major effort to turn its downtown around and make it a source of pride for the community. The city's strategic plan included the restoration of the city's town square, extensive streetscaping, new public buildings and the restoration of a grand lakeside park.

In the midst of the planned redevelopment projects an opportunity arose for the community to build a new train station downtown. Amtrak was scheduled to lose its lease on the existing station in 1996 and needed a new facility. The Downtown Development Authority approached the Florida Department of Transportation to





fund a feasibility study to relocate the train station. The study concluded that the station should be relocated downtown on a site that provided a spectacular view of Lakeland's most impressive lake, Lake Mirror.

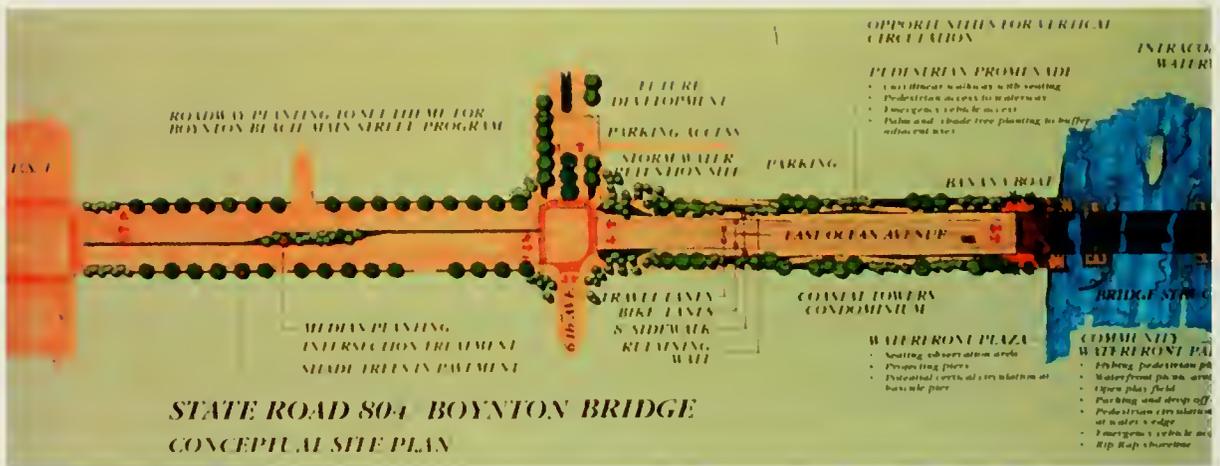
The site provided significant design challenges as a result of its narrow depth, the former resident and a street to rail elevation change of about twelve feet. The design team chose to take full advantage of the site's elevation change differential by creating a two-level solution which accommodates the rail ticketing and waiting on the upper floor and provides covered auto and bus loading below. The design maximizes the views of Lake Mirror from the train platform, lobby and observation terrace.

Architecturally the building takes its cues directly from the Lake Mirror Promenade, a classic revival structure surrounding the Lake and listed on the National Register of Historic Places. The train station's arches, materials and stylized ornamentation are all borrowed from the Promenade. The lobby evokes the grand vaulted spaces of many of the great railroad stations of the past, although on a significantly smaller scale. Custom, built-in seating, ticketing cabinetry and flooring complement the vaulted ceilings and reinforce the acoustical echo reminiscent of past train station experiences.



Ocean Avenue Bridge, Boynton Beach, Florida
Robert G. Currie Partnership Architects,
Delray Beach

This bridge's neo-classical design will serve as an expression of two Florida communities. Four spire-like towers will provide a gateway entrance and link to the two waterfront towns. trellis work at the towers' base offers an opportunity to integrate nautical art into the design. Immediate surrounding areas will feature a park like promenade to encourage pedestrian and passive waterfront activity. Architectural elements created for the bridge will be the genesis for the community's emerging downtown revitalization through paving patterns, colors and light fixtures.



Miami International Airport, Concourse "J"
MGE Architects, Coral Gables, Florida

Concourse "J" is a new 14-gate concourse located at Miami International Airport. This \$74 million + project, as a portion of the major airport expansion and renovation, will accommodate both domestic and international passengers. Mimicking the skin of the aircraft, the facility incorporates a standing seam metal roofing system with glass facade.

First Look welcomes submissions of projects that are under development from AIA Florida firm members. If you have a project you'd like featured in First Look, please send a brief narrative and camera ready art to Cathi Lees, Editor, Florida Caribbean Architect, 104 east Jefferson Street, Tallahassee, Florida 32301.



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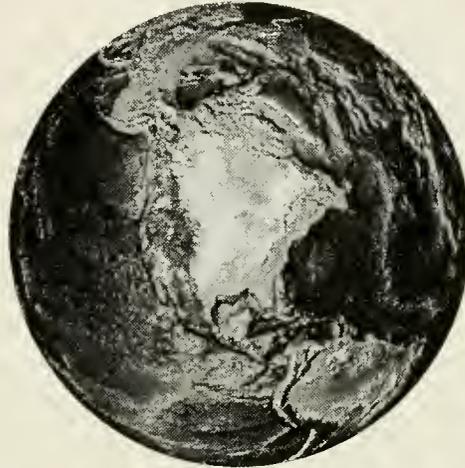
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How long should you keep project documents?

The following are a series of guidelines offered periodically by the national office of the AIA and by attorney Ava Abramowitz, VP of Program Services for Victor O. Schinnerer & Company:

Keep a project file for as long as you are at risk of being called into court to defend your services. In jurisdictions with no special statute or repose for improvements to real property,

that, unfortunately, may mean forever.

Keep your contract and all record documents—that is, final drawings and specifications— as well as the chronological file of progress reports and correspondence at least until the relevant state of limitations period passes. Files for any project that suffered an unusual number of design, construction, personality, or financial problems should be saved whenever possible. Similarly, priorities should be given to saving files for those projects in which new building products or systems or methods of applications were used.

Save all documents when you are the sole source of documents; assume that your client has kept nothing. Integrate documents into your record set whenever possible. For example, a change-order can be securely stapled to the appropriate page of the architect's record documents.

Save data that directly relates translating ideas into design and design into construction including any notes that reflect your clients' or consultants' decisions to have you vary the design or details from your original proposal.

Take particular note of documents showing that your services, judgements, and decisions were in accordance with the applicable standard of care and your professional services contract.

Archiving computer files requires special attention. Specific procedures may include archiving a copy of the current version of the software with data files, placing back-up copies in separate locations, concern for magnetic interference, and a time limit on how long drawing files will be saved.

Make sure your archives will stand the test of time; fax paper, diazo prints, and some other media fade.

Among the publications currently available that may be of use to design firms as you consider what to save and what to toss are these:

"Records in Architectural Offices/Suggestions for the Organization, Storage, and Conservation of Architectural Office Archives/Third Revised Edition, June 1992" by Nancy Carlson Schrock and Mary Campbell Cooper and published by the Massachusetts Committee for the Preservation of Architectural Records (MassCOPAR); call 617-496-1300 for ordering information.

"Architectural Records Management", also prepared by Nancy Carlson Schrock, is a summary brochure available for \$2.00 from Charlotte Kroll, The Octagon/AAF, 1735 New York Ave. NW, DC 20006.



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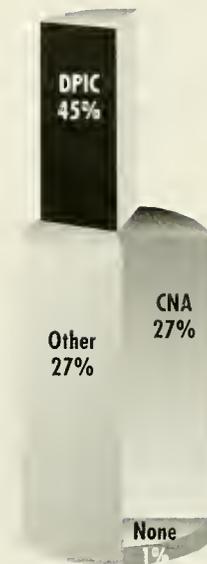
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700 Series tall units are available as all refrigerator, all freezer or a combination refrigerator/

freezer. Base units are available as all refrigerator or all freezer. This wide array of options provides for any design need or desire.

MARVIN WINDOWS OFFERS IMPACT RESISTANT GLASS

Marvin Windows and Doors has announced the availability of Impact Resistant Glass. Sometimes referred to as Hurricane Glass, Marvin's Impact Resistant Glass is specifically designed to meet Dade County code requirements. It is offered in clad Casemaster, Casement Picture Window, Polygon and Round top Windows. In addition to Impact Glass, Marvin offers specially designed sash parts with stronger cam locks and interior glazing secured with nailed-in wood stops to further combat the harsh effects of hurricanes.

The Florida distributor for Marvin Windows is Window Classics, with six locations in central and south Florida. Window Classics has a tested Aluminum Clad Outswing French Door in both square and round top versions and the company is now ready to offer a complete package of both windows and doors with impact glass

For more information on impact or other Marvin products, please contact Window Classics at 1-800-344-7650.

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Willamette Classic Glulams are manufactured with kiln-dried, high-quality lumber and

bonded together with the highest-quality adhesives. They offer high strength values, dimensional stability and design flexibility for a wide variety of residential and commercial applications and meet rigid testing and certification for APA and ANSI standards. They are readily available in stock sizes and architectural-appearance grades, as well as custom orders for unique applications.

Willamette Premier and Premier Plus Glulams are an integral part of Willamette's E-Z Frame System. These specially sized glulams are designed for applications where supporting beams must match the depths of I-joist framing. In addition, they are manufactured with zero camber and in common framing widths to match nominal 4-, 6- and 8-inch wall framing. Premier and Premier Plus Glulams are manufactured in a framing-appearance grade for concealed applications.

Contact Willamette Industries in the South at (313) 254-0571.

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Lutron Electronics Co., Inc. is helping to bring the ultimate home theater experience to the consumer with a focused product line of lighting controls. According to Rick Schuett, vice president of new business development for Lutron, "Consumers want entertainment centers to have perfect sound and video. Those elements are crucial, of course, but even when those two components are in place they're still missing the ultimate home theater experience. To make your home theater complete, you need great lighting - and that's only possible with lighting controls. You've got to have the ability to dim, brighten or create special effects with your lighting." Recommended Lutron lighting control products for home theaters include: Spacer Remote Control Dimmer. This dimmer

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makes it easy to adjust lighting from a sofa, chair or anywhere in the room. Spacer consists of a hand-held infrared wireless remote control plus a dimmer with a built-in infrared receiver that easily replaces a standard lighting switch. To control the lights, the user aims the Spacer remote control dimmer at the dimmer on the wall - transmitting the infrared signal to adjust the brightness of the lights or turn them off or on. There are extra "smart" features built in that include the ability to recall a preset light level at any time, power-failure memory, and a unique 10-second fade-to-off that makes it possible to leave the room or get into bed while the light level gradually fades and turns off.

GRAFIK Eye Preset Lighting Controls: This lighting control can alter the mood of a room with one of four different lighting scenes - preset programs that create various lighting effects by changing the light levels or by using the lights in different combinations. For an ideal home theater environment, GRAFIK Eye controls can also interface to projection screens, audio video equipment, climate controls, and security systems for an integrated 'total control' system.

For more information on Lutron's entire line of lighting controls and lighting control systems, call the Lutron Hotline at (800) 523-9466 or visit Lutron's web site at www.lutron.com.

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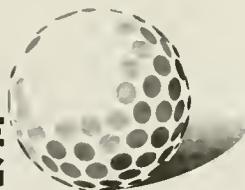
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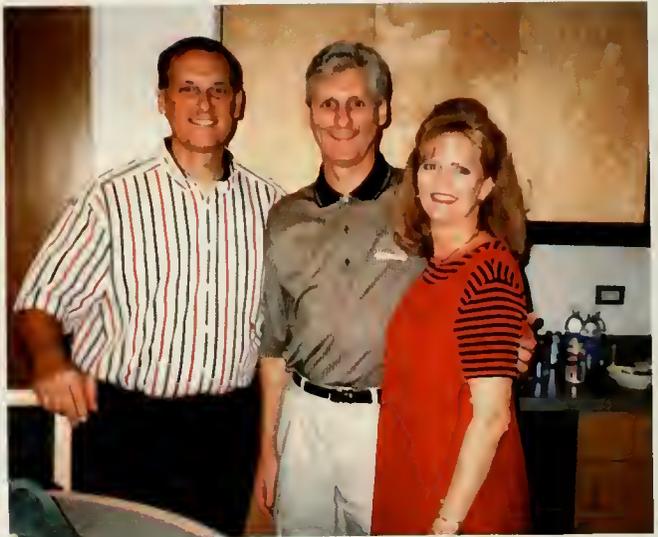
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FAPAC Hosts Reception

In early June, FAPAC hosted a reception for freshman Tampa Bay legislators at a Tampa Bay Devil Rays game. AIA Florida Vice President Henry Woodroffe, AIA; State Director Mickey Jacob, AIA; Tampa Bay Chapter President Terry Cope, AIA; Executive VP Scott Shalley and Governmental Relations Representative Chris Hansen joined freshman lawmakers for a time of fun and networking.

Rep. Ken Littlefield,
Terry Cope, AIA;
Rep. Heather Fiorentino (R),
New Port Richey,
EVP Scott Shalley



Rep. Leslie Waters (R), Largo;
Rep. Byrd; Chris Hansen,
Rep. Littlefield (R), Dade City
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NOTABLES



Pappas Associates, Architects, Inc.

announces their recent merger with JSA Inc., a

New England design and technology firm. Ted Pappas, FAIA, will head the new firm, PappasJSA, Inc. Pappas brings to the new firm a strong commitment to architecture as well as more than 30 years experience.

Smallwood, Reynolds, Stewart, Stewart & Associates announce the promotion of **John Dungan, III, AIA**, to Associate.

Dungan has 23 years of design and project management experience in retail, governmental, institutional, corporate and various other areas of architecture.

Beame Architectural Partnership was the recipient of a Certificate of Merit from the International Council of Shopping Centers (ICSC) in the category of "Renovation" projects. The recognized project was the expansion and renovation of Shopping Center Iguatemi Porto Alegre, located in Brazil.

Cannon has been honored by the City Beautification Board of Gainesville with a Gold Award, winning in the category of Institutional Facilities. The recognized project was the University of Florida's Physics Building, a collaboration of Cannon and Beers Construction.

Helman Hurley Charvat Peacock/Architects, Inc. (HHCP)

announces the following promotions in its management team. **Michael Chatham, AIA**, has been promoted to Director of Design in the Leisure and Hospitality Division. Chatham has 10 years of architectural design with HHCP. **Kent Keech, AIA**, has been promoted to Associate.

Dorsky Hodgson + Partners, Inc. was spotlighted as a successful mid-sized architectural firm in the publication, Design Intelligence. Design Intelligence is a national design magazine.



BRPH Architects-Engineers, Inc.

announces the selection of Dr. Richard H. Jolley as the new President and CEO. Jolley is the former

President and General Manager of EG&G, Florida. He is also a former faculty member of the U.S. Air Force Academy.

Creative Contractors, Inc. received a 1999 Florida Preservation Award. The contractors were recognized by Florida Trust for Historic Preservation for constructing a class-

room and media center addition to Hillsborough Senior High School that was designed by Atelier Architects.



William Hanser, AIA, President of Schwab, Twitty & Hanser Architectural Group, Inc. (STH), announces an addition to its management team.

Alexandra Brown will be the new Director of Marketing for STH.

YTONG Florida, Ltd. received an honor award in the 1999 Construction Specifications Institute Competition. In the product binder category, the YTONG Florida, Ltd. Commercial Building Technical Manual received recognition.

Oliver ° Glidden & Partners, Architects and Planners, Inc.'s senior partners,

John Glidden, AIA, and **Ed Oliver, AIA**, announce a significant ownership transition involving seven members of the firm. Keith Spina joins Danny Brown as the newest architectural partners. Other new shareholders include Steve Chambers, Bill Wheeler, Tammy O'Rourke, Eileen Trimble and Anita Wurster.



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Architectural Coatings

Duron Paints & Wallcoverings (14-19) 31

Architectural Molds

Molds Unlimited by Mondish (14-23) 33

Architectural Renderings

Architectural Arts by Vothauer Studio (14-13)..1

Building Materials

CSR Rinker (14-31)..... 10-11

Code Consultants

Schirmer Engineering Corp. (14-25)..... 29

Construction Management

Creative Contractors, Inc. (14-18)..... 4

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Architectural Windows & Doors (14-14) . . . 6-7,33
 HBS Inc. (14-14) 6-7,33
 Palm City Millwork (14-14) 6-7,33
 S & P Architectural Products (14-14) . . . 6-7,33
 S & S Craftsmen, Inc. (14-14) 6-7,33
 Smyth Lumber (14-14) 6-7,33
 Weather Shield (14-14) 6-7,33
 Nor-Dec International, Inc. (14-14) 6-7,33

Consulting Engineers

Schirmer Engineering Corp. (14-25) 29

Consulting/Windows

Architectural Windows & Doors (14-14) . . 6-7,33
 HBS Inc. (14-14) 6-7,33
 Nor-Dec International, Inc. (14-14) 6-7,33
 Palm City Millwork (14-14) 6-7,33
 S & P Architectural Products (14-14) . . . 6-7,33

Consulting/Windows (cont'd.)

S & S Craftsmen, Inc. (14-14) 6-7,33
 Smyth Lumber (14-14) 6-7,33
 Weather Shield (14-14) 6-7,33

Doors - Aluminum

Traco (14-27) 17

Energy Technology

Florida Natural Gas Association (14-20) . . . IFC

Finishes - Interior & Exterior

Duron Paints & Wallcoverings (14-19) 31

Fire Protection Engineers

Schirmer Engineering Corp. (14-25) 29

General Contractors

Creative Contractors, Inc. (14-18) 4

Glass Block

Glass Masonry (14-21) 35

Granite

Cold Spring Granite Company (14-16) 21

HVAC

Florida Natural Gas Association (14-20) . . . IFC

Impact Resistant Glass

Caradco (14-15) OBC

Insurance

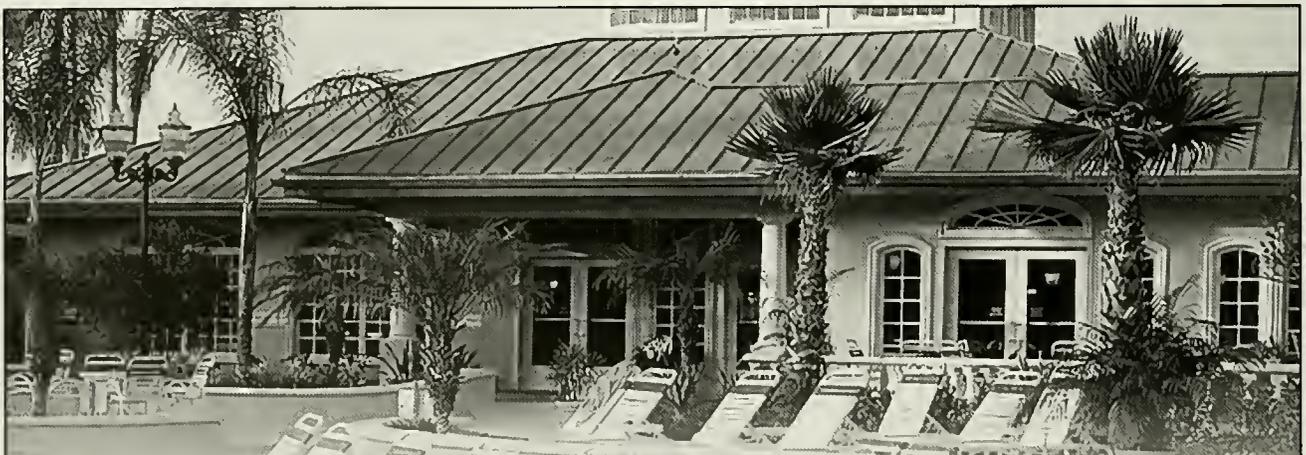
AIA Trust (14-10) 25
 Collinworth, Alter, Nielson, Fowler & Dowling, Inc. (14-17) 21
 Suncoast Insurance Associates, Inc. (14-26) . 27
 Tri-County Insurance Agency, Inc. (14-28) . . IBC

Molds

Molds Unlimited by Mandish (14-23) 33

Natural Gas

Florida Natural Gas Association (14-20) . . . IFC



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Paints - Interior & Exterior

Duran Paints & Wallcoverings (14-19) 31

Professional Liability

Collinsworth, Alter, Nielson, Fowler & Dowling, Inc. (14-17) 21
 Suncoast Insurance Associates, Inc. (14-26) . . 27
 Tri-County Insurance Agency, Inc. (14-28) . . IBC

Renovation/Restoration

Molds Unlimited by Mandish (14-23) 33

Roof - Tile

Masterpiece Tile Company (14-22) 21

Scale Models

Architectural Arts by Vathauer Studio (14-13)..1

Staffing Services

Archi Pro Staff Agency, Inc. (14-12) 35

Storm Protection/Windows & Doors

Traco (14-27) 17

Windows - Aluminum

Traco (14-27) 17

Windows & Doors

Architectural Windows & Doors (14-14) . . 6-7,33
 Caradco (14-15) OBC
 HBS Inc. (14-14) 6-7,33
 Nor-Dec International, Inc. (14-14) 6-7,33
 Palm City Millwork (14-14) 6-7,33
 S & P Architectural Products (14-14) . . 6-7,33
 S & S Craftsmen, Inc. (14-14) 6-7,33
 Smyth Lumber (14-14) 6-7,33
 TRYBA Windows & Doors (14-29) 26
 Weather Shield (14-14) 6-7,33
 Window Classics Corp. (14-30) 2

Wood Windows & Doors

Window Classics Corp. (14-30) 2

AIA Trust (14-10) 25
 Andersen Windows (14-11) 34
 Archi Pro Staff Agency (14-12) 35
 Architectural Arts by Vathauer Studio (14-13)..1
 Architectural Windows & Doors
 (14-14) 6-7,33
 Caradco (14-15) OBC
 Cold Spring Granite Company (14-16) 21
 Collinsworth, Alter, Nielson, Fowler &
 Dowling, Inc. (14-17) 21
 Creative Contractors, Inc. (14-18) 4
 CSR Rinker (14-31) 10-11
 Duron Paints & Wallcoverings
 (14-19) 31
 Florida Natural Gas Association
 (14-20) IFC
 Glass Masonry (14-21) 35
 HBS Inc. (14-14) 6-7,33
 Masterpiece Tile Company (14-22) 21
 Molds Unlimited by Mondish
 (14-23) 33
 Nor-Dec International, Inc. (14-14) 6-7,33
 Palm City Millwork (14-14) 6-7,33
 S & P Architectural Products
 (14-14) 6-7,33
 S & S Craftsmen, Inc. (14-14) 6-7,33
 Schirmer Engineering Corp.
 (14-25) 29
 Smyth Lumber (14-14) 6-7,33
 Suncoast Insurance Associates, Inc. (14-26) . 27
 Traco (14-27) 17
 Tri-County Insurance Agency, Inc. (14-28) . . IBC
 TRYBA Windows & Doors (14-29) 26
 Weather Shield (14-14) 6-7,33
 Window Classics Corp. (14-30) 2

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Architecture in Transportation

Robert G. Currie, AIA

POINT



Robert G. Currie, AIA
 Founding Partner
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 Delray Beach

The transportation arena has historically been the domain of engineers: civil, structural and transportation. Function or the presumption thereof (i.e. roadways must always be 24' wide so cars can move safely at 55 miles per hour) is now being evaluated with an awareness that people are part of the equation. There seems to have been an oversight in ignoring the fact that people do live, walk, and bike next to and also hear and see the results engineers have spawned and view with dismay the intrusion into their daily lives. In response, a kinder and gentler traffic engineer has emerged, proposing narrower roadways to slow traffic and introducing roundabouts, landscaping, bike paths and walkways, and even including architects in the design of bridges. Bridges, so long ignored as an aesthetic expression in this country, are now considered by the Department of Transportation as an opportunity to enhance the cultural landscape. The small, rectilinear concrete bunkers that previously served as bridge tenders' houses have been transformed, blossoming like water lilies into happy architectural icons along the Intracoastal Waterway. These houses express something about the communities they border through thematic design and color. In a project in which we were involved, a bridge has become a gateway suggesting the image of the town the traveler is entering. Special attention is given in our formulation to pedestrians and bicyclists, as well as to automobiles. Railing design, color,



light fixtures, paving patterns and landscaping have all become contributing elements enhancing the experience. And, even artwork is encouraged! Fish and turtles in relief are designed in an overhead trellis, casting shadows mirror the images on the pavement. Because the bridge does not begin and end at the water's edge, paved brick walkways lined with landscaping and handsome lighting stretch several blocks in each direction. As a redevelopment tool, bridges with all these enhancing elements contribute substantially to the renewal of often deteriorated and blighted urban surroundings. They are a welcome expression of our society, culture and technology; and provide an excellent opportunity for architects to add aesthetic value to the urban fabric.



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