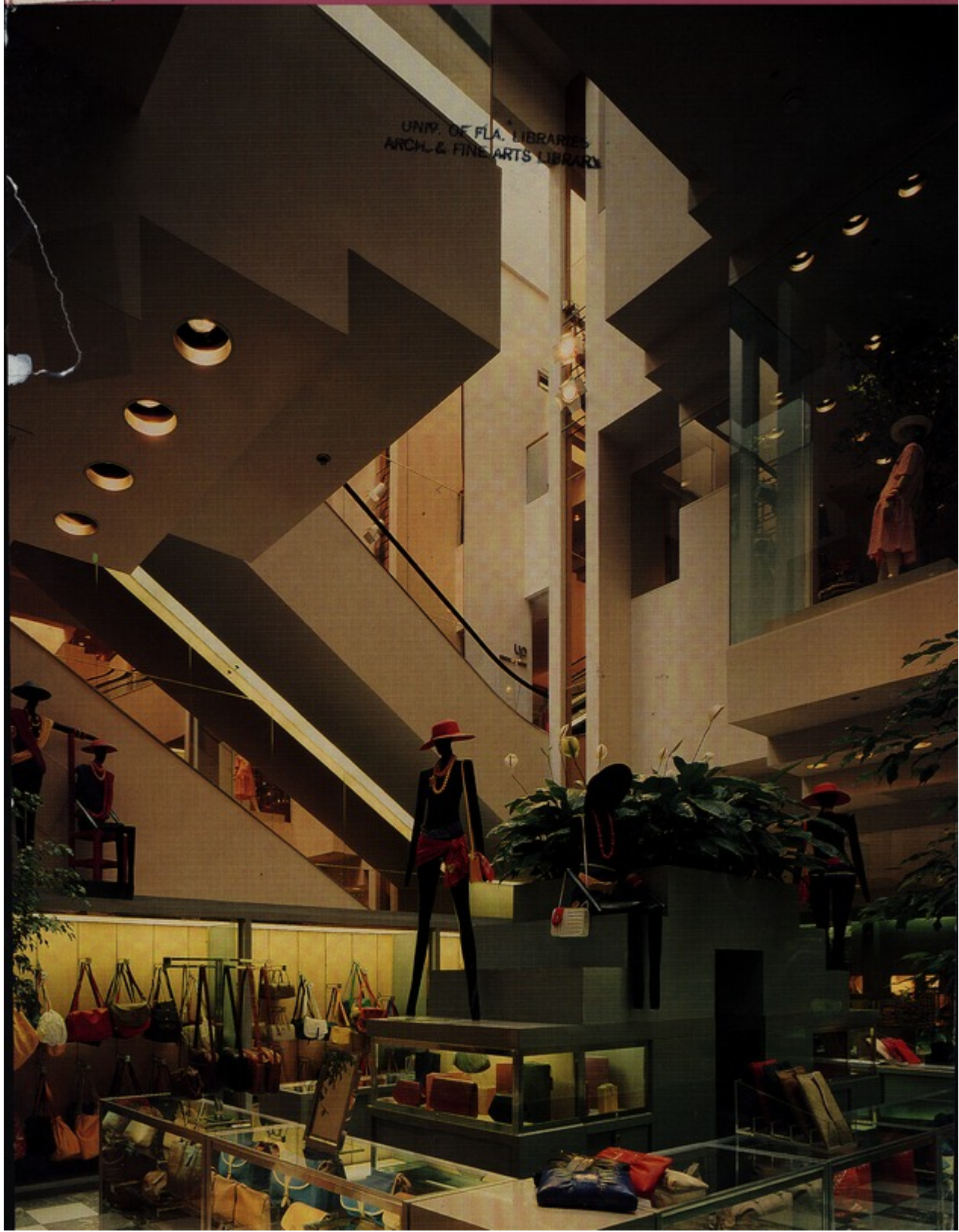


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# FLORIDA ARCHITECT

MAY/JUNE, 1986

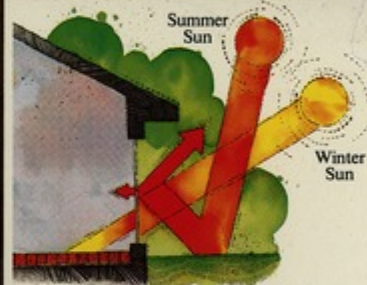
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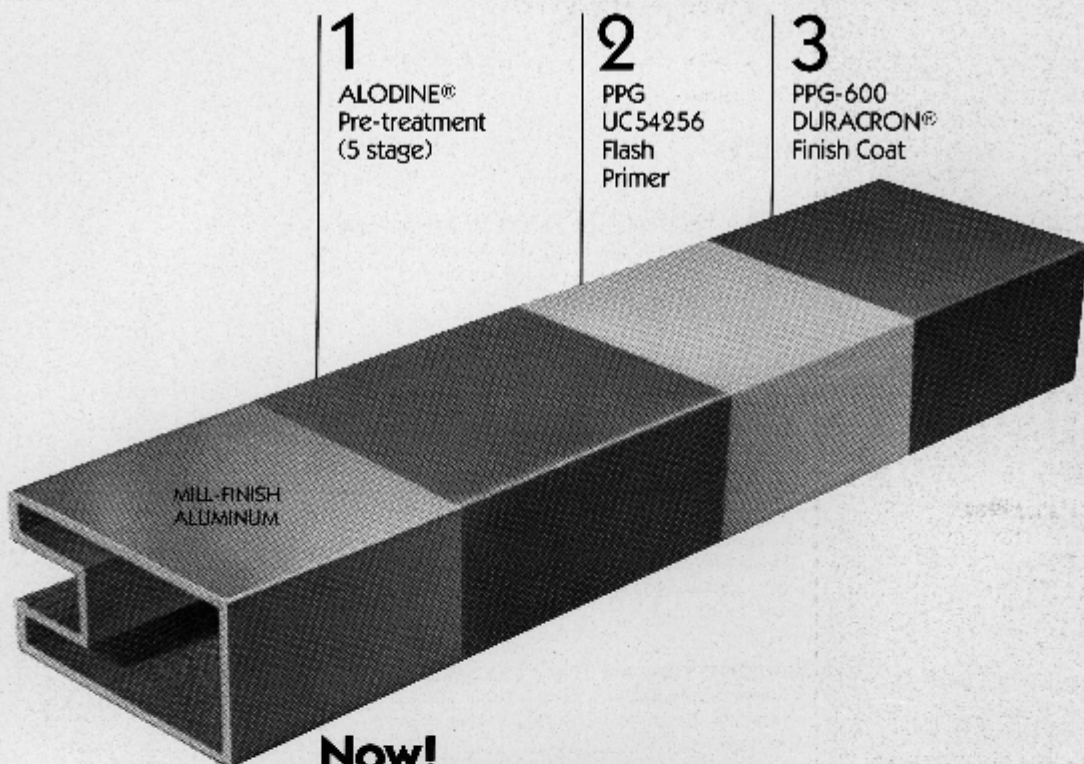
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# EDITORIAL

## FLORIDA ARCHITECT

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I was in Miami recently for meetings. After living there as a child, I hadn't been back in years except to fly in and fly out. Thank heavens for Miami Vice . . . it's kept me current on the look of the city, along with recent editions of every morning news program from CBS Morning News to Phil Donahue. According to the executive director of the CBS Morning News, "Miami is the hot city in America now. You can't pick up a magazine without seeing something about Miami — the fashions, Miami Vice, the new mayor." He didn't say, "the architecture," but I know he meant to.

The question arose at one of the meetings I attended about whether all this publicity, especially the Miami Vice variety, is giving the city a bad name. Why couldn't they have named the show "Miami"? Like Dallas. But, Miami Vice. It's so seamy. It implies a Miami that harbors prostitutes, drug dealers, big crime. Actually, I'm not sure there is any city the size of Miami that doesn't harbor most of those things. Nevertheless, we're talking national image here. Image is important when you're trying to promote tourism. "Come to the city of vice" just doesn't cut it.

In reality, Miami is an upbeat, exciting place to visit, and probably to live. I found the downtown exciting and stimulating. The architecture is diverse and going up everywhere. It's a city on the rise, but it's a city that looks clean and appealing. It looks new, actually, and compared to comparable cities up north, it is. Therein lies some of Miami's appeal, I suspect. It's a sunny, clean looking place, not at all dingy like so many of its sister cities. It looks fresh, diverse, colorful.

As far as all the publicity, Miami Vice and otherwise, is concerned, I feel this way. Publicity is publicity. It keeps the city in the public eye and what a great opening shot — a pan of the city, the beach, a building by Architectonica. I doubt that shot has hurt their image nationwide. It sure got my attention. I hope it will get yours at the FA/AIA Fall Convention which convenes in Miami in September.

*Diane D. Greer*



## FA/AIA Fall Convention

Miami  
September 26-28, 1986

# NEWS/LETTERS

Dear Editor:

It has been brought to our attention that the City Council of the City of Plantation, Florida is requesting an amendment to Section 28.1 of Article XVIII of the Comprehensive Zoning Ordinance "to promote an aesthetic standard of interior design" to buildings where public assemblage is invited or expected, arguing "that the public, through its city government, has the duty to impose reasonable regulations upon the interior design of such building or structure."

Aside from the immediate and obvious question of whether there is a need for such legislation, the subjects are raised of *who* is qualified to impose a personal taste to a pluralistic society, and *how* can this policy be implemented without creating additional burden to tax payers and phenomenal bottlenecks in a specially created bureaucracy.

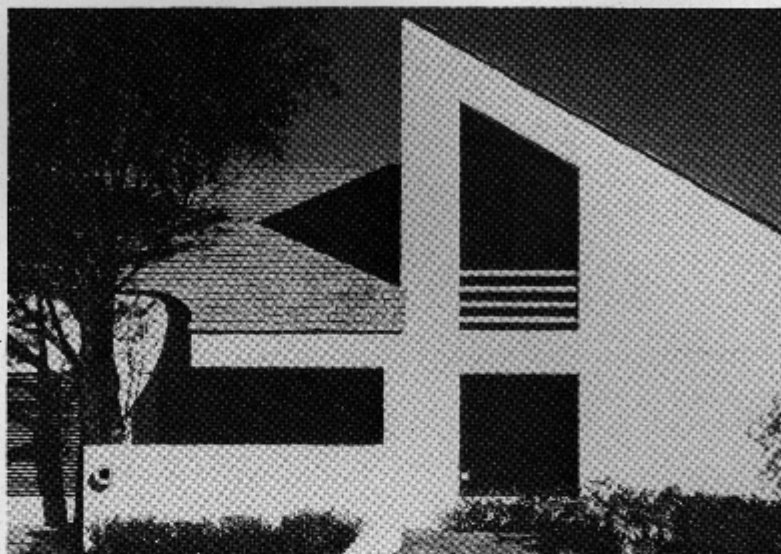
We think this ill-conceived and ill-advised projected legislation on taste is not only morally and aesthetically wrong, but also absolutely unenforceable.

Paul R. Nunez, AIA

Dear Editor:

I was very happy to see that the inappropriate reference to landscape architects was brought to the reader's attention in your "Letters To The Editor" section of *Florida Architect*. While I am not a landscape architect, I did immediately notice this error in your September '85 issue. Recognizing the overall high quality of the *Florida Architect* publication, I fully supported Frank Meroney's decision to bring this matter to your attention. Your acknowledgement reinforces my strong feelings about the mutual respect and cooperation that's required for both professions to be effective.

Henry Skokowski, AICP



*City Park Place in Ft. Lauderdale by Tuthill and Vick Architecture.*

## Awards

**Davis & Associates** Architectural Division received a Golden Brick Award from the Orlando Downtown Development Board for its design of the Regional Crime Lab in Orange County. ■ **Schwab & Twitty Architects, Inc.** received a "Best in American Living Award" for their design of Oceanside Village at John's Island. The award is sponsored jointly by *Better Homes and Gardens Magazine* and *Professional Builder Magazine*. ■ **Studio One, Architecture, Planning and Landscape Architecture** received six awards in the Top Brass Awards Competition. Sponsored by the Daytona Beach Homebuilders Association, the awards program recognized "standard-setting design." ■ The Florida South Chapter/AIA presented its Silver Medal to **Jerome Filer** for "his accomplishments in his practice, his works of architecture, his leadership and service to the profession and his inspiration to his fellow archi-

tecs." The Silver Medal is the highest honor the Chapter can bestow on a fellow architect.

The Broward County Chapter of the AIA gave its 1985 Honor Award to **Bob Tuthill** and **Bob Vick** of **Tuthill and Vick Architecture** for their design of the law offices of Sobo, Wellens and Balocco in Ft. Lauderdale. Merit Awards were given to **Don Singer** for Temple Beth David in Palm Beach Gardens, **Tuthill and Vick** for the architectural interiors of their own offices in Ft. Lauderdale and **Linda Finch** of **Michael Shiff & Associates** for Royal Palm Park in Oakland Park. **Catherine D. Lee, AIA** and **Shepard Associates, Architects and Planners, Inc.**, Jacksonville, were given an award for Design Excellence in Historic Preservation for their restoration work on the Stranahan House in Ft. Lauderdale. ■ **KBJ Architects, Inc.** of Jacksonville was the recipient of three Design Recognition Awards sponsored by the Jacksonville Chamber of Commerce and the Arts Assembly of Jacksonville. Awards were re-

ceived for Two Prudential Plaza, Reddi-Arts and the Chapel at the Southern Bell Tower. ■ **George L. Powell & Associates** designed the renovation of the Jefferson Building in Orlando and received a Gold Brick Award from Downtown Orlando, Inc. for the unique design and innovative use of an existing building.

## New and Newly Reorganized Firms

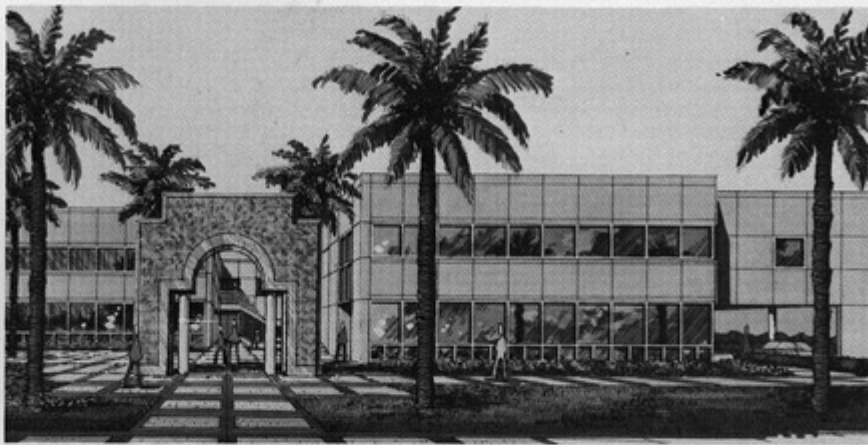
The Obst Associates is now **Smith Obst Associates, Architects/Planners** in West Palm Beach. ■ The newly formed firm of **Arnold Prato Associates** will offer services in architecture, planning, interior and graphic design in Jacksonville. ■ **Evans Associates, P.A.** is a new firm of architects and planners in Pembroke Pines. ■ **Robert J. Bitterli + Associates** has just been formed in St. Petersburg and will offer services in architecture, facility planning and consulting.

## New Commissions

**Harper Buzinec Carreno Architects/Engineers** designed the Southeastern College of Osteopathic Medicine in North Miami Beach for which groundbreaking took place in early March. The 50,000 s.f. building is scheduled for occupancy in fall of 1987. ■ **Barretta & Associates** is doing the site planning and architectural design for the Schmidt, Raines, Trieste, Dickenson, Adams & Company Headquarters in Boca Raton. **Arthur William Dearborn** is principal-in-charge of the project.

**Arquitectonica International Corporation** has designed a \$31 million maritime office/restaurant/retail complex on Dodge Island in Miami called "A Seamark at the Port." Developed by Miami Seaport Partners, Ltd., the 13.8-acre port expansion is the first private undertaking in the Port of Miami's history. **Arquitectonica** has designed a reflective silver tile and glass complex combining two new cruise terminals which will be equipped to service two to three new cruise ships by August, 1986. ■ **The Stewart Corporation-Architects** was contracted by the City of Tampa to renovate the Hillsborough River Water Treatment Plant Boiler House. The Boiler House is adjacent to the Treatment Plant which is on the National Register of Historic Places. Use of the Boiler House was discontinued several years ago and the building will be renovated into offices and workshops for the City of Tampa Water Department. ■ Another National Register site, the historic Frances-Carlton Apartments built in 1924, will be restored by **Sasaki Associates** of Coral Gables.

**H. J. Ross Associates, Architects-Engineers/Planners** has been awarded the contract to design The Renaissance, a 2.8 million s.f., mixed-use development proposed for Altamonte Springs. The entire project is to be built in three phases over a five-year period. ■ **Keith C. Hock, AIA, Ar-**



*Barretta & Associates design for the Schmidt Raines Trieste Dickenson Adams & Co. Headquarters in Boca Raton.*

**chitect** will design the Fellowship Hall of the Ormond Beach Presbyterian Church. ■ **Currie Stubbins Schneider Architects, AIA, PA**, have been selected to design the new Catalina Centre resort and hotel in Boynton Beach. When complete, the facility will have 168 hotel rooms as well as retail, commercial and office facilities. ■ **The Kirkland Group Architects and Interior Designers** has recently completed Paragon Crossing Retail Center in St. Petersburg. The retail center is part of a multi-use development of retail shops, apartments and office buildings.

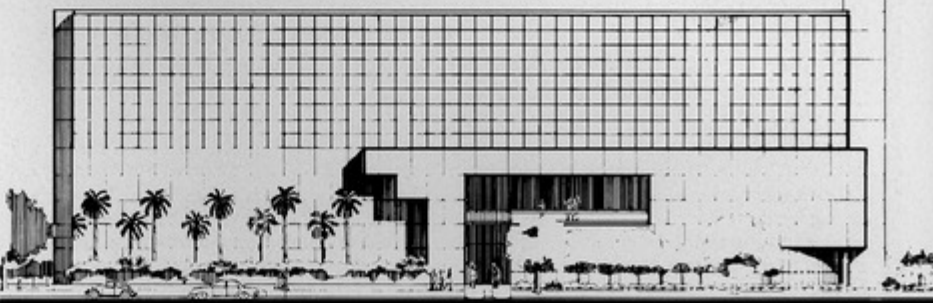
**George L. Powell & Associates** will be the architects for the renovation of The Gurney Building in downtown Orlando. ■ **Anstis-Ornstein Associates, Architects and Planners, Inc.** has just completed contract documents for



*Sasaki Associates is restoring the historic Frances-Carlton Apartments built in 1924.*

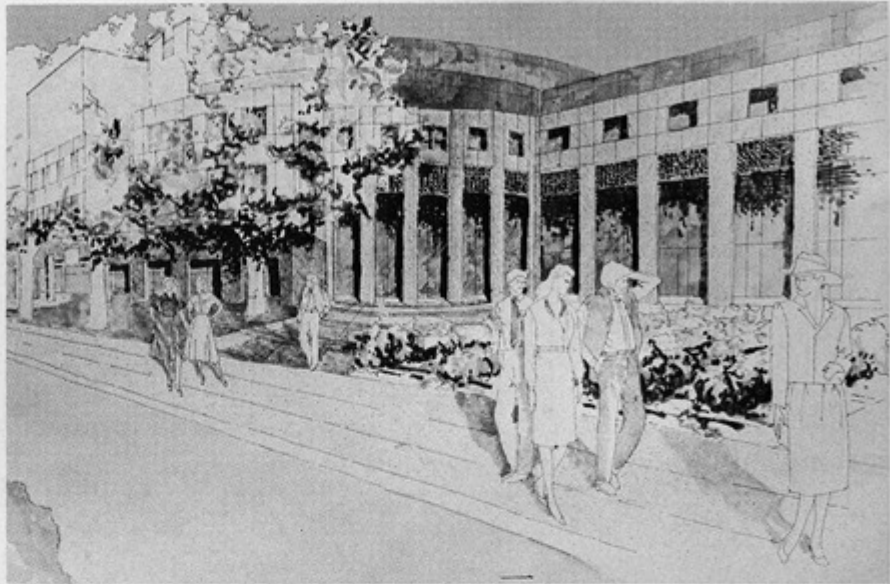
the Club Olympiad in West Palm Beach. The facility will be 40,000 s.f. and completion is scheduled for fall, 1986. ■ **Briel Rhame Poynter & Houser Architect-Engineers, Inc.** has designed the City of Boca Raton Police Facil-

ity which will serve as the focal point of the City's government center. ■ **Architects Design Group, Inc.** and **Clements, Rumpel, Goodwin, d'Avi** have been selected to perform a detailed analysis of the Marion County



*Southeastern College of Osteopathic Medicine in North Miami Beach was designed by Harper Buzinec Carreno Architects/Engineers, Miami.*

Judicial System located in Ocala. The study will identify the current and future needs of the County Court, Clerk and other judicial departments and result in the suggestion of possible solutions. ■ Construction has begun on the new Leon County Justice Complex in Tallahassee. The \$32 million structure housing both county government and judicial services in 255,000 s.f. was designed by **Barrett Daffin and Carlan, Inc., Architects, Engineers and Interior Designers.** Barrett Daffin is also currently finishing the Radisson Hotel Tallahassee and design work is underway in their Montgomery, Alabama office on several projects including the new Coast Guard Facility at Demopolis Inlet and the Cochrane Bridge in Mobile.



*The Leon County Justice Complex in Tallahassee was designed by Barrett Daffin and Carlan, Inc., Architects, Engineers and Interior Designers.*

## CALL FOR SUBMISSIONS

*FLORIDA ARCHITECT* magazine will publish a special Convention 87 issue in conjunction with hosting the 1987 National AIA Convention in Orlando. This special issue will be published in May, 1987, and distributed to all attendees at the AIA Convention, making readership of that issue nationwide.

The scope of the special issue is statewide and includes Puerto Rico and the Virgin Islands. Submitted projects can be of any completed building(s), interior or related structure. Restorations and retrofits are also acceptable. Projects must have been completed by a member of the FA/AIA and they must be submitted under the name used as "Architect of Record" on the original drawings. You may submit up to three projects, but only one will be published. Previous publication in *FLORIDA ARCHITECT* magazine does not preclude publication in this special issue and we encourage previous design award winners to submit winning projects.

### METHOD OF SUBMISSION

Entries will be submitted with a completed entry form. Entry forms are available from the *FLORIDA ARCHITECT* office by either calling or writing and they may also be picked up at the registration desk at the Design Conference, May 16-18, at Howey-in-the-Hills. Along with the completed entry form, certain materials, which are listed on the form, must be submitted in a binder of your choice. There is no entry fee. Projects not selected for publication will have materials returned by September, 1986. Selected projects will be kept in the magazine office until May, 1987. Do not submit materials you will need prior to May, 1987.

### DATES AND DEADLINES

**June 1, 1986** — Deadline for receiving your entry form. If you want your project published, don't wait. Call or write for an entry form NOW.

**August 15, 1986** — Deadline for receipt of submitted projects in Tallahassee.

**September 2, 1986** — FA/AIA Publication Committee meeting in Tallahassee and selection of projects for publication. Decision by the Publications Committee and the Editor of *FLORIDA ARCHITECT* is final.

### TIPS FROM THE EDITOR

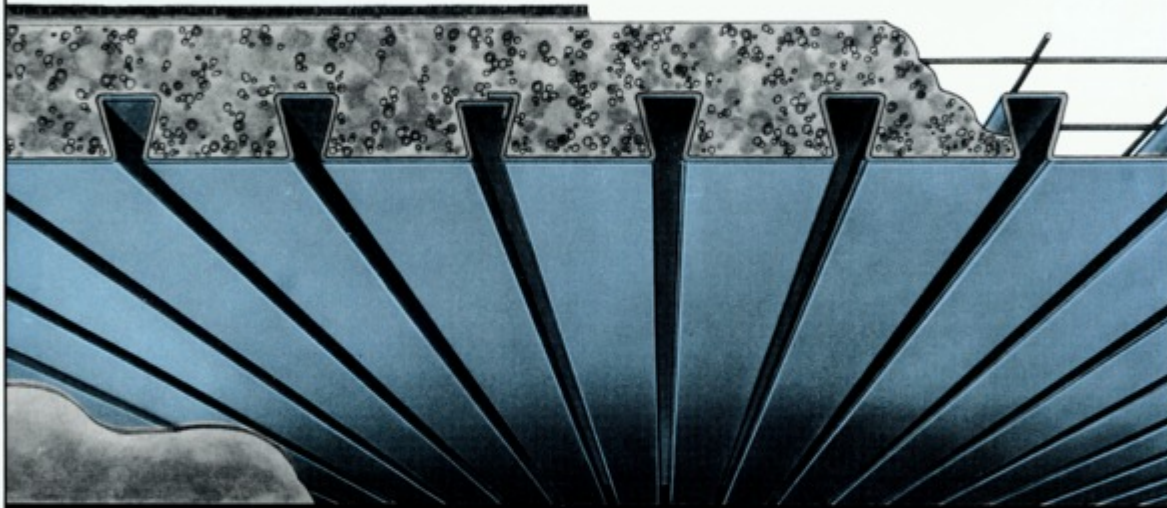
Read the entry form carefully and follow the directions for submission exactly. I anticipate many projects being submitted and in order to fairly assess each project, the projects must be submitted in like manner. Send the best photographs of your project that are available. Text in this issue will be minimal and good photography is critical.

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## FA INTERVIEWS

### Tom Lewis . . . on Florida's growth management legislation

*Last July Governor Graham appointed Tom Lewis, Jr., Architect, Secretary of the Department of Community Affairs. Lewis is a graduate of Georgia Tech where he received both his Bachelor and Master of Architecture degrees. In 1971, he entered private practice in Orlando and in 1974 he formed his own architecture firm. From 1979 to 1982, he was a Special Assistant to Governor Graham in a part-time capacity, but in 1981 he left the practice of architecture to take on the job full-time. In August of that year he became the Director of Preconstruction and Design at the Florida Department of Transportation and was appointed Assistant Secretary of Transportation in May, 1982. In July, 1985, he was appointed Secretary of the Department of Community Affairs. It is in that capacity that he was interviewed by FA/AIA past president Jim Anstis, AIA.*

**ANSTIS:** What is your opinion of the intent of the 1985 legislation dealing with growth management?

**LEWIS:** I think the intent of the legislation was to learn from the experiences we've had since 1972 when Florida began pursuing growth management legislation. I also think the intent was to establish an effective process for ensuring an integrated comprehensive planning process at the state, regional and local levels and third, to delineate a number of significant policies to guide future land development activities in Florida. Some of these policies involve growth paying its fair share of growth, moving back from the coast, providing infrastructure concurrent with the impacts of development and managing all growth equitably.

**ANSTIS:** Do you think the legislature intended to inhibit growth or to provide a framework for dealing with growth by solving growth-related problems?

**LEWIS:** There is no question in

my mind that the latter was the intent. Florida will continue to be a major growth state and that's a desirable characteristic. Florida also has innumerable unique and fragile natural resources and it is these very resources that make Florida such a popular destination for visitors and new residents. Estimates are that Florida will add a "51st state" in the next 15 years as we increase our population by some 5.7 million people. The "new" state we add within our borders will be equal in size to Georgia. The new growth management legislation is a quality growth program. It certainly isn't a no-growth program.

**ANSTIS:** How will the Department of Community Affairs manage the interface between units of local government and the regional planning agencies so that the objectives of the 1985 legislation are met?

**LEWIS:** This interface is critical. I believe that part of the interface is mandated in the new legislation since local comprehensive plans must be determined to be consistent with comprehensive regional policy plans prepared by the regional planning councils (RPCs). Our department will make that decision, and we won't do it in a vacuum. We plan to provide technical assistance as the process progresses and, in fact, the regional planning councils will be required to ensure broad local input into the development of those regional plans. The department contracts with those councils for certain services. We will ensure in those contracts a reinforcement of the importance of their character to RPCs which should encourage such interface. At least two-thirds of their members are locally elected officials. The RPCs must also establish an informal mediation process to resolve differences between local governments in their region. And finally, the real key may be how the Department of Com-

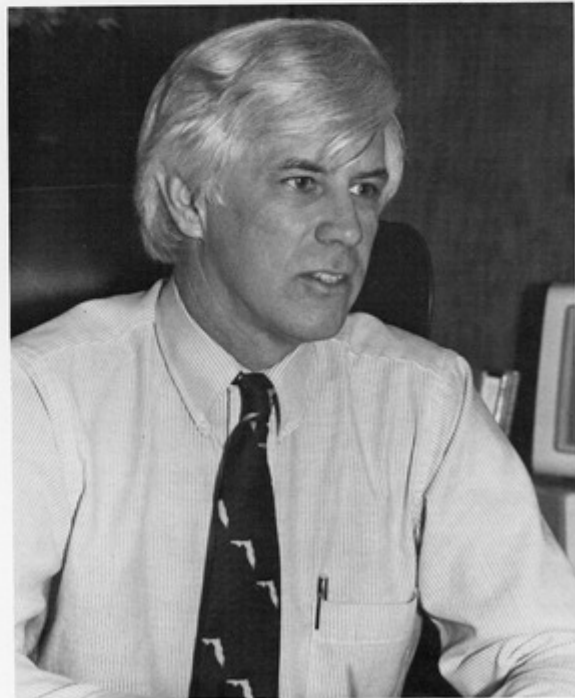
munity Affairs reasonably and effectively administers the review process of all local government plans, including determining their consistency with both the state comprehensive plan and the appropriate comprehensive regional policy plan. This is a new role for DCA. In the past, our role was review and comment. Today our role is review and approval. The new process focuses on the local and regional management of growth, following a state blueprint for growth in the State Comprehensive Plan. We intend to work very hard to keep the focus at the local level consistent with carrying out that blueprint.

**ANSTIS:** How will the various regional planning agencies be able to develop policies that provide for dramatic differences in development patterns in various areas within their jurisdiction? For example, any agency with jurisdiction over counties that

range from clearly rural and agricultural next to a county that is developing rapidly.

**LEWIS:** This is a typical problem for most regions and many counties. The RPCs will be developing policies in many ways including special technical or community workshops, public meetings, coordination with local plans, surveys, analyses and the like. I believe most will seek to ensure that these techniques will be used to develop policies for both urban and rural conditions and environments. While the needs of and the pressures on rural and urban areas may significantly differ, there is nothing about this difference that says that a regional plan can't address both. I also believe planning is at its best when it is used in a non-static environment. While such differences will be a challenge to planning, I am confident our regional planning councils will meet that challenge.

*Continued on page 12*



# INNOVATIONS

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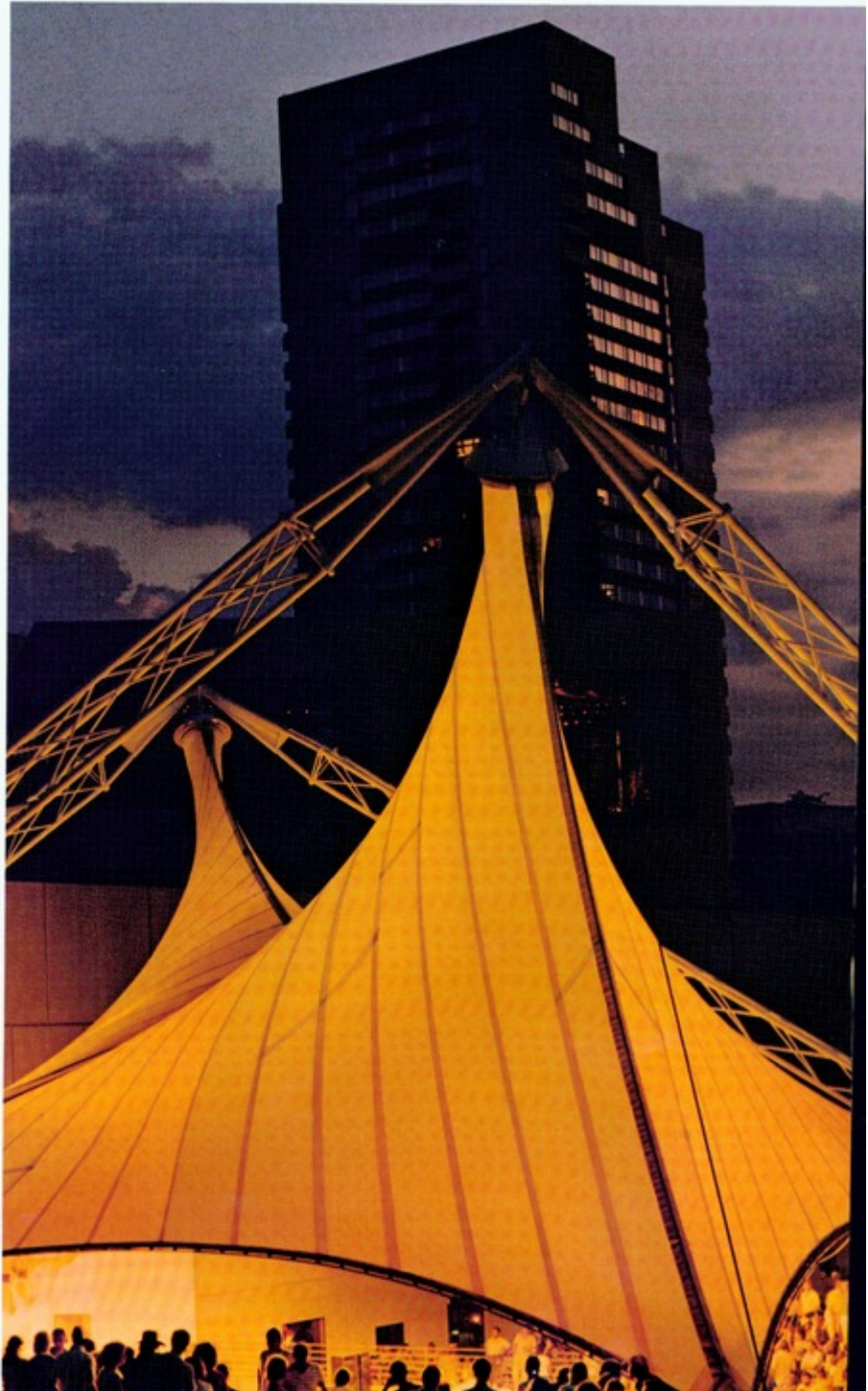
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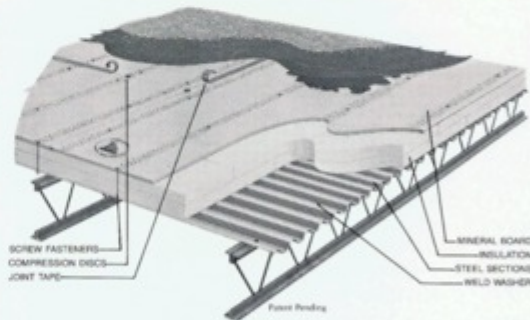
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ANSTIS: Do you feel that the 1985 legislation provides any resiliency to units of local government and regional planning agencies for future revisions that would provide for more growth should a local government choose to go in that direction? How?

LEWIS: I don't know of any local or regional plan that is cast in concrete. In the past, many plans were not locked into anything. They were on the shelf, ambiguous or so inflexible as to not be an effective usable tool for managing growth at any level. Many of them changed so frequently that it was difficult to keep up with the latest version. In many cases, they weren't really plans for the future at all, but rather a documentation of historical actions which had occurred in a disjointed, day-to-day land use decision process. The 1985 legislation supplies predictability and utility without rigidity. Changes in plans can occur, but more thoughtfully than in the past. The Local Government Comprehensive Planning and Land Development Regulation Act, for example, clearly specifies that local plans may be changed, but limits change to not more than two times a year, with certain exceptions. That act also states "the planning program will be a continuous and ongoing process. . . it is the intent of this act that adopted comprehensive plans be periodically updated through the evaluation and appraisal report . . ." The state and regional planning act contains similar language requiring plan evaluation and updating every three years. So, I would say that not only are there provisions for updates relative to a local government's decision on more growth, but such updates are required and are a basic part of the new legislation.

ANSTIS: The 1985 legislature requires the installation of infrastructure simultaneously with development. Explain how you think the legislation provides reasonable requirements for developments to mitigate their own impact while not being required to also mitigate the impact of previously approved developments that escaped the requirements of this legislation.

LEWIS: The new statute contains several references to infrastructure concurrent with development. For example, it is specifically mentioned in the Florida Quality Development and Areawide Development of Regional Impact section and in the statutory criteria for the coastal management element of local comprehensive plans. There are also several places in the new growth management legislation where there is clearly

an intent through the new integrated comprehensive planning process to require infrastructure concurrent with the impacts of development. The State Comprehensive Plan addresses it.

I also believe there is a basic intent that growth's responsibility for dealing with the impacts of growth does not include a responsibility for addressing the existing infrastructure deficiencies. As to the specific instances within this new legislation, there

is a section that requires a local government to collect an exaction for development impacts from all types of development if it intends to require such exaction from any type of development. This section goes into effect July 1, 1986, and after that date any local government that has not enacted an impact fee ordinance will not be able to exact impact monies from (DRI) projects.

*Continued on page 36*

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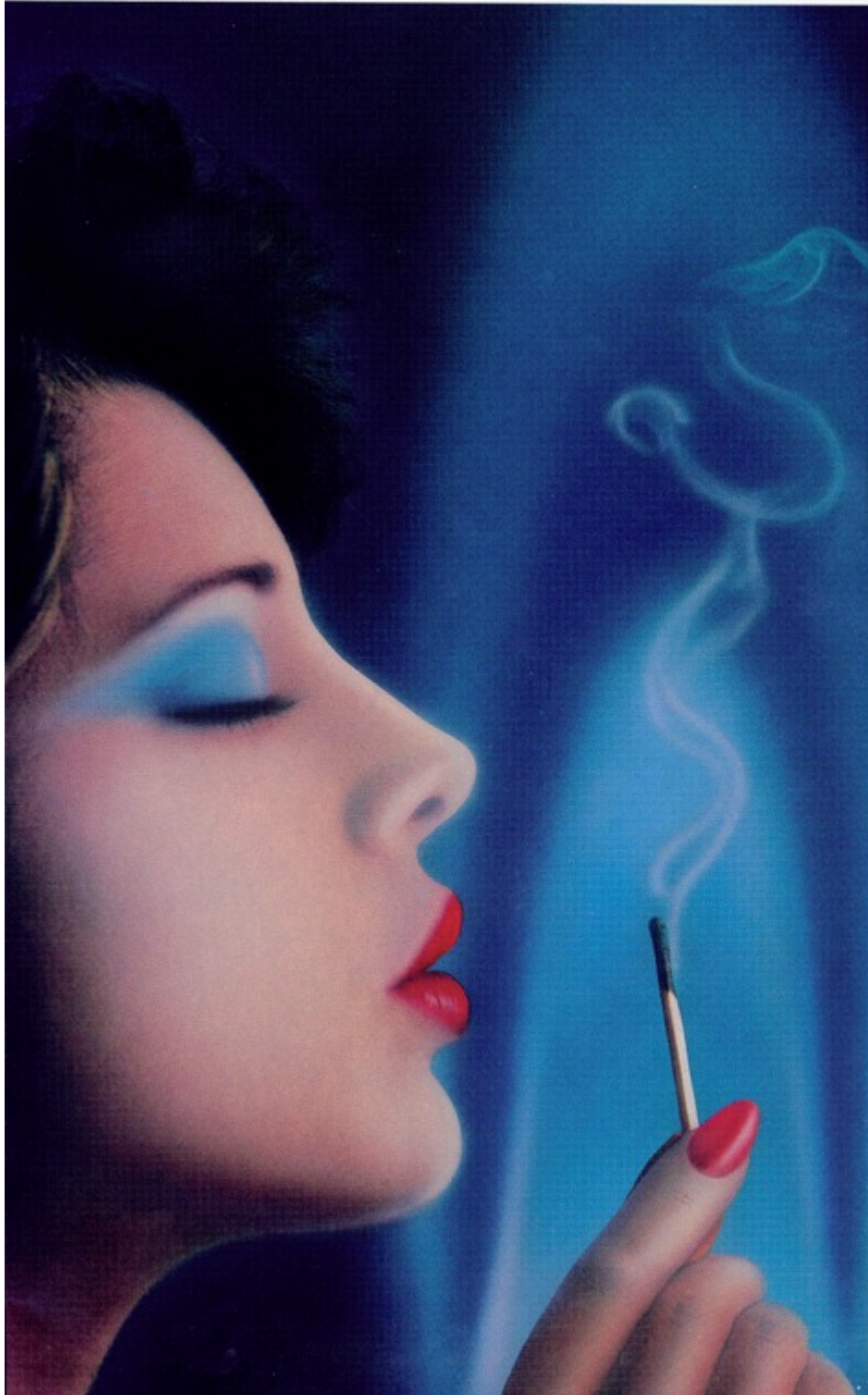
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Circle 10 on Reader Inquiry Card

## New clinic envisions the future of eye surgery

### Florida Eye Clinic Altamonte Springs, Florida

**Architect:** Helman Hurley  
Charvat Peacock/Architects,  
Inc.

**Project Designer:** Alexander W.  
Stone

**Project Manager:** Wayne F.  
Smokay

**Construction Administration:**  
Robert S. Szafranski

**Interiors:** Tom Scherer

**Landscape Architects:** Herbert/  
Halback, Inc.

**Structural Engineer:** Allan and  
Conrad, Inc.

**Mechanical Engineer:** Bobes  
and Associates

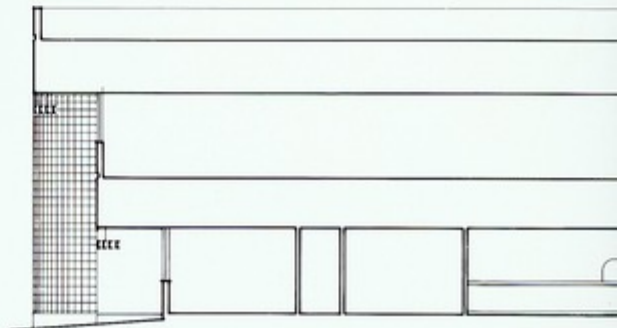
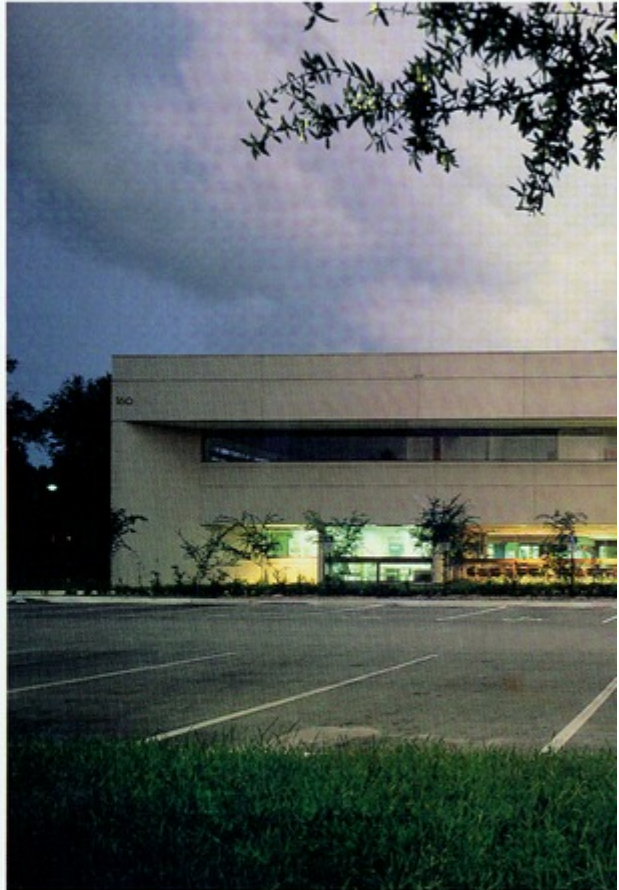
**Contractor:** Aagaard Juergen-  
sen, Inc.

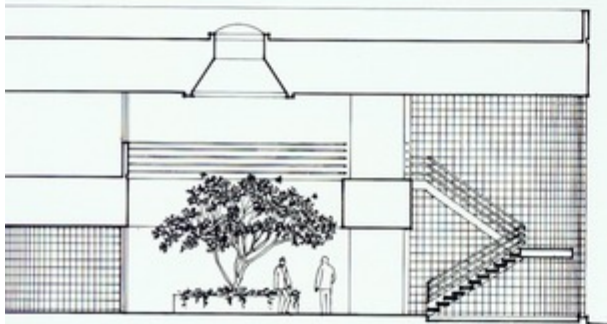
**Owner,** Mitchell Shapiro, M.D.

The Florida Eye clinic, a 25,000 s.f. ambulatory surgery center located in Altamonte Springs, is the largest facility in Florida specializing in nearly every major type of eye surgery that can be done on an out-patient basis.

Located a few blocks south of a major hospital, the site is essentially a flat, barren rectangular property with large open fields on three sides and an existing two-story medical office building on the north side. Access to the site is gained from an arterial street which is fed by a major six-lane thoroughfare one block to the north. Without any strong site influences, the resulting design is largely due to climatic response and the interaction of zoning regulations and client program requirements.

The owner requested maximum development of the property, a covered drop-off for patients and covered parking for doctors and staff. The covered parking, shielded visually from the privacy approach, determines to some degree, the loca-





Photo, top left, night view of north facade shows covered drop-off and the transparency of the stair enclosure. Bottom left, section courtesy of HHCP Architects. This page, top: at right, interior lighting reveals lobby stair tower enclosure and elevator. Left, view from within optical sales department looking toward finance window. Mirrors reflect portion of waiting area and visually enlarge the space. Photos by Alex Stone.

tion of certain spaces in the interior which do not require (or should not have) natural light, such as the surgical suite, exam rooms and equipment rooms. The covered drop-off is on the north side of the building, and is immediately visible upon approaching the site. The main lobby, adjacent to the drop-off, is a two-story atrium covered for protection from sun and rain, but left open to the natural breezes of Florida's temperate climate. The focal point of this space is a 15-foot Rhaps palm, illuminated by sunlight from a circular skylight.

Subordinate to this, and defining the lobby on the west side, is an elevator, clearly articulated as a single vertical shaft with an adjacent steel stair enclosed in clear glass block. The glass block shields the stair from wind and rain and yet, because of its transparency, is easily recognized as a vertical circulation component. From the atrium, one may also enter the main waiting area for the clinic. A feeling of spaciousness is achieved here by a wall of floor-to-ceiling glass, forty feet long, which visually opens onto a landscaped buffer.

The use of glass block seemed particularly appropriate in a building devoted to optics. With this in mind, a curved glass block wall was also used on the interior as a subtle divider between the waiting area and an optical sales department.

The internal layout has a simple "racetrack" circulation with doctors and business offices on the perimeter for natural light and a central core of service/staff functions located for optimum efficiency. The exterior of the building, in addition to fixed glass and glass block, is stucco with reveals differentiating the floor and roof planes. The building has a structure of load bearing masonry on the exterior and

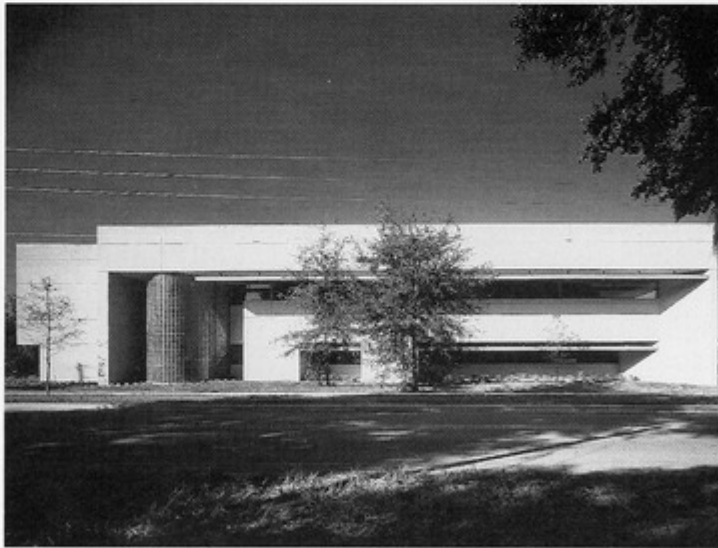
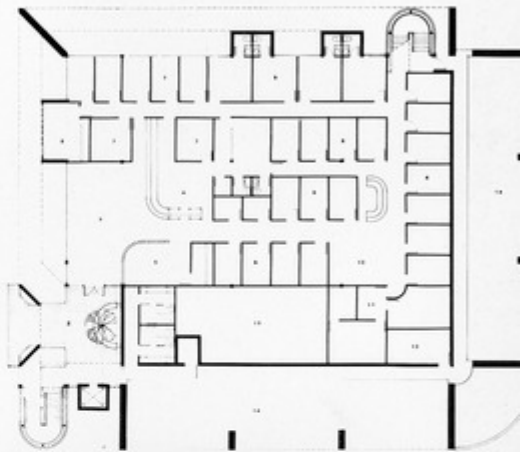
steel columns, beams and joists on the inside.

The use of seven-foot wide overhangs for both floors provides a sheltering appearance to a building located on a basically barren site. The overhangs, in combination with eight inch steel channel sunscreens, block all direct sunlight penetration into the building during normal working hours.

The "same-day" surgical facility will become more common as technological advances in laser instruments and highly sophisticated operating microscopes enable physicians to perform major surgical procedures on an almost routine basis. Reduced hospital costs and patient recuperation time in familiar non-institutional surroundings are significant advantages of the out-patient clinic.

*Alex Stone*

*The author was project designer for the Florida Eye Clinic.*



*Top, first floor plan and above, east facade (front) showing glass block stair enclosure, deep overhangs and steel channel sunscreens. Photo by John Markham.*

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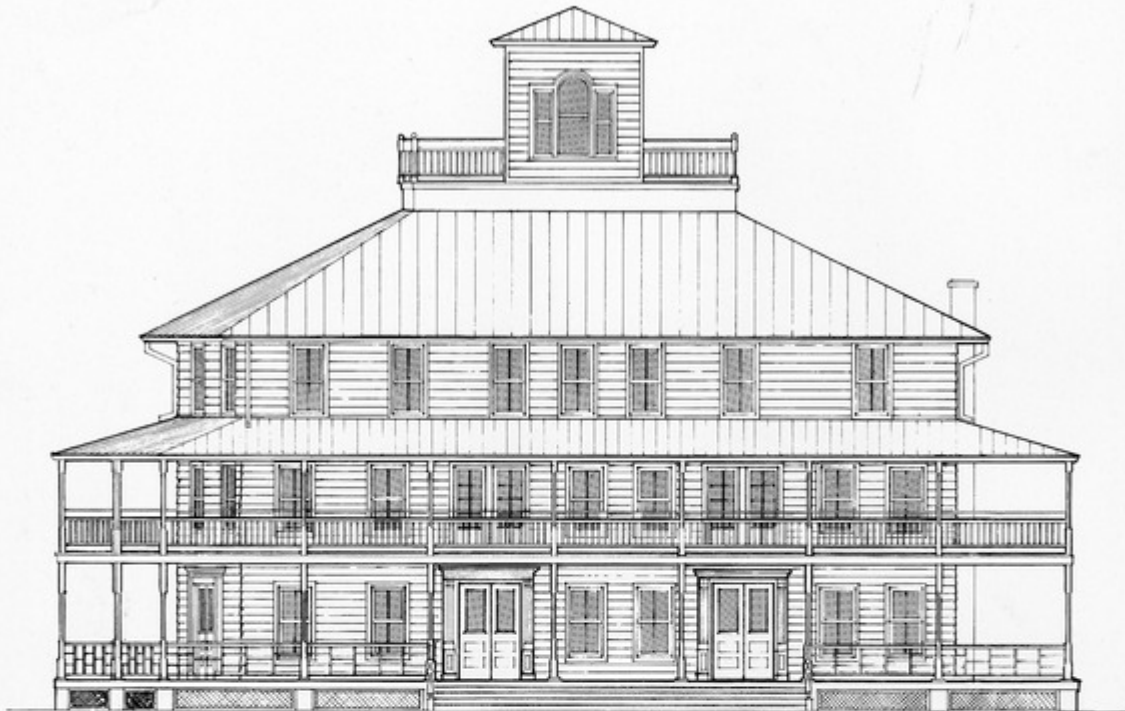


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**The Gibson Hotel  
Restoration  
Apalachicola, Florida**

**Architects:** Barnett + Fronczak  
Architects

**Project Designer:** Dave  
Fronczak, AIA

**Structural Engineer:** Dawson  
Copeland, P. E.

**Interiors:** Bass & Bass, Ltd.

**Contractor:** Vick Griffin  
Construction Company

**Owner:** The Gibson Venture

Apalachicola, Florida is a slow paced water oriented community whose contemporary claim to fame is its annual Seafood Festival. It is located where the Apalachicola river meets the Gulf of Mexico, midway between Tallahassee and Panama City. The town has one of only a handful of National Register Historic Districts to be found around the State, and this one boasts a fine collection

of late Victorian residences, the John Gorrie Museum and the only Egyptian Revival building extant in Florida which is still in use as a high school. Surrounding the district is a modest, and slightly rundown shopping area and an abundance of fishhouses.

The Gibson Hotel has, since its construction in 1907, occupied the best commercial site in downtown Apalachicola. It is in what might be called the "town square." Known originally as the Franklin Hotel, and built by turpentine magnate Franklin Buck as a house with rooms to rent, the hotel underwent numerous changes through the years. Eventually the structure fell into a state of disrepair and was closed to the public except for a few street level shops which continued to operate.

The hotel was originally constructed with a veranda, a second floor balcony, mansard roof with dormers, a ventilating belvedere and roof top balustrade.

*Drawing of southeast elevation of restored hotel courtesy of the architects.*

*Traditional furnishings were used throughout the hotel interior as seen on the opposite page in a typical bedroom/parlor suite. Photos by Bob Martin.*



A two-story ancillary building was located immediately adjacent to the north. During the 1930's and 40's, two wood stove chimneys were added and a series of second floor bathrooms were infilled on the original balcony. At various times throughout its history, rooms were added to the north side of the hotel to accommodate mechanical and kitchen facilities. Of these, only a concrete foundation wall, brick rubble from a former chimney and large boiler tanks were still in evidence. Heart pine flooring and stair risers were covered with linoleum and dry wall partitions and paneling had been insensitively placed in curious locations throughout the hotel. The original lobby and grand staircase had been enclosed, infilled and obscured to accommodate a florist and hairdresser.

Victorian in character, the original Franklin Hotel had simple eclectic detailing and minor classical references. The mansard had been removed between 1907 and 1920, probably to increase the size of the rooms. The belvedere also disappeared during this period for unknown reasons. As the balcony and veranda deteriorated with the passage of time, they were either covered over, infilled or removed. Remnants of the original building were in various states of disarray at the time the present owners purchased the building.

In order to accomplish an accurate restoration, architects Barnett and Fronczak used historic photographs of the building as well as those fragments of the original building that were still intact. For example, the balcony and veranda columns were replicated from one existing column. Turned newel posts were reused. An original exterior staircase was reoriented to provide better emergency exiting. The existing structure had a balloon frame and this, in conjunction with door transoms and third floor

ceiling vents created a perfect flue for any potential fire. It was estimated that if a fire had started, the entire structure would have been involved within ten minutes. To prevent any such devastation, the studs were blocked, the convective paths were closed, a sprinkler system was added, four-panel fire resistant doors to match the originals were added at each bedroom and staircases at the third level were enclosed with fire resistant material. A diverse group of state regulatory agencies, such as the State Fire Marshal, the Division of Archives, History and Records Management and the Hotel and Restaurant Commission, were all involved in the permitting of the building. The present design reflects a compromise of all of their concerns and sometimes conflicting interests. The design intent was to restore and/or reconstruct the building with minor functional additions to its 1907 appearance without the original mansard or dormers on the third floor. The hotel now contains 30 rooms on the second and third floors and lobby, conference/guest room, restaurant and lounge on the first floor.

The original structure, though intact, had shifted laterally and the flooring had jagged deflections. The brick pier on grade foundation had settled significantly. Brick piers were rebuilt with original material or re-pointed. Deteriorated foundation beams were replaced and the structure was leveled to the maximum extent possible. Built-up beams were dismantled, reinforced with steel and reconstructed. Undersized second and third floor joists were supported by additional beams to handle normal loading. The veranda, second floor balcony and belvedere were reconstructed from photographs and minor remnants. The original exterior beaded and bevel siding was covered sometime in the 1930's

by an application of cypress shakes. The original siding had only been painted two different colors before being covered. Placing fragments under the microscope told us that the original colors were bright yellow with dark green trim. Considered too bright by the new owners, a more sedate full bodied blue with white trim was chosen for the restored building. First floor entrances have double doors with a single beveled light above a dentilled drip and carved wood festoon. The two-over-two double-hung windows have blown glass. They also contain a brass brad with location number in the jamb. Unfortunately, the exterior window trim had been sandblasted during the 60's.

Door and window trim is either plain or fluted with bulls-eye corners. Inside the hotel, heart pine and cypress were used on all surfaces.

The public space on the first floor was opened to its original width and is now half lobby and half lounge. The lobby and lounge are divided by a wainscot wall with operable shutters. The space is unified by five Tuscan columns which support an incomplete grid of beams which run to become wall moldings.

A considerable amount of attention was originally lavished on the construction of the primary staircase with its newel post, railing and paneled walls. During restoration, the woodwork was meticulously stripped by hand and varnished. New walls were constructed to reflect that they are new and allow for easy removal if desired in the future. All mechanical and electrical systems are new. The HVAC is a water source heat pump with boiler and cooling tower located at grade level behind the kitchen.

*Bill Sabella, AIA*

*The author is an architect in the office of Barnett + Fronczak Architects.*





Top, Southeast facade of the restored Gibson Hotel taken from the town square. Middle, lobby lounge and dining room and bottom, main staircase in lobby which was replicated from one existing post that was found. Photos by Bob Martin.



## Manhattan to Miami, a new store for Bloomie's

---

### Bloomingdale's

**Architect:** William Morgan Architects  
**Consulting Engineer, Mechanical and Electrical:** H.J. Ross Associates, Inc.  
**Interior Designer:** Hambrecht-Terrell International  
**Developer:** The Cortelis Company  
**General Contractor:** Kroll Construction Company  
**Owner:** Bloomingdale's

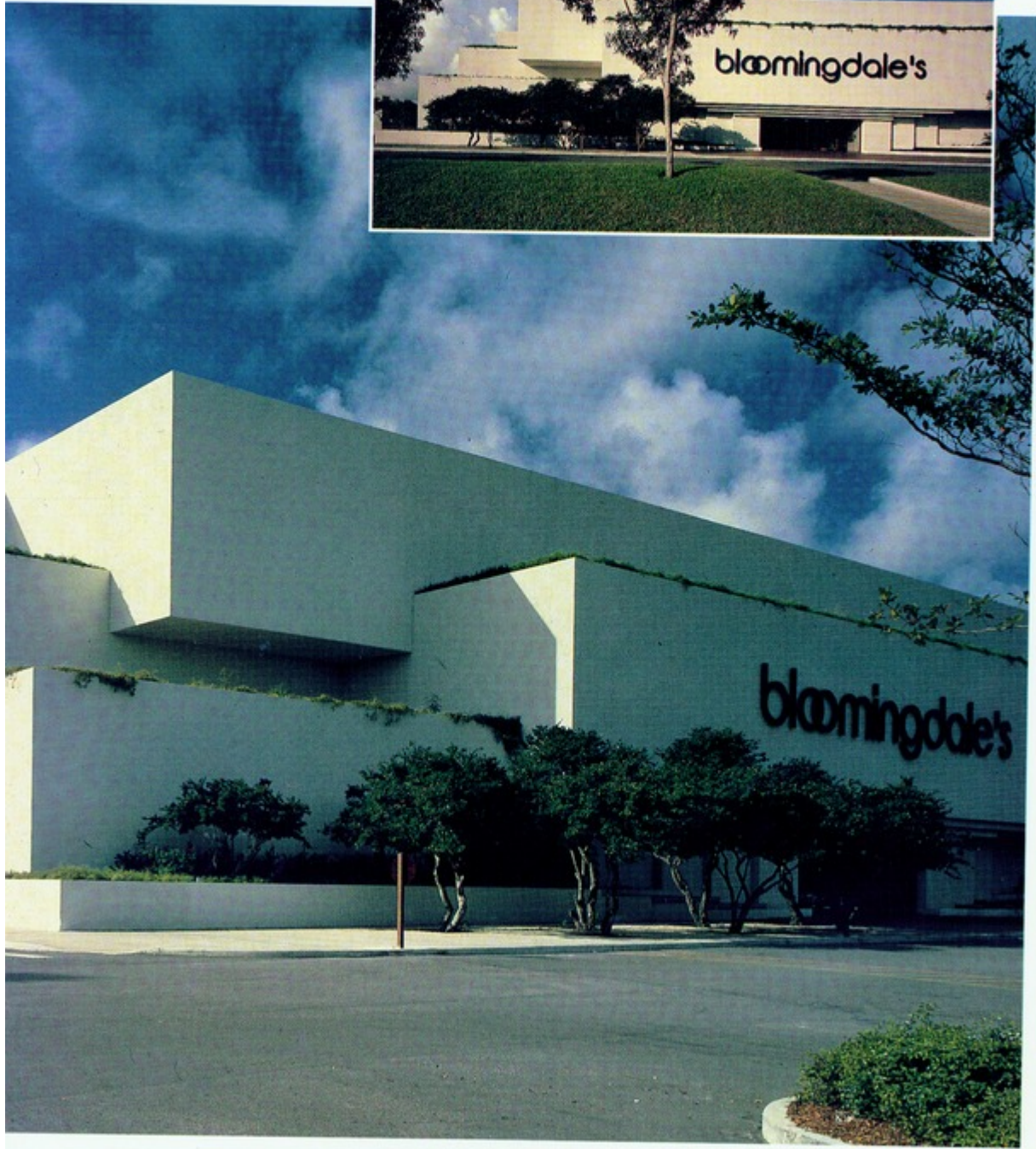
If you're in New York and you've got time to kill, ask anyone where to go and they'll unanimously tell you, Bloomingdale's . . . "Bloomies" to the regulars. Well, now if you're in Miami and you want the ultimate shopping experience, just ask anyone where to go and they'll tell you, Bloomingdale's.

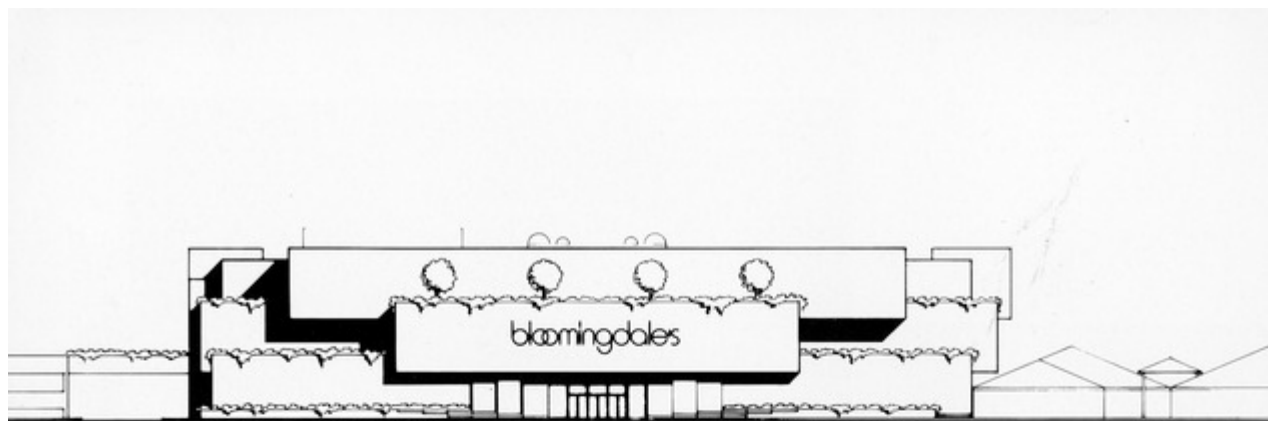
Designed by William Morgan Architects, the Miami Bloomingdale's is the first in the Southeast and it was designed with the store's merchandising program in mind. The original Bloomingdale's in New York developed from a small shop on 59th Street that kept growing and buying up other shops on the block until it finally grew into the giant store it is today.

Bloomingdale's in Miami was designed as a series of shops with a perimeter pathway and two major market streets that converge at a central atrium which serves as a point of transition from horizontal to vertical movement to any level in the store. It was the owner's requirement that for ease of interior planning, the building be confined to three floors, seven bays by eleven bays of 32 square feet.

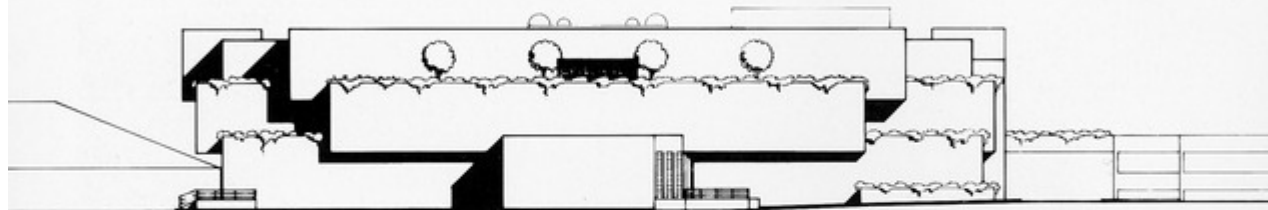


*Photos of North elevation of Bloomingdale's by Steven Brooke.*





North Elevation



South Elevation

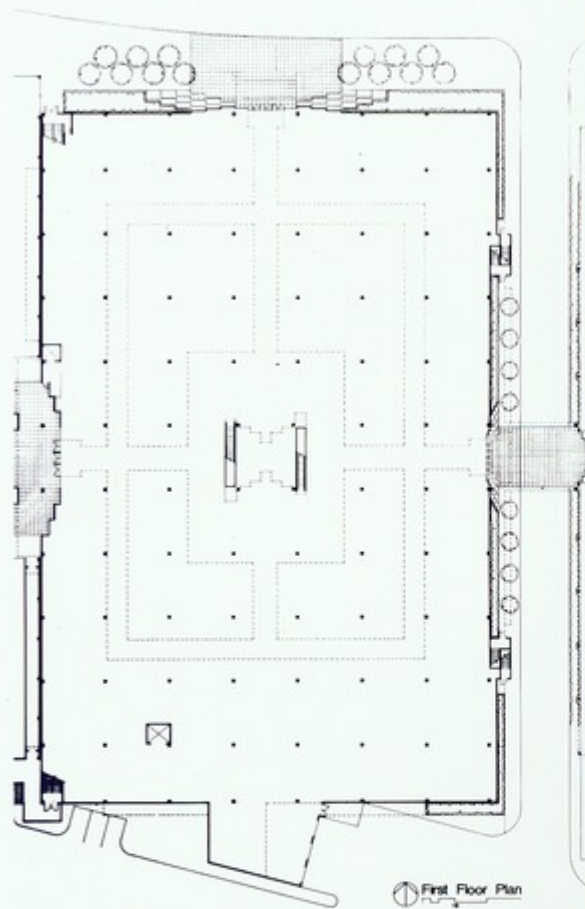
The Falls Mall, in which Bloomingdale's is located, is a one-story, wood-frame mall that was already in existence at the time the department store was commissioned. The existence of the mall and the placement of Bloomingdale's between it and a three-story parking garage posed special problems for the architect. The major site amenity at the mall is a system of waterfalls, pools and landscaping that winds through the property. In deference to the small scale of the existing shops, the new store's mass is reduced by carefully proportioned projecting and receding one-story volumes. Extensively landscaped terraces and balconies further relieve the elevations. Cascades and pools were introduced at all entries from the parking garage, recalling the major watercourse in the mall.

Anchoring the mall on its east end, Bloomingdale's has 225,000 s.f. of usable space. The precast, prestressed concrete frame utilizes double-tee decking and cast-in-place concrete slab on grade. Spread footing foundations were



Photo this page and facing page by Dan Forer.



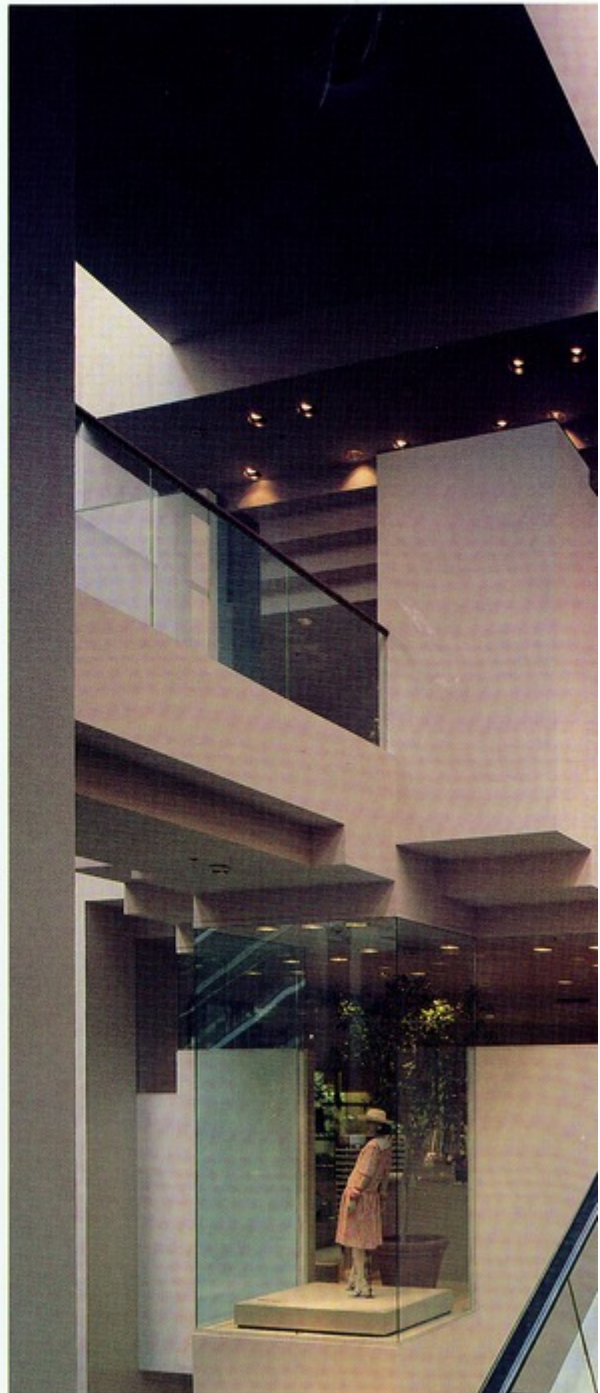


constructed on five feet of compacted fill. The exterior walls are composed of textured insulation panels on metal studs. Interiors consist of gypsum wall board partitions and soffits with suspended acoustical ceilings.

One 400-ton roof-mounted direct-coil penthouse unit provides air conditioning with variable volume boxes controlling air quantity to individual spaces. Glazed openings are minimized and are protected by projecting building masses. In the interest of energy conservation in the hot South Florida climate, the build-

ing's exterior walls are composed of textured insulation panels to form a highly insulated building mass. Exterior surfaces are off-white in color to reduce the intensity of the bright sun. Massing of the exterior corners and entry portals depends on the sharp contrast of light and shadow for definition. A centralized three-story skylight atrium provides visual interest, a means of orientation and vertical circulation by means of escalators.

*Diane D. Greer*



*Centrally situated elevator is point of transition between horizontal and vertical*  
Photos by Dan Forer.



*the store. Top right, kitchen shop and bottom, dining room.*

## A downtown terminal that's city sculpture

### Tri-County Transit Downtown Passenger Terminal Orlando, Florida

**Architects:** Architects Design Group of Florida, Inc.

**Project Designer:** I.S.K. Reeves, V, AIA

**Structural Engineer:** Don Moe Engineering

**Mechanical/Electrical**

**Engineering:** G.R.G. Engineering

**Landscape Architect:** Herbert/Halback, Inc.

**Owner:** Tri-County Transit Authority

Architect Keith Reeves enjoyed designing the Tri-County Transit Downtown Passenger Terminal in Orlando. What evolved from a design charrette involving Transit Authority representatives, consultants, landscape architects and architects from ADG, is "more than a bus shelter," according to Reeves. "It's a good piece of sculpture."

During the design stage, the project evolved to a logical conclusion as specific criteria were dealt with. Aside from the obvious requirements of offering protection from the elements for waiting passengers, the terminal offers a visual reprieve from the predominantly vertical elements in downtown Orlando. The facility is freestanding so there are no sitelines and it runs parallel with the Interstate as it traverses the downtown.

The passenger terminal is protected by a large, basically "column-free" roof. The covered area protects passengers from sun and rain, but also from pigeons, a significant health hazard common to most downtown environments, but seldom considered during the design of a building. The solution to these design criteria was a structural system that occurs above the roof and which consists of two

major steel pipe trusses spanning 208 feet and supported by columns, clad in stainless steel, at each end. The pipe trusses ADG used created one of the longest freespans in the United States. Considered by the architect to be a "gutsy solution" to the design problem, the standards for pipe elements used in the trusses are so new in terms of stress, that they had to use offshore oil rig technology that has evolved from major pipe elements used in similar configurations.

Large skylights, running parallel with the trusses, provide natural light in the center of the facility and eliminate dark areas and reduce the need for artificial lighting during daylight hours.

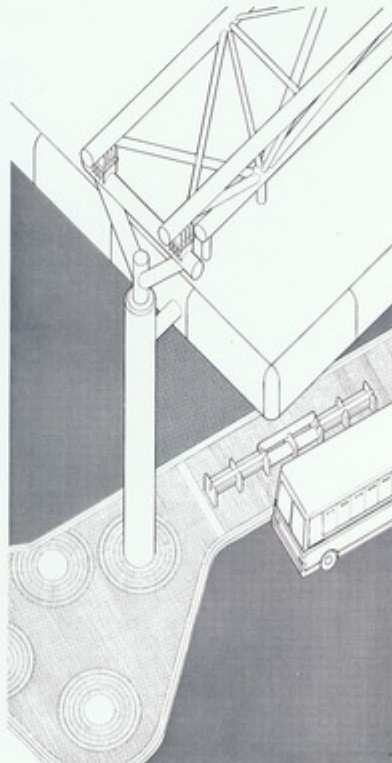
The complex includes an Administrative/Dispatch building with video, audio and electronic monitoring of the terminal. Incoming buses are electronically registered on a console located in the dispatcher's area. Status lights indicate exactly which buses are at their stations, a requirement for "pulse-scheduling" when all 20 buses simultaneously enter the terminal, load and unload, then depart at the same time. This process occurs twice each hour.

The Administration Building contains waiting rooms, lounge and restroom facilities for drivers and staff with separate restroom facilities for the general public. An office, storage spaces and an information office are additionally contained in this area with the information personnel electronically controlling access to the public restrooms.

The site in downtown Orlando is relatively small for a terminal with a 20-bus capacity. Large paved areas have been softened by the utilization of natural light







(skylights), differing paving materials and patterns such as concrete for buses and brick for passengers, and the utilization of color. Yellow, recognized as having the psychological ability to make heavy items appear lighter, is the predominant color. The trusses, because of their size and color, help to add some excitement to the relatively colorless concrete and glass environment which surrounds the facility.

*Diane D. Greer*

*Drawing courtesy of the architect, and photos by J. Kevin Haas.*

## Downtown midrise captures upscale market

### Reeves House Orlando, Florida

**Architect:** Fugleberg Koch Architects

**Structural Engineer:** Allan & Conrad

**General Contractor:** Vector Constructors, Inc.

**Interior Designer:** Donna Kirby & Associates, Inc./Common Areas; Berta Hall & Associates/Model Units

**Owner:** Pilot Properties, Inc.

**R**eeves House is a new 40-unit midrise condominium in Orlando's already overbuilt market. Whether through innovative design or skillful merchandising, or both, Reeves House has sold well. At a time when there are seven or eight buyers per unit in the \$250,000 and up range, all four Reeves House penthouses sold at \$335,000, as did 14 other units ranging from \$159,000 to \$224,000. The project's prime location on Lake Eola, coupled with a design solution that accomplished the developer's objective that all of the units have a view of the Orlando skyline, has been credited with a large degree of the project's success.

The seven-story, concrete frame building is situated on the bias of a 9/10-acre site. To meet the developer's requirements for ample, secure underground parking, the building sits sideways on top of the rectangular parking garage. The building-on-top-of-building approach allows every unit in the building to enjoy an unobstructed view as well as affording safe underground parking with remote-controlled garage doors.

Because the developers believed there was a limited market for luxury, multi-family housing in downtown Orlando, the project was kept small scale with 40 units ranging in size from 1,200 to 1,365 s.f. Living spaces were designed with little or no wasted space, hallways were kept to a



*This page, top photo: A 13-foot privacy wall surrounds Reeves House, allowing total privacy and security for occupants. Photo by Bob Braun. Lower photo shows the main entrance lobby with its updated art deco theme. Photo by Britt Runion, courtesy of Donna Kirby & Associates, Inc. Opposite page, an open floor plan in the living/dining room and irregular-shaped bedroom suite in the Reeves House models take advantage of a skyline view of downtown Orlando. Photos by Bob Braun, courtesy of Fugleberg Koch Architects.*



minimum and tall doors in living and bedroom areas expand the spaces visually.

In addition to extensive amenities, there was abundant attention to detail throughout the project. There is state-of-the-art fire protection and a 13-foot high privacy wall which offers total security and privacy. Exterior balconies punctuate the gray stucco exterior walls and add a touch of color. The total project exudes an upscale, contemporary feeling consistent with its location in the heart of downtown Orlando.

*"De" Schofield*

*The author is a freelance writer specializing in architectural themes.*



## Towers billow in Broward

### **Broward Financial Centre Fort Lauderdale, Florida**

**Architect:** The Nichols Partnership, Inc.

**Partner-in-Charge:** James R. Scott, AIA

**General Contractor:** Bob R. Starnes Construction Co.

**Mechanical/Electrical Engineer:** Lehr & Associates

**Structural Engineer:** Cagley, Riva, Braaksma

**Landscape Architect:** Bruce Howard & Associates

**Interior Designer:** Richard Plummer Design

**Owner:** Bob R. Starnes Development Group

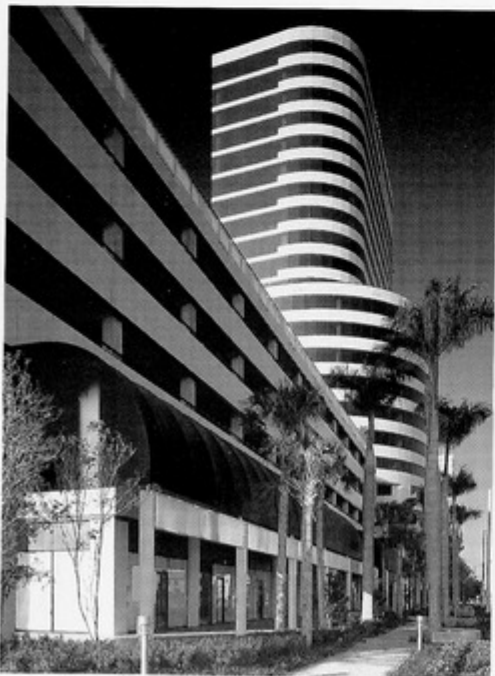
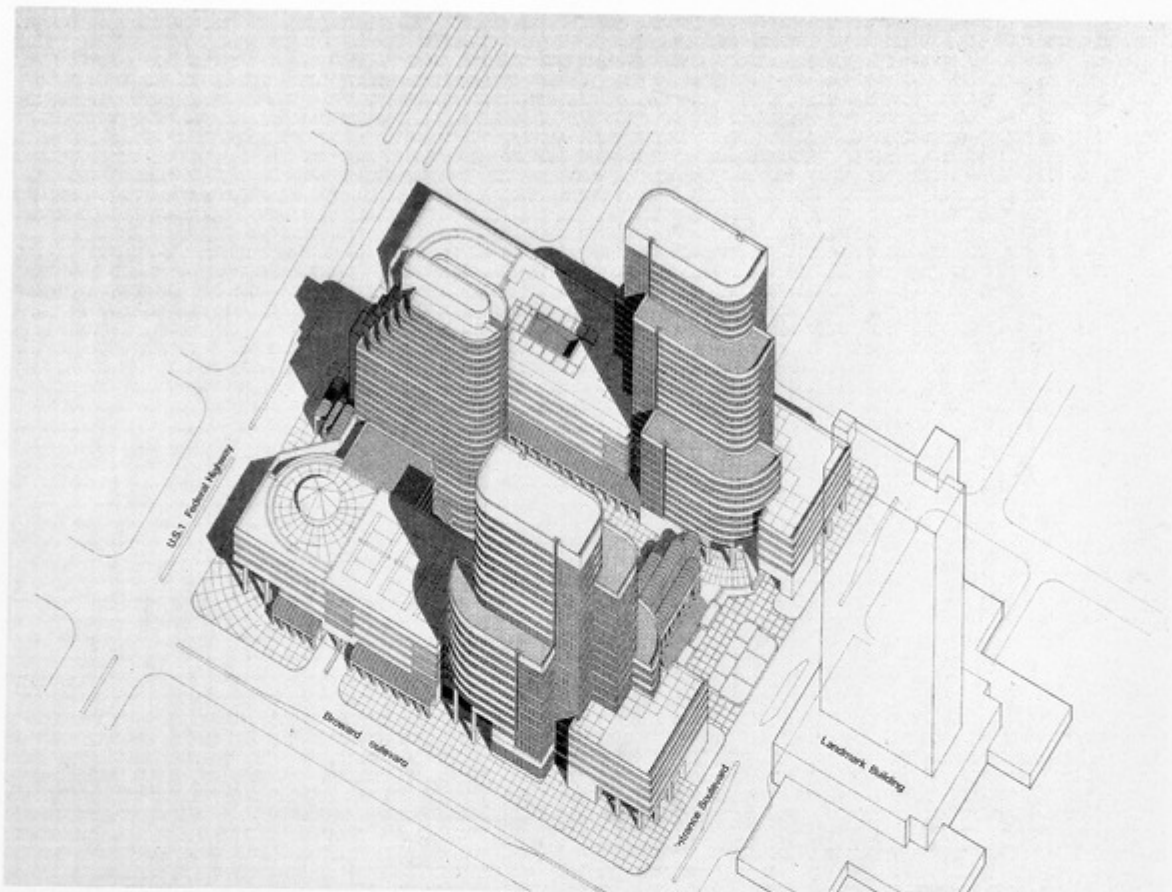
A "smart building," in current parlance, is one with a computer-operated brain that can monitor and adjust the environment inside the building. The computer can patrol the building for afterhours security and can even keep its eye on stairwells and monitor lighting efficiency.

Broward Financial Centre, covering an entire city block in downtown Fort Lauderdale, is an example of just such a building. Inside, a three-computer brain monitors 280 thousand square feet of office space. It tracks and controls the "talking" elevators that climb the 24-story building and performs a variety of functions.

Broward Financial Centre was designed by the Nichols Partnership of Coral Gables and built at a cost of \$25 million for the Bob Starnes Development Group. When viewed from Federal Highway toward the west, the building silhouette is felt by some to suggest the shape of a ship. Its core, stepped back at three different levels, rises like a superstructure above the main deck, with northern corners gently rounded to buffer effects of strong winds. There is a parking garage on either side of the core structure. These garages provide parking on the second



*Photos by Steven Brooke.*



*Schematic courtesy of the architect.*

through the sixth floors, while the entire lower level is lined with a curved blue canopy encouraging easy access to street level retail establishments.

The architects used blue striping above the windows on each floor. The stepped-back design at the 10th, 13th and 19th floors provides broad terraces rimmed with railings in a manner reminiscent of the promenade deck of a cruise ship.

Atop the building is one of the few elements which seems, undeniably like a ship's motif. It is the funnel-shaped elevator shaft which rises from the building's top deck and is enireled with

three broad, colored, steamship-style bands.

There are two interesting elements about the construction of the building which make it somewhat unique in Florida. First, the glass curtain wall on the exterior adheres directly to the structure, eliminating the need for vertical and horizontal mullions. Second, its post-tensioned concrete structure, which shaved 2½ feet per floor from the traditional beamed skeleton, allows eight foot, six inch ceilings compared with the usual eight feet in an eleven foot per story spacing. With an overall savings of 50 feet on the building's height, Broward Financial Centre is a full 24 stories without the bulk normally associated with a structure that size. The 23rd and 24th floors are compact 4,500 s.f. penthouse suites which rise beside the elevator shaft and cooling system towers.

The structure has a total of 280,000 s.f. of office space on floors seven through 24, and 36,000 s.f. of retail shops which completely encircle the plaza level. Rising above the shops, on both north and south sides of the tower, are five levels of parking, with space for about 900 cars. The parking garages are enclosed with the same glass wall covering used on the main structure, completely disguising their utilitarian nature.

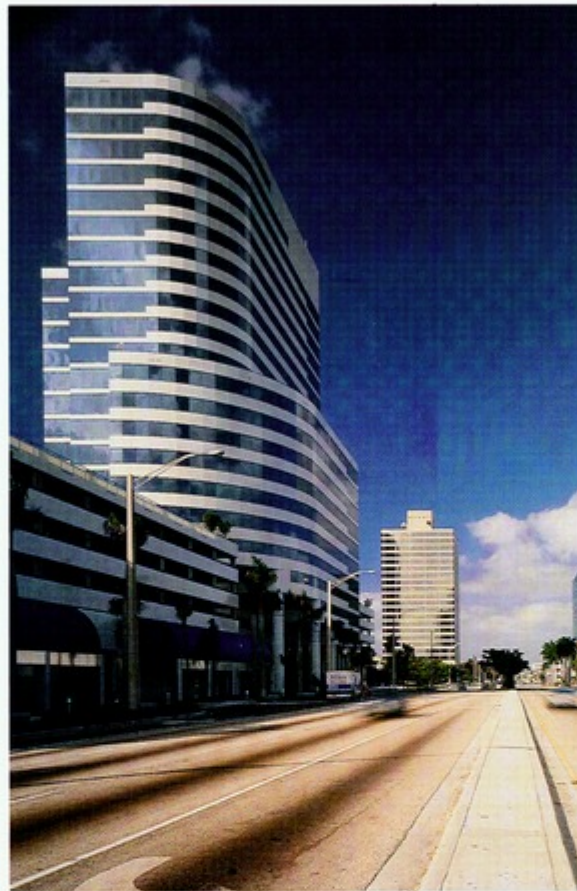
Above the garages, the seventh, eighth and ninth floors each contain 24,000 s.f. The step-back design then creates terraces for the 10th floor, wrapping halfway around the building, while reducing interior space to 20,000 s.f. for this and the two stories above. A 13th floor set-back produces more terraces, and 15,000 s.f. per floor, through the 18th floor. This six-story rise is the strongest vertical element in the core structure. The uppermost terrace loops around the 19th floor where apartments have 9,000 s.f. of interior space, as do those on the three stories above.

The step-back design, successively broadening floor space from a minimum of 9,000 s.f. per floor at the top to 24,000 s.f. on lower levels offers prospective tenants, who require relatively modest space, an opportunity to occupy their own floor in a downtown building without biting the bullet on excess footage.

A computer-controlled climate system, coupled with the building's reflective skin, combines high energy efficiency with a sensitivity to human comfort levels. Amenities include full-service restaurants and a health spa with whirlpool, sauna and steam room, all on the first level. In addition, the parking garage contains a fully-enclosed car wash system and in-house gas pumps for the convenience of building occupants.

*Paulette Le Pelch*

*The author is a partner in the Miami-based firm of Cosgrave Le Pelch Partners, Inc.*



*Photos of Broward Centre, street level shops and elevator lobby by Steven Brooke.*

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Continued from page 12

In another section, there is a requirement that local government not approve a DRI unless the conditions of the development order make adequate provisions to mitigate the impacts reasonably attributable to that development. In general, I am saying that growth is responsible for its fair share of the impacts of growth and general government is responsible for the deficiencies that exist today in our infrastructure systems. Obviously, the dividing line is not clear. Current residents are certainly going to use the new roads provided by growth. New residents are going to utilize the current roads that will be improved by general government, but I think the essence of the division of responsibility is what has been intended by the Legislature in passing these new laws. ANSTIS: What is the DCA doing to clear up the complex and often conflicting requirements of various codes that govern building construction? Do you have any proposals for consideration for consolidation of codes?

LEWIS: This is a two-part issue. The first relates to the number of codes that are currently allowed under Florida statutes. The second relates to the issue of varying interpretation even when there is only a single code. Several months ago, I appointed a Uniform Building Code Task Force on which the FA/AIA is represented. I charged this task force with evaluating the question of whether it was time for Florida to pursue adoption of a single uniform statewide building code. The results of that task force's activities are being reviewed at the present time by the 1986 Legislature. Our objective was, at a minimum, to obtain the authority to pursue the development of a single code. It was not our intent to develop and propose the specifics of such a single code to this year's session. I personally believe it is time for such consolidation and hope that we will be successful during this session in getting the authority to pursue development and adoption of such a statewide code over the next year.

ANSTIS: Does DCA have any

proposals for consolidating enforcement authority into the hands of well-trained and qualification-certified agencies?

LEWIS: No, not at this time. My priority issue related to codes is the issue stated in the preceding answer.

ANSTIS: How can the State of Florida provide a mechanism for bringing about more uniformity of interpretation of the building code?

LEWIS: Whether we are talking about Florida's current code structure of five codes, with local governments free to choose the one they want or a single statewide building code at some point in the future, the best approach to promoting uniformity in code interpretations on a day-to-day basis is through a comprehensive education and training program. Such education and training programs should be encouraged and, to the extent that funding is available, sponsored and conducted by the State. I have asked that our staff look into this matter for inclusion in our next budget requests to the Legislature.

Additionally, the Florida Board of Building Codes and Standards, at present, has authority to issue advisory opinions regarding interpretation of the State Minimum Building Codes. The Department's Task Force on Uniform Building Codes is currently considering a recommendation that the Board be authorized to promulgate official binding interpretations that would be applicable statewide. I have also asked staff to investigate the need for and feasibility of establishing a state "hotline" to provide rapid input and response to local governments on code interpretation issues.



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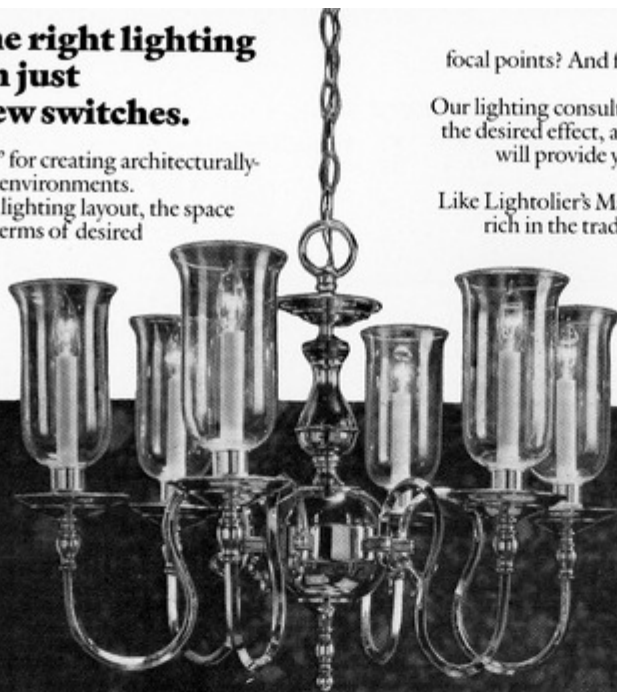
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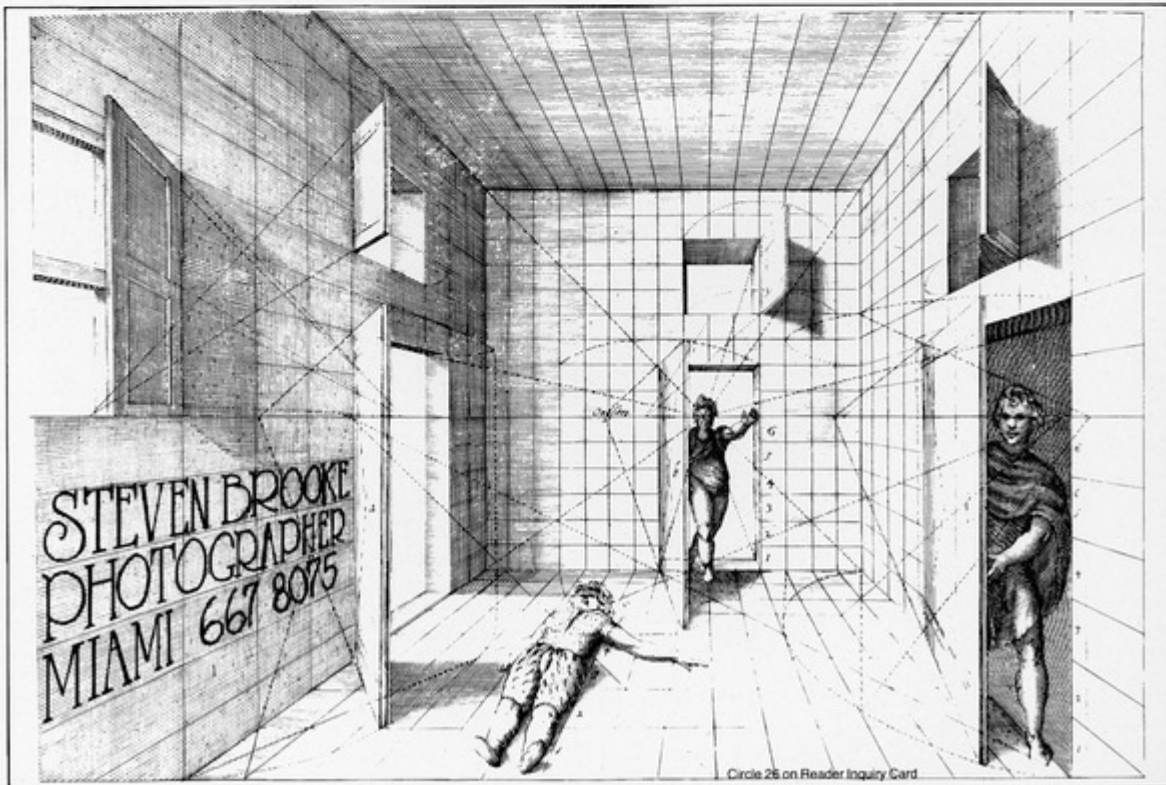
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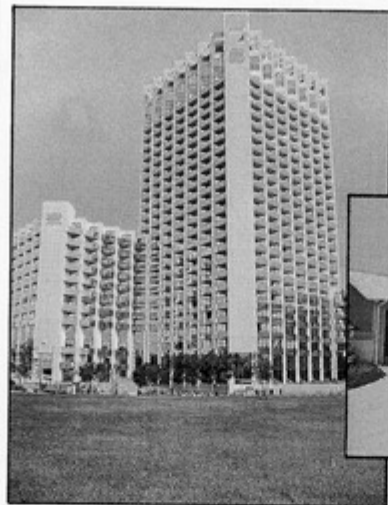
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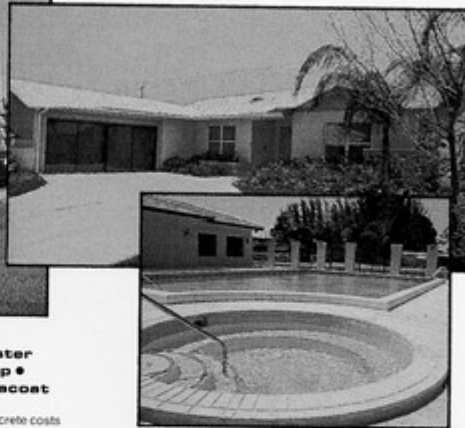
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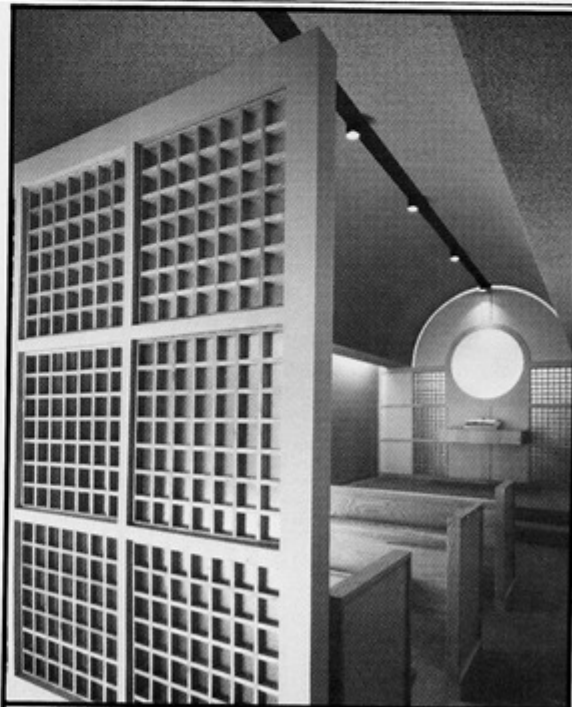
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# VIEWPOINT

## Coastal Zone Protection Act of 1985 mandates new design and construction requirements

Under Florida's Coastal Zone Protection Act of 1985, new requirements are in place beginning **March 1, 1986** for construction within the Coastal Building Zone. The Coastal Building Zone is the land area extending from the seasonal high water line landward to a line 1,500 feet landward from the coastal construction control line as established pursuant to Section 161.053, Florida Statutes. For coastal areas fronting on the Gulf of Mexico, Atlantic Ocean, Florida Bay or Strait of Florida not included in Section 161.053, the Coastal Building Zone extends to a line 3,000 feet landward from the mean high water line.

Section 161.55(1), Florida Statutes, outlines the structural requirements for major structures which include houses, mobile homes, permanent buildings, condominiums, motels, hotels, restaurants and other types of residential, commercial or public buildings. Such major structures must conform to the Standard Building Code and must be designed and constructed to resist the anticipated wave, hydrostatic and hydrodynamic loads accompanying a 100 year storm event period. Further, major structures must be securely fastened to their foundation and the foundation adequately braced and anchored in such a manner to prevent flotation, collapse or lateral displacement during a 100 year storm event. Design wind load requirements mandate that major structures be designed and constructed to withstand a wind velocity of no less than 140 miles per hour up to a height of 30 feet above the average surrounding ground level. Appropriate shape and internal pressures must be considered in the design of such structures. Major structures must be elevated in such a manner as to locate the Building Support Structure above the design breaking wave crests or wave uprush as superimposed on a storm surge of a 100 year storm. The

Building Support Structure is defined as any structure which supports floor, wall or column loads and transmits such loads to the foundation, and includes beams, grade beams or joists and the lowest horizontal structural member exclusive of piles, columns or footings.

Foundation design and construction of a major structure shall consider all anticipated loads resulting from a 100 year storm event, including wave, hydrostatic, hydrodynamic and wind loads acting simultaneously with live and dead loads. Further, erosion computation for foundation design must account for all vertical and lateral erosion and scour-producing forces. Additionally, foundation design and construction shall provide for adequate bearing capacity, taking into consideration the anticipated loss of soil above the design grade.

No substantial walls or partitions shall be constructed below the level of the Building Support Structure of a major structure. This does not preclude stairways, shearwalls perpendicular to the shoreline, shearwalls parallel to the shoreline which are limited to a maximum of 20% of the building length, screens constructed of fiber or wire mesh, wooden lattice work not greater than 3/4 of an inch thick and 3 inches wide, elevator shafts, breakaway walls or substantial walls constructed above the wave action and storm surge of a 100 year storm event where the Building Support Structure is above the minimum permitable elevation.

These new requirements may substantially affect design and construction in Florida's coastal communities.

*Mark T. Reeves*

*The author is a registered architect and an attorney with the law firm of Sparber, Shevin, Shapo, Heilbronner & Book P.A. Nothing herein should be construed as the giving of legal advice or be used as such.*

# FA/AIA Legislative and Governmental Issues and Positions

## Professional Liability

In 1985, there was a strong yet unsuccessful push to repeal the Joint and Several Liability Doctrine. This was part of an overall effort to reform Florida's tort law and consequently minimize the amount of litigation and place a reasonable cap on damages, thus reducing professional liability rate increases.

Florida's joint and several liability doctrine seeks to protect the individual who has a legitimate claim for damages, but can place an unfair burden on other individuals simply because they may happen to be financially responsible. Those with "deep pockets" face substantial and inequitable liability if they have large assets or insurance policies, regardless of their degree of fault. The FA/AIA supports legislation which would repeal or modify the current Joint and Several Liability Doctrine.

The Department of Insurance has drafted legislation that may help stabilize soaring professional liability insurance rates by giving Insurance Commissioner Bill Gunter new regulatory powers including the ability to overrule business liability insurance rate hikes. The passage of that bill, coupled with the repeal of joint and several liability, would do a great deal in leveling off the spiraling cost of professional liability insurance.

One important proposal, HB 172, sponsored by Representative Sam Bell (D-Daytona Beach), would abolish the legal doctrine of joint and several liability. The bill provides that each defendant is liable for damages only to the extent that he is found to be at fault.

This bill has the full support of the FA/AIA.

## Uniformity in Building Codes

Following the 1985 Legislative Session, Governor Graham, with support from Tom Lewis, AIA, Secretary of the Department of Community Affairs, appointed a special task force to

study the problem of the multiplicity of codes and standards which affect the building industry in Florida. With the help of two FA/AIA members who were appointed to the task force, we hope to emphasize the following benefits of a uniform code:

- a consistent enforcement and interpretation of codes;
- streamlining of the permitting process;
- elimination of unnecessary, restrictive regulations and a reduction of costs that can result when individual jurisdiction, within a state, impose different standards;
- and significant cost savings to manufacturers throughout the state with the ushering in of consistent requirements.

Secretary Lewis is seeking changes in Florida's Construction Code as an integral part of helping to make the growth management efforts successful. Many elements of the growth management legislation, which passed last session, is being dealt with by his agency. The FA/AIA is a proponent of this legislation.

## Threshold Buildings

The threshold building law, enacted in 1983 as a result of the Harbor Cay collapse, proved to be a nightmare for local governments and the construction industry. Accordingly, in 1984, Senator John Vogt and Representative James Ward undertook responsibility for rewriting this law to better accomplish the Legislature's intentions.

There is still concern regarding provisions relating to shoring and reshoring and special inspectors. Pursuant to those concerns, the FA/AIA has endorsed recommendations brought forth by its Codes and Standards Committee.

Liability in the permitting process already lies with the architect and/or the engineer of record. Simplification is required so that this responsibility and liability remain solely with the architect and/or the engineer of record.

The FA/AIA recommends that only the certified architect and/or

engineer of record, or their representatives, be the special inspector, and should still require a separate contract with the owner. All shoring and reshoring design and documentation should be prepared by the engineer of record as part of the contract documents.

New legislation should be developed to provide construction administration (inspection observation) on all work/construction requiring an architect and/or an engineer of record. The FA/AIA endorses the Department of Professional Regulation as the licensing entity and would like to see the agency charged with day to day consumer advocacy protection, whereas the State Boards of Architecture and Engineering would provide the mechanism to implement peer review for level of competency and adequacy of construction documents.

## Workers Compensation

The FA/AIA is seeking legislative relief under the workers compensation law to exempt design professionals from liability in cases where a construction worker is injured as a result of an employer's failure to comply with safety standards.

House Bill 717 was recently filed by Representative Winston "Bud" Gardner (D-Titusville), at the request of the FA/AIA. The bill will preclude injured workers from filing third party suits against architects or engineers on the basis that the architect or engineer had a duty to protect the injured worker on the job site. A companion measure will be filed in the Senate.

This piece of proposed legislation is an effort to give some relief in the area of professional liability and contractors are already exempt from liability when an employee is injured on the job and files a workers compensation claim. Design professionals are not responsible under ordinary circumstances for safety measures on construction sites,

but end up being the target of third party suits. The FA/AIA feels design professionals should be immune from suits along with contractors.

## Sales Tax Exemptions

A House Finance and Taxation Subcommittee has approved legislation which would repeal sales tax exemptions for professional services. Professional services include architectural design fees; engineering fees; legal fees; and a list of services that if the sales tax exemptions were removed, would bring about an estimated additional \$1.2 billion to the State of Florida.

If the sales tax exemption on professional services is repealed, architects would be required to collect and report sales tax on all design services. They would also be required to pay sales tax on engineering fees and any other professional service they may utilize.

As it is now written, the bill would call for the sunset of sales tax exemptions on professional service fees July 1, 1987. The FA/AIA stands opposed to this measure because it would seek to bring in additional tax revenues from a relatively narrowly defined group of taxpayers. It would also add significantly to the cost of construction and would pose a burden of increasing overhead costs to architectural firms which may prove to be difficult to recover from clients.

## Asbestos Abatement

A bill filed this year in the House Governmental Operations Committee, would create a study commission, charged with reporting methods to neutralize the asbestos threat in state buildings. The commission would have to report back by March 1, 1987.

The committee will be comprised of eight state government representatives, along with four appointees from industries involved in asbestos removal. The FA/AIA advocates that one of the four be an architect. The

committee will be responsible for surveying all state buildings and recommending which ones need asbestos removed and which could have the asbestos sealed.

The committee will also recommend ways of monitoring state employees for development of respiratory ailments related to asbestos exposure. The FA/AIA will encourage the Legislature to address the problems and liabilities which will confront architects and engineers if they are held responsible for asbestos removal.

### Professional Licensing of Others

A bill filed in the House would define a "residential designer" and exempt them from regulation under the construction contracting law. The term "residential designer" is defined in the bill as "persons whose services are limited to planning, preliminary study design, and working drawings and specifications for 1-family or 2-family residences, townhouses and domestic outbuildings related to small residences, farm buildings, and small buildings costing less than \$25,000."

The FA/AIA position is that this definition is unnecessary and if approved could expand the regulation of design into areas of the construction industry where none exists. If the legislature feels that expansion of regulatory enforcement is needed in the design of family residences and farm buildings, the mechanism and authority is available to provide this through the Architectural Practice Act, F.S. Chapter 481.

There has been discussion over the years regarding possibilities for regulating the interior design profession under a state Board of Examiners of Interior Designers. As you recall, during the 1985 session, a lobbyist was hired to initiate such legislation which failed to pass the Legislature. A similar

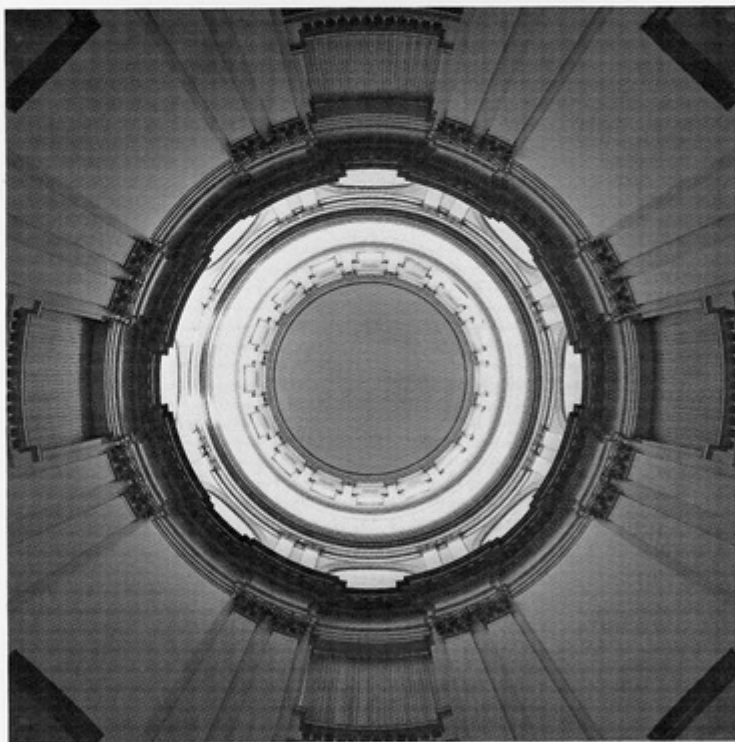
attempt at that legislation will most likely occur this session.

The FA/AIA opposes any legislation which would call for the licensure of interior designers on the basis if it in any way dilutes the responsibilities called for in the Architectural Practice Act. Design specifications of building interiors are made by registered

architects. If an interior designer wishes to make such specifications, licensure as an architect under the provisions of F.S. 481 must be achieved. The Architectural Practice Act sets forth the educational, experience and testing criteria for design professionals to follow in order to become licensed by the state to

protect the health, safety and welfare of the public in the building process. It is the FA/AIA's position that this protection of the public should not be diluted in any way.

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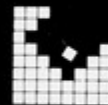
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