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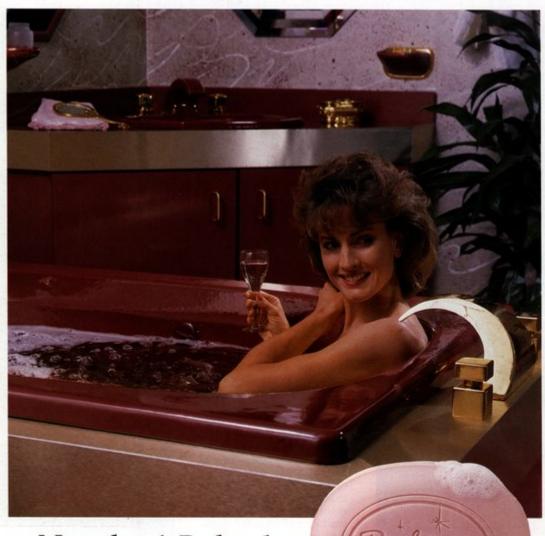


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March/April 1989 Vol. 36, No. 2

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Vice President for Public Relations/Communications Henry C. Alexander, AIA Smith Korach Hayet Haynie 175 Fontainbleau Road Miami, Florida 33172 I met John Newel Lewis in Port-of-Spain, Trinidad last October. We had breakfast in the Normandie Hotel, for which he designed the renovation, and talked about an architecture for the high tropics, the "equatorial tropics," as he calls them. The high tropics, as he described to me in a later letter, are a place "with a climate of fierce light with very dark shade, sparkling bright leaves hiding the full dark shadows deep in the trees, the sudden cloud violently wiping out this contrast; the cooling breezes, high humidity and very heavy rains."

The best school classroom (for architects)," he wrote to me, "is still under the mango tree."

Lewis ought to know. Although he was born in England in 1920 and is a Fellow of the Royal British Institute of Architects, he has been designing buildings for the tropics since migrating to Trinidad in 1953. In addition to authoring several notable books, including AJOUPA: A History of the Architecture of the Caribbean, he is the current President of a group called Citizens for Conservation. That group has made it a mission to try and save as many of the significant buildings in Trinidad and Tobago as possible. Lewis' descriptions of Trinidad's historic architecture read like poetry and show his conviction for their importance to the history and culture of the island.

"The old houses of Trinidad are of wood with slender timber frames. They rest lightly on the surface of the earth like butterflies, hardly troubling the ground at all." Such is how Lewis expresses many of his thoughts on architecture.

In a letter I received from him last fall, he talked about developing a new thesis which would explain how his style of architecture arose from two influences. First, of course, the imperative of climate, and second, his preoccupation with space and the movement of people within it.

"I am preoccupied with retaining the freedom of the Caribbean man and woman and uniting them with nature. We need to link a hard core of domestic technology with the world outside via a special landscape link. The importance of this is to let man and nature coexist. The space between the house and the highway should be a harmonious domain and that space is important to me. As Frank Lloyd Wright extended the house out, I want to bring the landscape in."

Below is a little self-portrait of John Newel Lewis which, I think, captures the spirit of this man to whom designing in concert with nature is so preeminently important. DG



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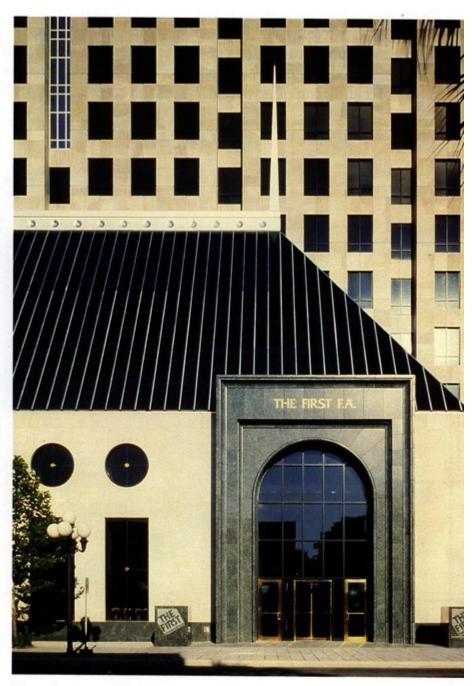
Homage To Pedestrian Activity

The First, F.A. Building at duPont Centre Orlando, Florida

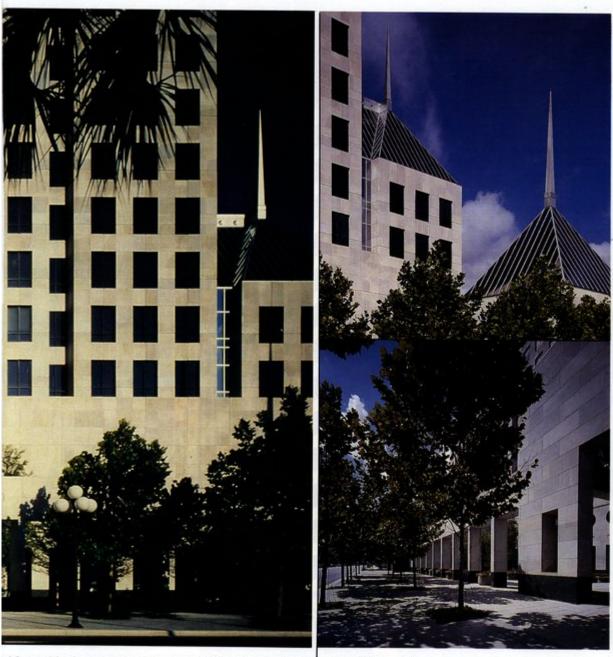
Architect: Morris • Architects (formerly Morris • Aubry Architects) Houston, Texas and Orlando, Florida Project Team: John H. Wiegman, AIA; Pete Ed Garrett, AIA; Gerald Koi, AIA; Eugene Aubry, FAIA Landscape Architects: Herbert/Halback Consulting Engineers: Structural - Walter P. Moore and Associates, Inc.; MEP-CHP & Associates Consulting Engineers; Civil - Professional Engineering Consultants, Inc. General Contractor: Mellon-Stuart Company Owner: Pillar-Bryton Partners

t was the client's desire for a t was the cheme a classical looking building in contemporary motif that inspired this "architecture of roofs" as architect Pete Ed Garrett refers to the 28-story First, F.A. Building. The massing of the building, particularly in the retail space at plaza level, is more vintage European than contemporary Orlando. It seems to unite the best of old world classicism with contemporary motifs and the result is a highrise with a dramatic and readily recognizable profile . . . which is just what the client ordered.

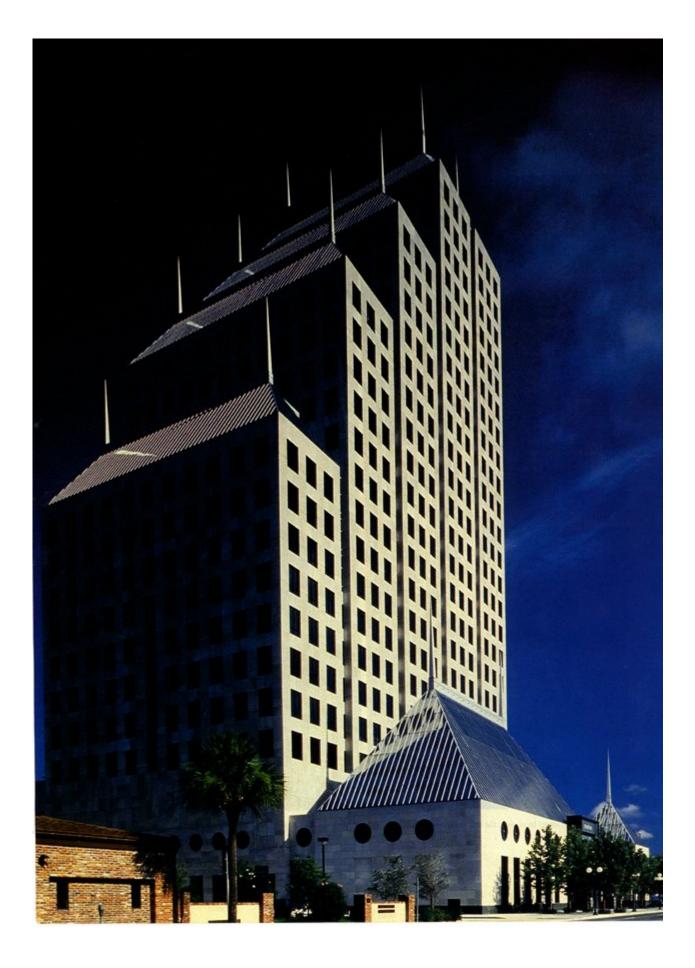
With thirteen acres masterplanned, a two-month design process and ten changes between the original design and the final product, the 447,000 square foot building is on a corner site at the junction of two Prime Pedestrian Streets within the Downtown Orlando Streetscape Program. The building is set back from the

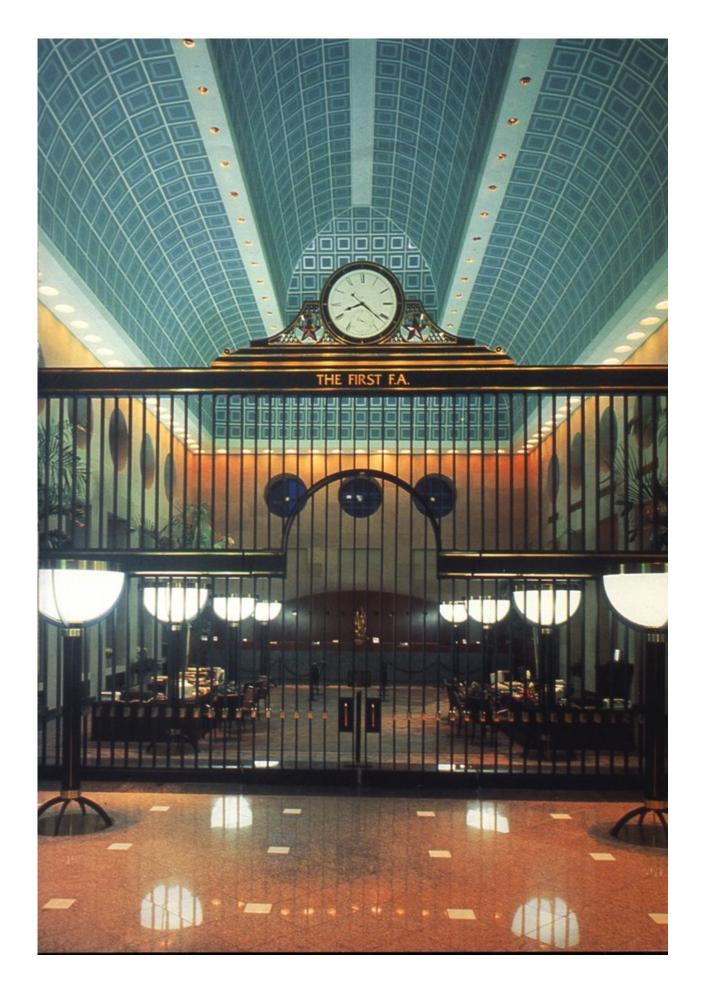


Above, main entrance to the Banking Hall. Photo by George Cott. Top right, spires rise from the cluster of rooftops interior of Banking Hall by George Cott. The clock was designed by architect Pete Ed Garrett.



sel. Lower right, the arcade at street level gives the building a classical feeling. Photos by Zoom Photographics. Next two pages, photos of stepped facade and



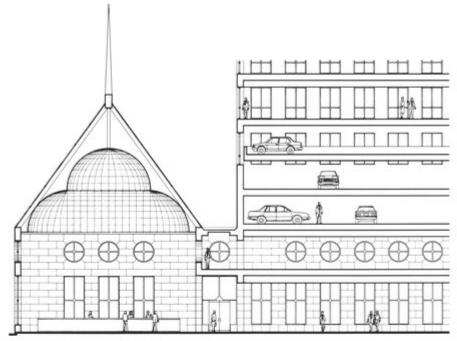


street with smaller scaled components such as the Banking Hall and plaza situated along the sidewalk. It is in this open plaza that the building exudes its most European flavor. The landscaped promenade outside the Banking Hall is a columned space with outdoor seating for the building's restaurant. Flower carts and outdoor concerts add to the feeling that this is a "people space," and reinforce the European feeling of life on the street.

The client's initial design requirement was that the architects create a readily recognizable downtown office building whose major tenant would be a savings and loan association. A Banking Hall was required, as was a parking garage which had to be integrated into the building and bridge a public street.

The main office tower is massed so that it creates stair steps at levels 9, 15, 21 and 25. A sloped, mirrored glass roof caps each of these levels. The glass is a medium gray set in green/black anodized aluminum mullions. The stepped design of the building creates floors of different sizes and provides ten floors with angled greenhouse spaces beneath the roof caps. The setbacks also provide outdoor balconies on four floors.

The Banking Hall with its 70foot ceilings is reached through the main entrance arch of polished Verde Fontaine granite. The Hall has a pitched, mirror glass roof similar to those of the main tower. Below the roof in the Banking Hall hangs a suspended mirror glass ceiling. The panels that make up the ceiling were sandblasted to create different effects under different lighting conditions. For example, the structure of the pitched roof above the ceiling is silhouetted when the sun is shining. But, the ceiling diffuses incandescent light from the custom-designed, steel and brass torchere lamps when it is overcast or dark outside. Port-





Section, top, courtesy of the architect. Photo of elevator lobby by Zoom Photographics.

holes in the upper wall allow light to enter at a high level and visually hold down the lower part of the building.

The exterior of the building is clad in variegated buff gray Indiana limestone with Verde Fontaine granite base. Throughout the public spaces, floors are of Mondariz Italian granite punctuated with classic white Cremo Italian marble squares with a border of Verde Fontaine granite. Beige Spanish limestone was used on all of the lobby walls.

The lofty standards which were set by Pillar-Bryton extended to the art contained in The First, F.A. Building, as well as the architecture. The company's partners wanted "to create an architectural environment that stood on its own aesthetic integrity while also creating a complimentary backdrop for museum quality art." Renoir's "Washerwoman," which was cast in 1917 when the artist was 76, was the first piece of art purchased for display in the building lobby.

Diane D. Greer



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High Style Departures From A Busy Port

Port Everglades Cruise Ship Terminal 26 Fort Lauderdale, Florida

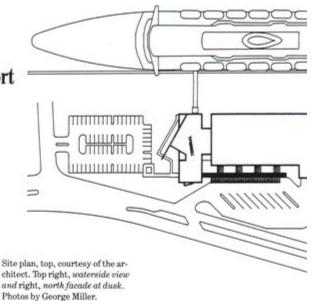
Architect: Michael A. Shiff & Associates, Inc. Consulting Engineer: Frederic R. Harris, Inc. Landscape Architect: Michael A. Shiff & Associates, Inc. Owner: Port Everglades Authority General Contractor: James A. Cummings, Inc.

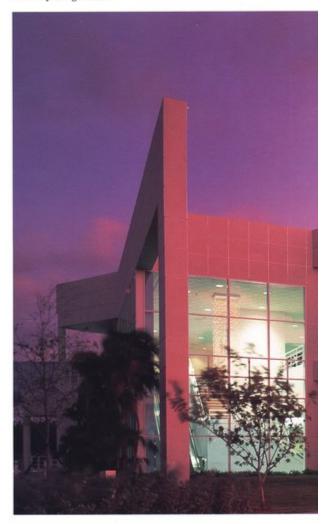
s many as 750 passengers a A day leave from and return to Port Everglades, the second busiest cruise ship port in the world. The challenge presented to the architect by the Port Everglades Authority was to design a secure, comfortable, easily negotiated passenger terminal that would serve the dual function of providing 92,000 square feet of warehouse space. Previously, the port authority utilized portions of existing warehouses as terminals. This approach, while cost effective, provided vacationers with a grim point of embarkation. The Shiff firm's proposal was to separate passenger facilities from storage, but integrate the two areas by means of an exterior canopy system. The canopies cover a baggage dropoff and announce to passengers that they have arrived at the terminal.

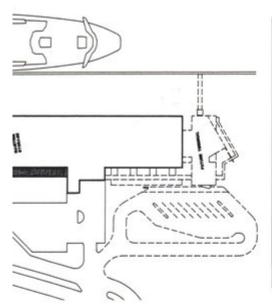
Because of the large numbers of tourists who use the facility, many of whom arrive hours in advance of their departure, the terminal was required to accomodate very large numbers of people for extended periods of time. This created an imperative for a single passenger and luggage inspection point. The debarkation requirements of U.S. Customs were met by funneling passengers through the re-entry area before reintroducing them to public areas. The canopy also serves to cover travelers waiting to leave the facility. By grouping all vertical circulation systems into one area, ship security was easily managed.

Passengers who may wait for hours to embark on a ship can use comfortable seating and lounge areas oriented toward the harbor. There are also vending areas on each floor.

The 18,000 square foot, twostory terminal was constructed of concrete block bearing walls with a steel bar joist floor and















Top left, view toward ship under protective metal canopy. Top, right, view from second floor bridge looking south through canopy. Below, view from second floor bridge into passenger waiting area. Photos by George Miller.



roof system. The exterior skin is applied stone aggregate laid in an aluminum grid system and used in combination with a glass curtain wall. The canopy system is a welded steel pipe covered with a standing seam metal roof.

The handicapped can access all parts of the building easily. Windows are predominantly on the north and east elevations which jointly afford the best views of the water and helps reduce the heat load inside the terminal.

The project was designed to allow for the construction of an additional terminal which would accommodate the new 2,000-passenger super ships currently under construction.

Diane D. Greer

Creating Value Through Responsive Design

Caribbean Beach Resort Walt Disney World Orlando, Florida

Architect: Fugleberg Koch Architects Developer: Disney Development Corporation Owner: Walt Disney World Company Consulting Engineers: Mechanical/Electrical/Plumbing/ Fire Protection - Grant Engineering; Structural - O.E. Olsen Associates; Civil - Boyle Engineering Corp.; Geotechnical - Jamal & Associates. Landscape Architect: Edward D. Stone, Jr. and Associates General Contractor: Frank J. Rooney Construction Company and Turner Construction Co. Interior Design: Wilson and Associates

Graphics: David Carter Design

hings seem to have come full circle for Orlando architects Lyle Fugleberg and Bob Koch. Early in their partnership, and before Disney World opened, the team was approached by Johnny Weismuller to design what was to be called Tarzanland. In response, the firm launched an exhaustive research effort. They visited Disnevland in California and other theme parks, they measured and timed rides, evaluated visitor enjoyment and so on. The project never came to fruition, but not for lack of research on the architects' part. From the palette of ideas and the understanding of theme parks that they derived from their months of research, many of the con-





This page, top, the main tower of the Barbados resort and left, the village pool in the Barbados resort. Photos by Erin O'Boyle.

cepts they developed, such as exotic amusement parks, contemporary zoos and a world showcase of ancient cultures, later found their way into other theme parks such as Busch Gardens and EPCOT.

This year, as Fugleberg Koch celebrated its 25th anniversary, their newest design for Disney opened in Orlando, the Caribbean Beach Resort.

The history of Fugleberg Koch has mirrored Central Florida's thriving economy. Their staff has grown to 70 architects, designers, artists and technical support people, making it the largest home-based firm in Central Florida. It has completed work on over 50,000 multi-family housing units, 10,000 resort rooms and 3 million square feet of retail office space. The practice is now international in scope. FKA's founding partners credit the firm's staying power to its adaptability to changing conditions and responsiveness to client needs.

While signature architecture and over-emphasized style are always a temptation, the firm remains true to its creed that architecture must begin with the client and his or her objectives. This philosophy by no means ignores the importance of style and aesthetics in a project, but rather extends the design to embrace immediately relevant criteria. By maintaining a business attitude that tempers practice with prudence, FKA has been able to adapt designs to serve the client's business program.

In the practice of architecture, the challenge is so intense in every regard that a successful firm needs the best minds, the best skills and the most creative thoughts applied in all areas. At FKA, a team approach plays an extremely important role in meeting those challenges.

In competing for, and ultimately winning, the design competition for the Caribbean





Beach Resort at Walt Disney World, FKA pulled out all the stops. Challenged to produce a theme concept, the firm looked to past experiences as well as their recent designs for resort communities in the Caribbean. The firm's sensitivity to market trends and first-hand knowledge of Caribbean culture resulted in a concept consisting of five different villages, each reflective of a particular island's culture and character. Other design elements include a "Customs House" which serves as a guest registration facility and an "Old Port Royale" restaurant and entertainment center reminiscent of an old world Caribbean village. Costuming, props and interior decor complement the theme.

All villages and prime features of the 200-acre, 2,112room resort are grouped around a 32-acre lake. Each village has its own pool and beach, with the lakefront "Old Port -Royale" the focal point of the resort. A main pool with castle ruins and water canons, an exptic playground and picnic island and a lighthouse marina with facilities for sailing and paddleboating are also featured parts of the resort.

With all of these amenities, the Caribbean Beach Resort was targeted for the intermediate range hotel market. With rooms under \$100 a night, the program included definite budgetary constraints which the architects were able to meet. The success of the resort since its opening last fall has resulted in Fugleberg Koch's involvement with Disney in developing future resort projects.

"De" Schofield

The author is a writer living in Maitland. She is the owner of Schofield Public Relations, Inc.

Top, a residential building, beachside, in the Martinique resort and below, the lighthouse at Old Port Royale. All photos by Erin O'Boyle.







Above, Lyle Fugleberg, left, Bob Koch.

Opposite page, top, the pool at Old Port Royale and below, the Custom House interior. This page, top, a residential building, beachside, in the Martinique Resort and left, the lighthouse at Old Port Royale. Photos by Erin O'Boyle.

Redefining the Urban Core

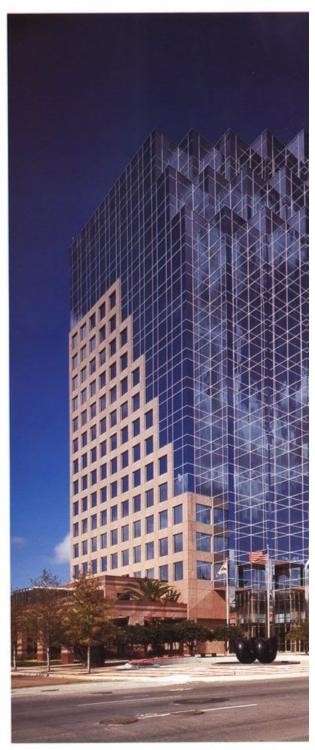
Olympia Place I Orlando, Florida

Architect: Hansen Lind Meyer, Inc. Orlando, Florida Engineering, Landscape and Interior Design: Hansen Lind Meyer, Inc. Construction Manager: Turner Construction Owner: Olympia & York Southeast Equity Corp.

By extending Orlando's urban core and linking northerly neighborhoods to the downtown central business district, Olympia Place became a gateway building and a prominent addition to Orlando's skyline. At Olympia Place, a residential scale retail base was merged with a 19-story office tower. For the first time, the fabric of Orlando's downtown neighborhood connected with highrise commercial development.

Developers Olympia & York wanted to create a downtown Florida environment that would offer mixed-use office space and a variety of amenities for its tenants. Their philosophy was to promote a strong business community, build a larger floor plate than was available in the existing marketplace and operate the building with maximum energy efficiency.

Studies by the architects revealed both the potential of the site and of stretching the business sector to its natural boundaries of Lake Ivanhoe on the north and Lake Lucerne on the south. Olympia Place was designed with an arcade along the perimeters of the site, landscaped plazas and a lobby that was conceived as an extension of the entrance plaza. Red brick paving, used in Orlando's downtown streetscape, was brought into the entrance plaza and combined with granite aggregate concrete. A generous amount of lobby space was provided for both public use and that of the Florida National Bank, the anchor tenant. This space was planned as a lively environment for community



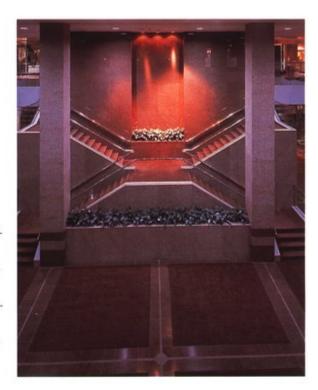


cultural exchanges and educational activities.

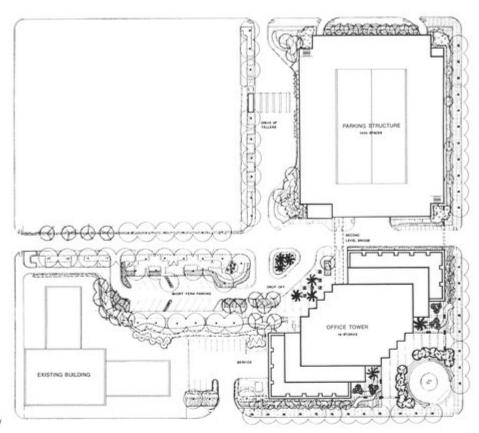
To underscore the sense of permanence that both the architect and the developer wanted to convey, a Finnish rose granite was used on the exterior of the building. The polished stone retains its richness in the Florida sun and conveys an image of stability. In contrast to the warmth of the stone, HLM's Chuck Cole incorporated cool silver glass into the exterior scheme. The curtain-wall design with reflective glass provides significant operating efficiency. From an aesthetic standpoint, the sawtoothed faceted exterior skin permits an abstract reflective interplay between glass and stone that changes constantly.

Typical multi-tenant floors contain 19,600 square feet of usable space and are designed to be laid out to suit tenant needs. Each floor has a central core and a looped corridor system. On the upper levels, the floor plan of the 245-foot tower creates 12 corner offices with commanding views of the city. Structural bays are 25-footsquare flush plate construction. Four thousand yards of concrete were poured in 18 hours to form the tower's five-footthick mat foundation. At roof

Left, the Magnolia Avenue entrance is attained via a public plaza. The parking structure can be seen on the right. This page, top, the double grand staircase facilitates pedestrian movement between entrance lobby and upper concourse. Bottom, granite, glass and faceted corners interact as light changes. Photos by Philip Eschbach.







Site plan, right, courtesy of the architect and below, the public plaza photographed by Philip Eschbach.



level, a mechanical penthouse contains three chillers, which operate in various combinations for maximum efficiency. On each floor a separate air handler allows individual flexibility for climate control, and units may be turned off when offices are unoccupied.

Adjacent to the tower, a skybridge connects Olympia Place with its eight-story, 1,426space parking garage. Glassbacked elevators and the glazed pedestrian bridge, which is on the retail mall concourse level, extend building security to the parking structure.

Ann Farrell

The author is a writer living in Iowa City, Iowa.



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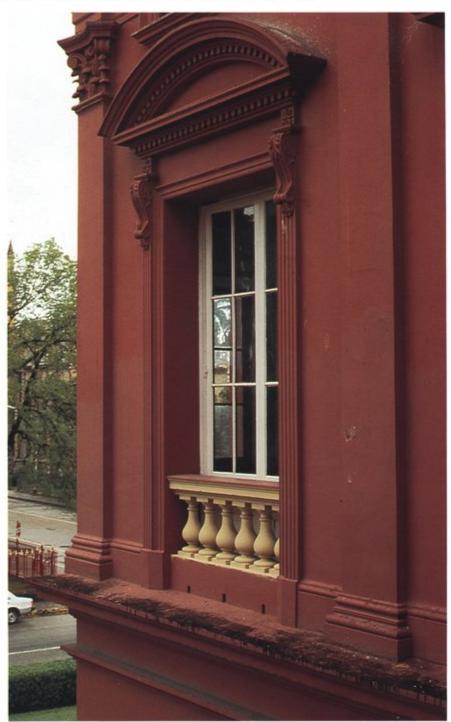
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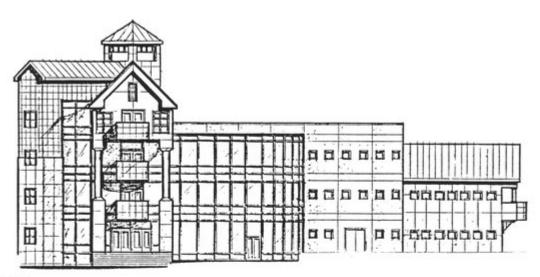
The Preservation Institute: Caribbean Challenges UF Students

ast October, I accompanied Professors Susan Tate and Herschel Shepard, Assistant Dean Ralph Johnson and seven graduate students, all from the University of Florida College of Architecture, to Port-of-Spain, Trinidad. The trip to Trinidad was the second for Shepard and Tate and a group of students who had visited the island a year earlier as the guests of the Trinidad and Tobago Tourist Board, the Ministry of Planning and Reconstruction and Citizens for Conservation, a local group whose concern is for saving what remains of Trinidad's historic architecture. The 1987 project involved developing design guidelines and a compatibility study for the historic Victoria Square District in Port-of-Spain. Based on the success of the 1987 effort, the group was asked to return in 1988 and expand their efforts to include a context study of the area surrounding the Republic's parliament building and a compatible design study for an adjacent site. With the cooperation of BWIA Airlines, the Normandie Hotel in Port-of-Spain and Internet CTD of Miami, the UF group returned to the island with the goals of developing a feasible plan for the government center which would include the adaptive reuse of the historic Fire Brigade Headquarters which is adjacent to Red House, the seat of government. While professors and students diligently measured, made notes and sketched, Ralph Johnson, the assistant dean of the College of Architecture, actively pursued funding for the future expansion of the University of Florida's links with the Caribbean.

None of this was a short time coming. The Trinidad-Tobago project, while hopefully the second of many others in the Caribbean, came about as the result



Window detail of Second Empire-style "Red House", Port-of-Spain's government center. The site developed by UF students is across the park in the background. Photo by D. Greer.

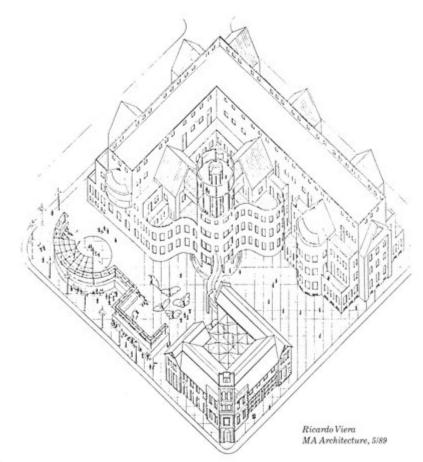


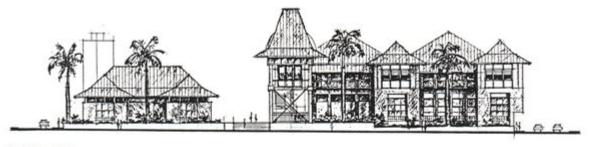
Kevin Stubbs MA Architecture 5/89

of a program at UF that began nearly two decades ago.

UF Professor Blair Reeves, a Fellow of the AIA and the recipient of the 1988 Crowninshield Award for his work in historic preservation, initiated coursework in architectural preservation following his involvement with the Historic American Buildings Survey. Shortly thereafter, a program of graduate studies evolved which allowed students to specialize in architectural preservation as part of their work toward the Master of Architecture degree.

Increased public interest in preservation helped initiate the UF Research and Education Center for Architectural Preservation (RECAP) and ultimately a multi-disciplinary program in architectural preservation came into being. This year, a proposal is being set forth for a new Master of Science in Architectural Preservation, a degree that would emphasize preservation technology and administration.



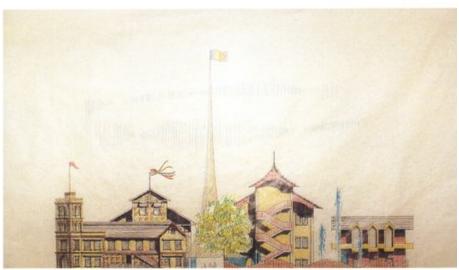


David Krumbholz Master of Architecture, 5/89

Through the years, the Preservation Institute: Nantucket has become legendary in its reputation as a training ground for preservation students. The Nantucket program was founded in 1972 by Blair Reeves and Walter Beinecke, Jr. and this year, \$2.5 million worth of facilities on Nantucket are being donated to the University of Florida for housing and studio space.

The Preservation Institute: Caribbean is a program that focuses on Florida's role as a part of the Greater Caribbean region. Established in 1982 by Professor George Scheffer, AIA, the program is important to furthering communication in the Caribbean in the area of architectural preservation.

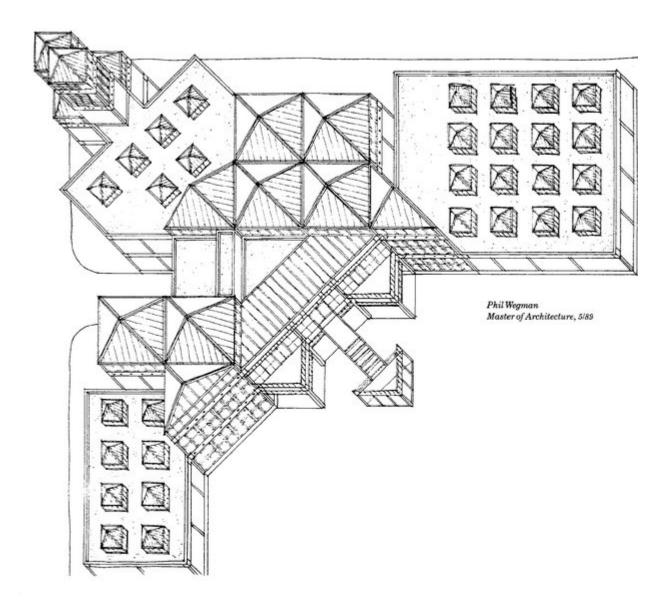
In October, Shepard, Tate, Johnson and I boarded a BWIA Airliner in Miami in the company of seven graduate students enrolled in a course titled "Preservation Programming and Design." The students, one of whom is a doctoral candidate, are all due to receive an M.A. in Architecture in 1989. Their mission, which had to be accomplished in sub-tropical temperatures, was to analyze Port-of-Spain's existing government building (known as Red House) within the context of the area between it and the waterfront and propose a compatible use for the design site adjacent to it. There is one



Todd Steighner Master of Architecture, 5/89



Steven Grube Master of Architecture, 5/89



historic building extant on the site. An implied project imperative was that all design work be compatible with the flavor of the island and its people, its architecture and its climate.

Participating in the program were Ph.D. candidate Lucy Wayne and Masters candidates Dave Krumholz, Todd Steighner, Ricardo Viera, Kevin Stubbs, Phil Wegman and Steve Grube. In December, student presentations representing the culmination of many hours of work spent on the Trinidad project were presented before faculty. Some of the results of that work appear here.

Preservation Institute:

Caribbean presents students with a unique opportunity and a unique set of challanges. As Trinidad architect John Newel Lewis stresses in his writings and drawings, the architecture of the Caribbean is firmly rooted in a way of life and it is an architecture that is vulnerable and subject to change if the

proper steps are not taken to prevent it from happening. At a much more fundamental level, Florida architecture is, to a great extent, like Caribbean architecture. There is much to be learned from the Caribbean experience that would help a future Florida architect.

Diane D. Greer

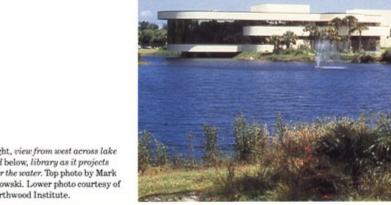
Light and a Lakefront Site for Learning

Turner Education Center Northwood Institute West Palm Beach, Florida

Architect: Dow Howell Gilmore Associates, Inc. Engineers: Structural - Gargiulo & Associates, Inc.; Mechanical/ Electrical - Brabham, DeBay & Interior Design: Dow Howell Gilmore Associates, Inc. General Contractor: Weitz Company, Inc.

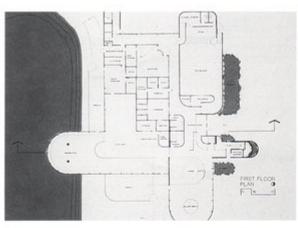
Designed to take full advan-tage of its campus' naturally picturesque setting, the Turner Education Center was designed by Dow Howell Gilmore to act as both the visual focus and the "brain" for the expanding, 80-acre Northwood Institute in West Palm Beach. The 38,000-square-foot facility houses faculty offices, a central administrative suite and an art gallery. Seven multi-size classrooms and a 200-seat lecture theater accommodate both academic and cultural activities. The building's computer center will monitor all energy use, security, fire alarm systems and exterior lighting for the entire campus.

Utilizing a combination of skylights, two-story spaces and floor-to-ceiling glass, this multi-use education center provides its occupants with an exciting variety of naturally lit spaces and views of its spectacular site. Special care was taken to maximize controlled sunlight into the facility which minimizes the need for costly artificial light and provides dynamic spatial effects. A series of rounded, stucco bands undulating in and out of the primary form of the two-story mass creates a softened, sculptural feel and provides effective sunscreening for window areas.



Right, view from west across lake and below, library as it projects over the water. Top photo by Mark Ugowski. Lower photo courtesy of Northwood Institute.





Plan, above and section, top right, courtesy of the architect. Photos right of student plaza toward art gallery and interior of library reading room, below, by Mark Ugowski.







The most stunning feature of this state-of-the-art facility is the two-story main library and reading room with its floor-to-ceiling glass. Projecting out over a lake that is central to the campus, the library provided a unique opportunity for the architect to design a lighting solution that would not only provide abundant light for the reading stations below, but would also take advantage of the project's waterfront setting.

In addition to the abundant windows in the library, the installation of a dozen upturned, metal halide fixtures mounted to each of the room's structural columns, sixteen feet above the floor, allows each fixture to reflect light off both the ceiling and exterior soffit to emphasize the illusion that the reading room is floating above the lake. Patterns of lights playfully bouncing off the water below add to the effect.

Mark A. Ugowski, AIA

The author is an associate with Dow Howell Gilmore.





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These Kids Are "Flying High"

Child Care Center Miami International Airport Miami, Florida

Architect: The Russell Partnership, Inc. Principal-in-Charge of Design: Daniel D. Tinney, AIA Design Team: Guy Chabot, AIA, Joel Seeley, AIA, Tatiana Child Care Consultants: Gerry Sweat, Michelle Rosen Engineering Consultants: Mechanical/Electrical - Hufsey-Nicolaides Associates; Structural - Lawrence F. Brill, Inc. Landscape Architecture: Environmental Planning and Design Color Consultant: Alexander Styne Graphic Designer: Chermayeff & Gelsmar General Contractor: Tatum, Gomez, Smith & Vitale, Inc. Owner: Miami International

W ithin an existing 50,000 square foot office building, the Miami International Airport Child Care Center provides a unique educational opportunity for the children of airport employees. The 9,000 square foot facility was designed for children ranging in age from six months to five years. Daniel Tinney and Carlos Ruiz De Quevedo of the Russell Partnership both worked in day care centers and "crawled on the floor" to get a better feel for the environment at child scale.

Airport

There is no question in the visitor's mind that this place is first and foremost for children. On the building's main axis is a scaled down entry door for children. Adults enter through a full size door which is off-axis. For security reasons, this is the only public entrance and it is controlled by electronic hardware and a closed-circuit TV



system. The attention to detail throughout the facility is very evident and probably attributable to the writing of the design program.

All of the classrooms have movable partitions so that space is flexible. Fluorescent and incandescent lighting have been used in combination so that different lighting levels can be achieved. By various electrical circuiting, the classrooms can be darkened and reading circles can be illuminated. Each classroom was designed in a primary color and these color schemes contribute to the playful feeling inside the facility. Color schemes range from warm on the north side of the building to cool on the south, or sunnier side.

The extensive use of oak trim throughout the interior was thought to be reminiscent of "old school house" interiors. Oak was used for framing and







supporting fabric-covered surfaces at low levels so that the children can use these "tackable" surfaces. The architects also designed all of the oak cabinets where the children store their personal possessions. The oak furniture, and all interior appointments including toys, were part of the contract documents. Each classroom is complete with a toilet, which includes showers that are raised above the floor for ease of handling the children when showering them. Plumbing fixtures are also scaled-down.

Each classroom opens onto a walled-in 10,000 square foot playground. The outdoor covered area houses a creative playscape that was designed as a two-level facility incorporating a waterplay area, a spiral staircase and a bridge connecting with a playhouse from which a spiral slide brings the children back to the first level. The entire playground was designed around an airport

theme. There is a twin engine passenger plane complete with lights and a simulated instrument panel for the children to play on. The playground consists of a freeform tricycle path that intersects with a diagonal runway. Adjacent to the runway is a control tower.

Landscaping in the playground consists of hills, mounds and a "clackity-clack" bridge. There is also a small vegetable garden and a number of fruit trees. The wall surrounding the playground was painted with colorful graphics which further reinforce the airport theme. The playground is also provided with roadway signs which help teach the children about street safety.

The overall ambiance of the Child Care Center will hopefully be an important and permanent part of the educational experience of the children who use it for years to come.

Diane D. Greer



Opposite page, top, freeform tricycle path with runway and control tower. Below, main entrance with special children's door to the left. This page, top, aircraft is incorporated into play area. Plan courtesy of the architect. Above, classrooms have movable partitions and specially-made oak furniture. All photos by Carlos Domenech.

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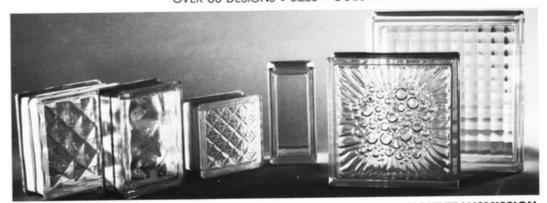


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VIEWPOINT

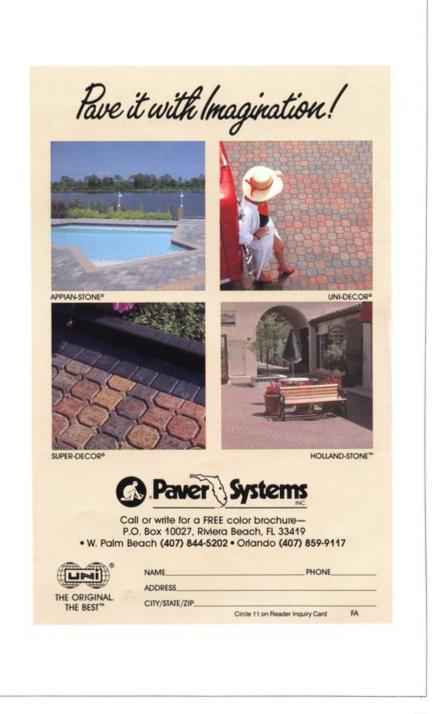
Protecting Your Assets: Building A Plan of Action

F lorida architects are designing one of the most structurally sound projects possible . . . an exempt asset protection program. In an ongoing battle against skyrocketing liability insurance rates, architects, like members of other professions, have recognized the need for alternative steps to protect assets from litigants' claims. One apparent solution is Exempt Asset Planning.

The concept behind exempt asset protection is simple. It is the effective use of federal and state exemption laws which allow an individual to place certain assets beyond the reach of litigant claims. Although most decision makers bemoan the time involved in any financial restructuring program, the facts are that with more than 50% of the state's architects practicing without sufficient liability coverage because of extremely high rates, who can afford not to find an alternative plan?

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- The knowledge of available asset protection resources helps discourage over-enthusiastic potential claimants.

A financial program including a component providing for exempt asset protection is essential for all professionals with a potentially high degree of liability. Since no amount of insurance carried by an architect has historically been enough to protect against litigation claims, and since carrying no protection at all leaves too many doors open to potential litigation, alternative asset protection planning can minimize seizable as-



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VIEWPOINT continued

sets as a result of a negative legal decision.

Industry leaders admit that, like physicians, architects were caught off guard by recent court actions and rate hikes. Now, with insurers turning to their clients to make up for losses suffered as a result of aggressive litigation, architects statewide can be seen taking action of their own. No longer are they suffocating under liability rates as high as 3 to 5 percent of their gross income. Instead industry members are taking steps to convert accounts receivable into tax-deferred loans and investments, and are positioning cash equivalents into diversified portfolios of variable and fixed annuities. An added benefit to protecting hard earned assets is the fact that they are receiving a high rate of return along with tax-deferred growth. All of this and more is protected under existing Florida and United States case

Architects are encouraged to discuss the idea of Exempt Asset Protection with their financial planners. Barnett I. Chepenik, RHU and

Donald M. Faller, CFP

The authors are Managing Directors of Chepenik-Faller Financial Corporation in Orlando.

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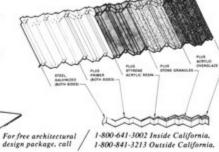
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