

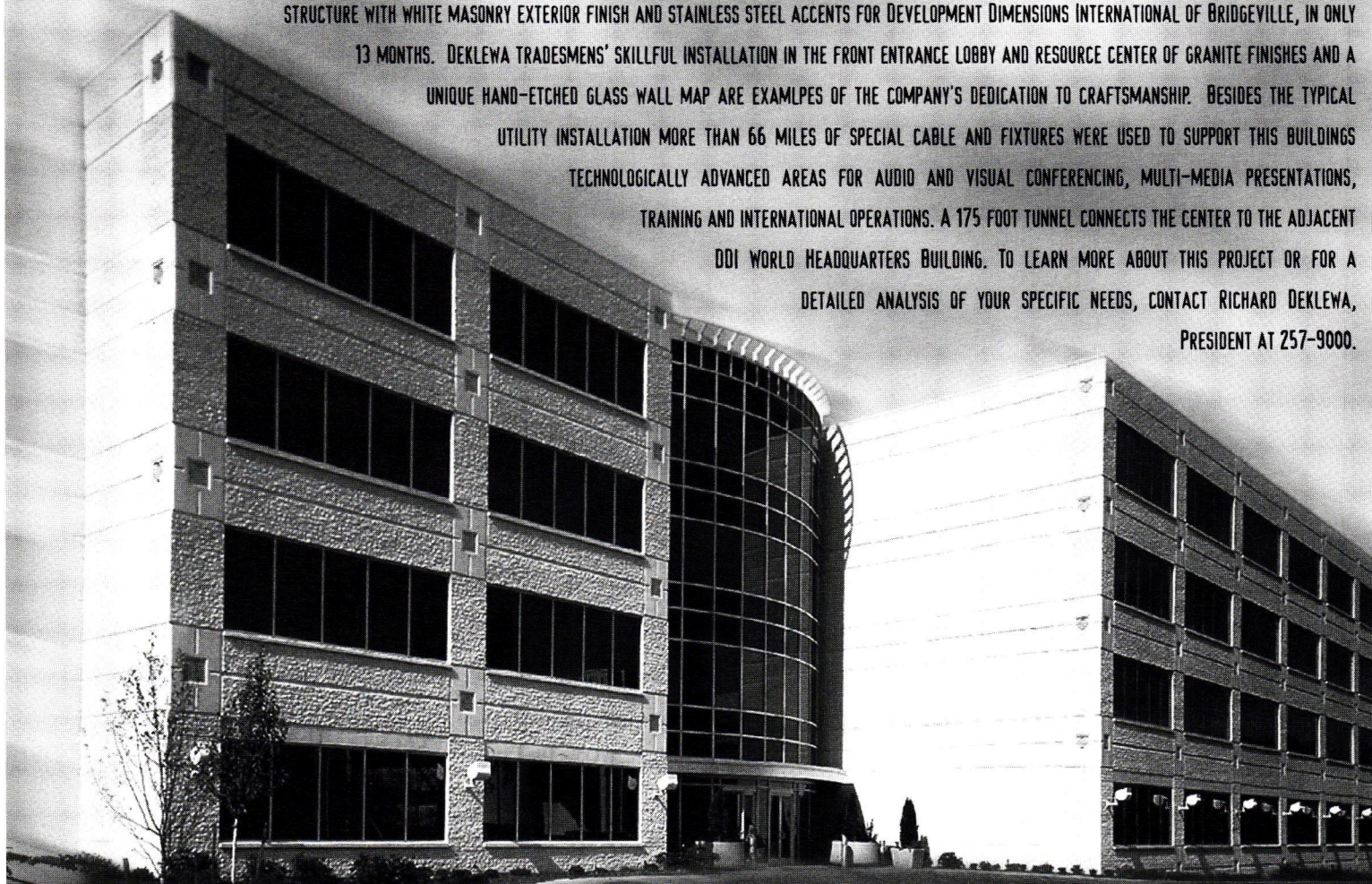
C O L U M N S





DEKLEWA DEVELOPS A NEW DIMENSION

THE RECENT COMPLETION BY JOHN DEKLEWA & SONS, INC. OF THE NEW CENTER FOR ADVANCED LEARNING AND ASSESSMENT TECHNOLOGY SIGNALS ANOTHER MILESTONE IN THE CONSTRUCTION FIRM'S LONG HISTORY OF PROJECTS FOR HIGH PROFILE CLIENTS. DEKLEWA CONTRACTORS ERECTED THIS "STATE OF THE ART" FOUR STORY STEEL FRAME STRUCTURE WITH WHITE MASONRY EXTERIOR FINISH AND STAINLESS STEEL ACCENTS FOR DEVELOPMENT DIMENSIONS INTERNATIONAL OF BRIDGEVILLE, IN ONLY 13 MONTHS. DEKLEWA TRADESMEN'S SKILLFUL INSTALLATION IN THE FRONT ENTRANCE LOBBY AND RESOURCE CENTER OF GRANITE FINISHES AND A UNIQUE HAND-ETCHED GLASS WALL MAP ARE EXAMPLES OF THE COMPANY'S DEDICATION TO CRAFTSMANSHIP. BESIDES THE TYPICAL UTILITY INSTALLATION MORE THAN 66 MILES OF SPECIAL CABLE AND FIXTURES WERE USED TO SUPPORT THIS BUILDING'S TECHNOLOGICALLY ADVANCED AREAS FOR AUDIO AND VISUAL CONFERENCING, MULTI-MEDIA PRESENTATIONS, TRAINING AND INTERNATIONAL OPERATIONS. A 175 FOOT TUNNEL CONNECTS THE CENTER TO THE ADJACENT DDI WORLD HEADQUARTERS BUILDING. TO LEARN MORE ABOUT THIS PROJECT OR FOR A DETAILED ANALYSIS OF YOUR SPECIFIC NEEDS, CONTACT RICHARD DEKLEWA, PRESIDENT AT 257-9000.



Project Architect: Johnson/Schmidt and Associates

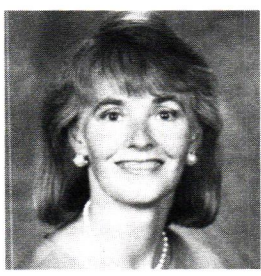
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GENERAL CONTRACTORS BUILDING SUCCESS

The First Word

by Cheryl R. Towers, Editor



What you do is tremendously important, and COLUMNS is an essential tool for marketing the profession, for bringing you crucial ideas and information, and for raising policy issues which are critical to the region. If I can assist that process, I will feel very fulfilled.

The second person whom I met upon moving

to Pittsburgh in 1981 was David Lewis. Between the flood of ideas pouring from David and the energy emitted from his expressive eyebrows, it didn't take too much convincing that Pittsburgh had to be an o.k. kind of place if a David Lewis was so keen on it (I was coming here from New York, so there was some trepidation). Other architects soon came into my life—I recall meeting Steve George, Jay LaBarthe, the late Bill Kerr, Marsha Berger, Phil Andrews, Syl Damianos, Don Carter, Ray Gindroz, and a host of others as I plunged into my new life as executive director of the Pittsburgh Center for the Arts. During that time, I often did site visits for the Pennsylvania Council on the Arts, and wound up spending an hysterically funny afternoon in the offices of Uptown Mt. Lebanon with the executive director—one Anne Swager.

After I moved on from the Center to open my own consulting practice and give in to a need to write, I continued to have the privilege of getting to know many more of you as friends and as colleagues. Over the last few years, the Committee on the Environment/Reshaping the Region team members have become constant companions and foils. Trust me when I say that continued interaction over time with David Pecharka, Rob Robinson, Gary Moshier, Bob Kobet, Steve Lee, et al. has left me with everything from great ideas and energy to severe headaches and a terrific

collection of jokes, none of them suitable for print. Along the way I've also developed a growing appreciation for the wit and wisdom of one Ms. Swager (how can you not love someone whose favorite building is Tail of the Pup?), and, through working with Michelle Fanzo, a fondness for *Columns*.

So here I am today, writing not my first words for *Columns*, but my first words as editor. Anne, as always, made a persuasive argument: "You already write for us once in awhile. If you become the editor, it'll just be a *little* more work, and, we'll pay you!" And, I get to go to the staff Christmas party. Bliss. But parties aside, I really do look forward to working with all of you, and to meeting those of you whose names I keep hearing but haven't yet met. What you do is tremendously important, and the magazine is an essential tool for marketing the profession, for bringing you crucial ideas and information, and for raising policy issues which are critical to the region. If I can assist that process, I will feel very fulfilled.

To close, I want to share with you one last sign I received in yesterday's horoscope (Cancer) that reinforces my desire to help shape these pages: "you'll be called upon to articulate customs of individuals who are different." Cheers! 🏠

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On the cover: Original watercolor of the Smithfield Street Bridge before restoration by Dana Steadman, AIA.

AIA Pittsburgh serves 12 Western Pennsylvania counties as the local component of the American Institute of Architects and the Pennsylvania Society of Architects. The objective of AIA Pittsburgh is to improve, for society, the quality of the built environment by further raising the standards of architectural education, training and practice; fostering design excellence; and promoting the value of architectural services to the public. AIA membership is open to all registered architects, architectural interns, and a limited number of professionals in supporting fields.

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Opinions expressed by editors and contributors are not necessarily those of AIA Pittsburgh. The Chapter has made every reasonable effort to provide accurate and authoritative information, but assumes no liability for the contents.



Columns is printed on recycled paper.

Toolin' Around

by Anne Swager, Executive Director

I confess to having been somewhat of a hot rodder

in my *much* younger days. There was nothing I loved more than driving my father's VW bug to school through the hills of southwest Ohio. Fortunately, for me and the rest of that suburb's population, hardly anybody was out on the road those few mornings that my Dad let me have the car. Off I'd go, radio blaring with the pedal to the metal, speed shifting my way to school. I knew the longest way to get anywhere. Boy, I loved to drive. My Dad was most chagrined to find out how well I handled a car the first time he allowed me behind the wheel. It quickly became apparent that this was not my first time, as my law abiding father would have liked to presume. I'd had plenty of practice on the family cars of my various boyfriends. My habit of borrowing another's car followed me through college. If you wanted to date me, it cost you your car. My first boyfriend was quickly relieved of his Camaro, British racing green with a tan leather interior, and I learned my way around Roanoke, Virginia on his gas credit card.

The worst part of getting older is how our own mortality and bank account (or better put, lack thereof) intrude on our daily fun. Years of traffic jams and the reality of death on the highway have turned me into an almost stodgy driver. True to my personality, I still rail at too-slow drivers and people who forget to use their turn signals, but I listen to talk radio and NPR and I merge at the beginning of the line instead of cutting in at the very last minute. I can't imagine getting a speeding ticket because 65 seems plenty fast to me. My car is no longer the fine tuned racing machine I'd like to imagine. More than anything, it's a monthly payment and insurance premium that are way too high. In part to preserve my fleeting youth, I've turned from joy riding to bike riding. I wouldn't dream of not wearing a helmet but I still love to speed and the hills of southwestern Pennsylvania are the perfect allies. For every hill you go up, there's one to come down and I do it at break-neck speed.

The problem with bike riding is time. During the week, I have to make due with a stationary bike at home. It's only on the weekends when I toss the bike on the car and head for the back roads or the trails. I've often thought of how nice it would be to ride into work and home again. Then I

wouldn't have to get up at the crack of dawn to stay in shape. I could wrap two activities into one and maybe have more time for something else fun. America, like me, has had a long love affair with the automobile, and, as a result, there is no way to ride from Mt. Lebanon to downtown Pittsburgh. I would have to ride in the same lane with the cars and since bikes aren't allowed in tunnels, over Mt. Washington. Gentle inclines are hills to me; Mt. Washington qualifies as a cliff.

I've heard for years that the American public will not abandon their cars. I am sure there are many reasons for this, but the one that stands out for me is that we can't. There are virtually no bike paths, sidewalks are too urban for most suburban communities to consider installing, and roads are not necessarily designed to get us from here to there in the shortest possible way. Suburban cul-de-sacs are a classic example of private property rights run amuck. Getting from here to there in the straightest possible line is impossible through a fenced backyard.

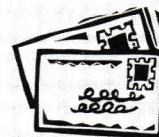
Cars are a necessary evil. Yet it seems to me that we have designed ourselves into needing them more than we should. They are so expensive that the industry has spawned a whole new affordable way to drive one. A long term lease is really nothing more than a rental agreement. Homes in Mt. Lebanon close to the T line sell for a premium. It doesn't take much of a leap to assume that alternative ways to get from here to there might really work if we had the courage to build them and design them well from the beginning.

The ISTEA act is up for reauthorization by Congress in 1997. While we can all question the effectiveness of ISTEA, it does provide in the planning stages a forum for the discussion of transportation options, a forum for local input and a nudge towards long-term planning for transportation needs. The AIA has long been a proponent of this act. I hope on an individual level, we can count on you to engage your local communities in discussions about workable alternatives to cul-de-sacs, interchange development and beltway highways.

Spring has sprung, so watch out for me. My bike is blue and my helmet is hot pink. 🚴



It doesn't take much of a leap to assume that alternative ways to get from here to there might really work if we had the courage to build them and design them well from the beginning.



Letters to the Editor

Workshops and Seminars

Learn How to Develop Multimedia Land Use Regulations with Visual Interactive Code,™ sponsored by Penn State University, will take place at the Penn State Conference Center Hotel May 8 - 9. The two day program will familiarize design professionals with an innovative product that can enhance community relations and provide a market opportunity for design and planning firms in introducing this new approach for regulatory communication. \$295 for ASLA members; \$345 for non-members. For information on program content, contact Professor Kelleann Foster, (814) 863-8133. For registration, contact Chris Dufour, conference planner (814) 863-5110. Information and registration materials also available at <http://www.cde.psu.edu/LandUseRegulations/>.

Managing Small Projects will be offered in Pittsburgh by Zweig White & Associates on May 20 at the DoubleTree Hotel. The program defines and illustrates the significance of small projects, demonstrates what is wrong with current project management, shows how to achieve a project focused organization, how to effectively plan and control projects, what project management skills are necessary, and how to market small projects to obtain follow-up work. The cost of the program is \$295 for the first firm member to attend and \$195 each for additional attendees from the same firm. The seminar is registered with the AIA Continuing Education System. For further information, contact Jerry Deane, Seminars Manager, Zweig White & Assoc., Inc., 600 Worcester St., Box 8325, Natick, MA 01760.

AIA Michigan and Garland Homes are sponsoring the **American Log & Timber Frame Design & Technology Symposium** at Garland Resort in Lewiston, Michigan June 7 - 8. The program covers an introduction to heavy timber and log construction systems, an introduction to wood science as it relates to the design and construction of log and timber frame projects, log and heavy timber frame engineering, and large scale projects in commercial applications and high end custom homes. Registration \$325. For information, contact Garland Homes 1-800-642-3837. Participants receive 28 AIA continuing education credits. Registration is limited.

Competitions

The Metal Construction Association (MCA) announces the 11th Annual *MCA Merit Awards Program*. Architects, contractors and builders are invited to participate in submitting outstanding examples of their work in the use of metal in construction completed since January 1, 1996. Various classes of awards are given in the form of scholarships to accredited schools of architecture designated by the architects of winning entries and range from \$5,000 - 2,500. Application forms outlining the MCA Merit Awards rules and procedures are available from the MCA by writing to 1997 MCA Merit Awards Program, 11 S. LaSalle St., Ste. 1400, Chicago, IL 60603-1210, by calling (312) 201-0193, or by faxing to (312) 201-0214.

News from The Pittsburgh Cultural Trust

The Pittsburgh Cultural Trust restored the four story facades of 801-803 Liberty Avenue in The Cultural District completing a ten month reconstruction of the building facades based on an 1892 remodeling permit. The Pittsburgh Cultural Trust is reviewing development proposals for the building.

The Pittsburgh Cultural Trust's public art advisory committee selected a garden maze designed by Pittsburgh area artists James O. Loney and David A. Ludwig to be the next site-specific sculpture for the corner of Seventh Street and Penn Avenue in The Cultural District. The maze, entitled *Labyrinth*, will replace *Season in Spiral*, the swirling sculpture of logs, bricks and trees by Japanese artist Takamasa Kuniyasu. Installation should be complete in May.

■ Michelle Fanzo wrote an excellent summary of all the exciting initiatives happening in downtown Pittsburgh, and I was honored to find my small loft project at 429 First Avenue included.

It's great that my project has been noticed. But it would not be fair for me to take the credit alone. Every project like this needs a team effort to be successful. I have been very fortunate to have Gary Carlough and Dutch MacDonald of EDGE architecture on my team.

Dutch has been the lead architect, and a client could not ask for a happier relationship. EDGE architecture is talented, creative, professional and responsive. They have listened well to my ideas and to my budget, *and* they have been willing to take a risk with me on a project that they believe in as much as I do. Thank you EDGE.

— Eve Picker, Associate AIA,

no wall productions development corporation

■ In recent issues of *Columns*, both past and present AIA Pittsburgh Presidents have challenged architects to get actively involved in their communities to help improve the public perception of the value of architects. AIA Pittsburgh has identified as one of its objectives to change the myth that "architects are only for the wealthy," or that "architects add unnecessary costs to projects."

The Community Design Center of Pittsburgh (CDCP) applauds AIA Pittsburgh for its leadership in challenging the architectural community to change this common misperception. The mission of the CDCP is to use architectural design as a tool to spur reinvestment in neighborhoods. Last year, the CDCP began the Renovation Information Network through which 100 Pittsburgh households have received low-cost architectural consultations to get their renovation planning off on the right foot.

The CDCP is the only organization of its kind in the region and an ideal vehicle for your involvement. As members of the AIA, as well as Board Members of the CDCP, we challenge you to get involved with the CDCP to further help promote the need for and value of architectural services.

— Sincerely,

Hugh Hachmeister, AIA

Jon Jackson, AIA

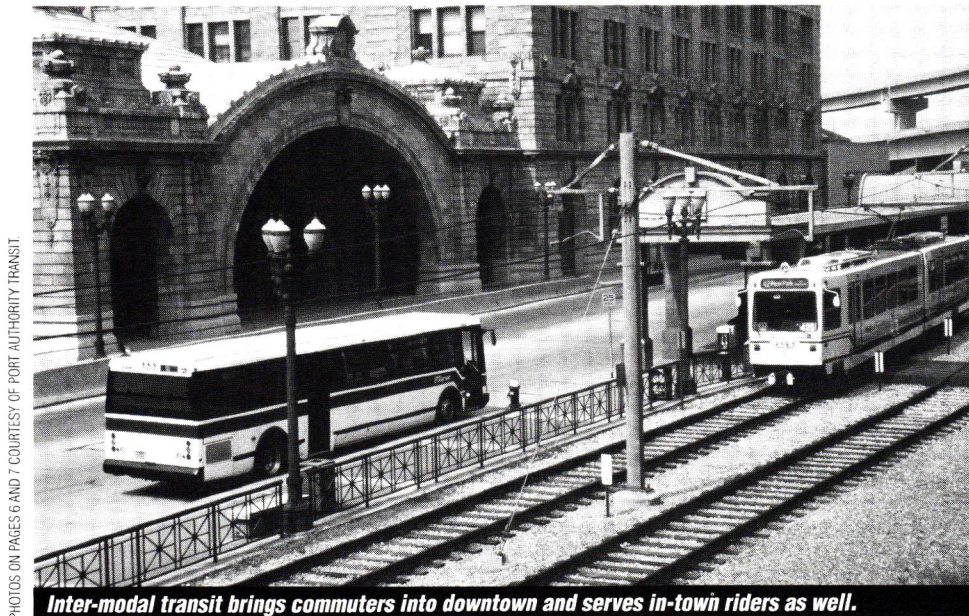
Anthony Lucarelli, AIA

Community Design Center of Pittsburgh

Board Members

The Wheels On The Bus Go 'Round, 'Round, 'Round

Trying to get from here to there is a Western Pennsylvania challenge, and a complicated one at that. Are we up to taking a longer term and more sophisticated approach to solving our problems?



PHOTOS ON PAGES 6 AND 7 COURTESY OF PORT AUTHORITY TRANSIT.

Inter-modal transit brings commuters into downtown and serves in-town riders as well.

"Quality of life is a key ingredient in our ability to come back economically."

—ROB ROBINSON, AIA

Anyone who has spent a considerable amount of time with a toddler probably knows all the verses to *The Wheels on the Bus Go 'Round, 'Round, 'Round*, including the part where the "babies on the bus go waa, waa, waa". It could easily be a metaphor for Western Pennsylvania's transportation dilemma. As with many aspects of the region, transportation has many strengths—a transit system that is clean, safe and heavily used; a rail system that is in place and short haul rail carriers eager to bring lines directly to manufacturing facilities; barges that are available to haul heavy raw materials economically; over 5600 miles of existing roads in Allegheny County and over 17,500 miles in the six county region; an award winning airport that lends itself not only to easy passenger access, but also to a burgeoning air cargo industry; and even recreational transportation in the form of a growing trail system that has brought pleasure to thousands of area residents.

Like the babies on the bus, though, many in the region positively wail when discussing existing transportation, and its importance to the region if we are to develop a

more robust economy. They cite declining transit ridership; declining ridership on rail nationally; the irrelevance of barges to new, high tech industries; roads and bridges that desperately need maintenance and upgrading; the lack of a limited access beltway system; slow growth in airport area development, especially air cargo; and severely declining federal monies available for both mass transit and highways. And while most will agree that trails contribute significantly to the area's quality of life, many of those who are trying to attract businesses argue that money going to trails siphons funds from higher priority projects.

Tackling the challenges of regional transportation requires vision and leadership; long-term integrated strategies for meeting all of our regional needs; agreement on how transportation and economic development interact; agreement on priorities; creative funding strategies; input from a much broader cross section of the population than has previously been the case (architects' voices among those that should be at the table and are often not included); change in the relationship between transportation and land use

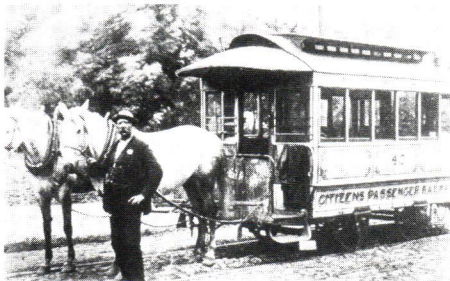
planning; and change—or at least acknowledgement and discussion—of the inherent shortcomings of regional planning mechanisms.

All of this should be prefaced by saying that there are many, many good people with good intentions involved already. Sometimes they are on different sides of issues, and often carry very different notions of what constitutes “good” economic development. Some consensus as to what constitutes desirable economic development is needed, since it is driving efforts to improve regional transportation.

The differences in approach to transportation and economic development became obvious at last year’s series of AIA sponsored forums and charette entitled “Reshaping the Region: Planning for a Sustainable Future.” Citizens generally expressed a desire for growth that occurs in a “sensible, creative fashion with consideration for function, quality of life and conservation.” A part of that was an emphasis from these same citizens, many of whom were business men and women, on the need for more mass transit, better maintenance and upgrading of existing roads, and far less emphasis on new highways and interchanges. One participant noted that I-79 connects many of the old “coal patch” towns in West Virginia and has had little, if any, positive impact upon them, and that I-279 North spreads an existing population out and contributes to strengthening the congestion along Route 19 in Cranberry all the while displacing over 1,500 persons as homes and businesses were destroyed for road construction.

Critics point out that to date, new roads and interchanges have mostly served to further disperse population and jobs, encouraging “sprawl” development—the big box retailers, the fast food stores, cookie cutter housing—that eat up land, contribute to congestion, and provide mostly part-time, minimum wage jobs. Highway advocates argue that this is what people want, and that dispersion is necessary to access the large tracts of relatively flat land deemed necessary for significant industrial and office parks.

Many of the real estate professionals and developers present argued strongly for the need for new highways, especially a beltway system to open new land for development, or, in the case of the Mon-Fayette Expressway, bring better highway access to the Mon Valley and its existing



Transit yesterday and today — but whither tomorrow?

Just the Facts

The magnitude of existing transportation modes in Western Pennsylvania is worth contemplating when considering maintenance needs and future economic growth and land use. Here are a few examples (information supplied by SPRPC unless otherwise noted).

A TRANSIT HAVEN...

- Pittsburgh ranked No. 1 compared to 14 other Benchmark regions in a 1996 study and 7th in the nation overall.—*Pittsburgh Post-Gazette*
- 7.9% of area commuters used public transportation to commute to work; region ranks 1st out of 15 Benchmark cities—*Pittsburgh Post-Gazette*
- 64.7 million bus riders in 1995—*PAT figures*
- 7.5 million light rail rides in 1995—*PAT figures*
- 4 million additional rides per year handled by other carriers, such as airport and hospital shuttles—*PAT figures*

MILES AND MILES...

- **of roads:** 5,610 miles of streets/roads in Allegheny County
—17,755 miles in the six county region
—157 miles of limited access highway in Allegheny County
—372 miles of limited access highway in the six county region
- **of Busway:** 11.1 miles on the East and South Busways—*PAT figures*
- **of light rail:** 25 miles of the “T” Light Rail Transit System—not all operational, *PAT figures*
- **of rail:** 351 miles of rail (common carrier) in Allegheny County
—1300 miles of rail (common carrier) in the nine county region

AVERAGE COST...

- per mile to build a new 4 lane limited access highway is \$20-30 million
- per mile of highway maintenance is \$50-75,000
- per mile of light rail construction is \$26 million
- per mile of the East Busway extension is \$15 million
- per mile of the Airport Busway is \$41 million

ROAD USAGE...

- of the Parkway East (I-376) per day: 92,081 autos/100,088 all vehicles
- of the Parkway North (I-279) per day: 71,646 autos/86,321 all vehicles
- of the Parkway West (I-279) per day: 106,659 autos/117,208 all vehicles

Where the region ranks in number of road miles...

- Allegheny County is 2nd in the state in number of state owned roads and
- Allegheny County is 1st in the state for all public roads

Where the Commonwealth ranks in number of road miles...

- 4th in number of miles of state owned roads
- 8th in number of all public roads

Airport Usage...

- average daily passengers enplaning and deplaning: 56,256
- total operations for 1996: 451,995
- 3rd busiest airport in the East—*Pittsburgh Post-Gazette* Benchmarks study
- 151,822 tons of cargo—*Airports Council International/North America*

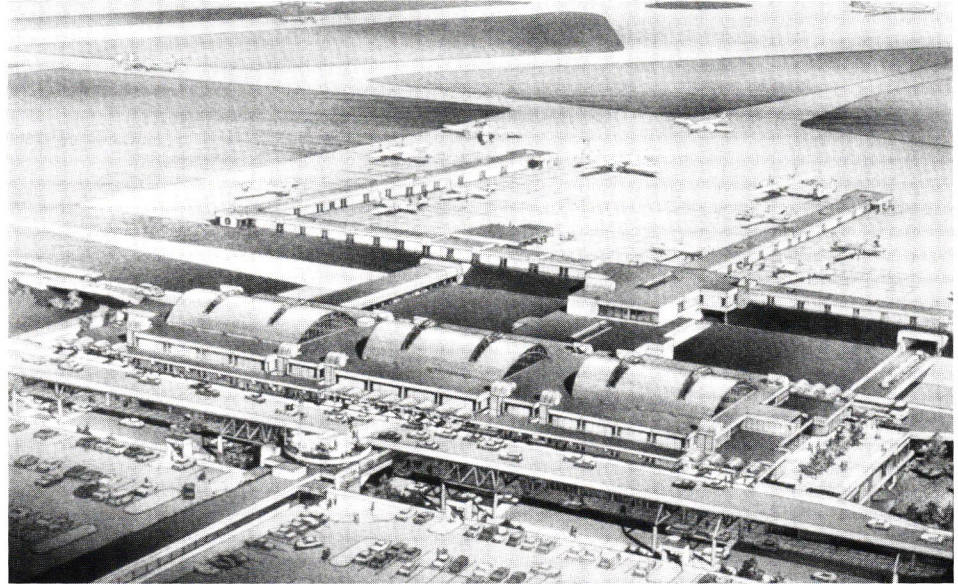
BARGE TRAFFIC ON THE 3 RIVERS...

- 80, 470 barges inbound and outbound in 1995
- freight tonnage shipped was 48,849

industrial sites as well as to connect it to the Pittsburgh International Airport. The Mon-Fayette Expressway area is a particularly interesting point of debate because it offers the opportunity for development on brownfield sites, assuming the ability for appropriate clean-up, and the potential for utilizing short haul railroad services to sites, connecting them to the major rail lines and reducing the need for interstate highway access.

It seems obvious from the number of people interviewed for this article that for many, transportation planning equals planning for new highways. Yet the International Surface Transportation Efficiency Act, or ISTEA, planners, and organizations such as the Urban Land Institute, the American Planning Association and environmental groups, as well as many ordinary citizens and business leaders who are users of economic development sites, all emphasize the need for intermodal transportation—both availability of different kinds of transportation suitable for different circumstances, and linkages among these different systems. This is especially important when you realize that approximately 80% of road funding goes to maintenance, and that the amount of money available from governmental sources has dropped precipitously in recent years for highways and transit. The federal government at one point covered 95% of construction of new highways, stemming from the Eisenhower administration when the development of an interstate highway system was deemed vital to national security in the cold war era. As a result, roads gained priority, the unintended consequences of sprawl emerged, and rail diminished in importance as a way to transport raw materials, finished products and passengers.

In fact, rail was the target of many supporters of highways. According to Mike Ferner in his article "Death by Automobile," which appeared in the April 1997 issue of *TRAINS Magazine*, "*Ride*" (a PBS documentary) is most riveting when it documents how the U.S. Justice Department prosecuted National City Lines, General Motors, and other companies for combining to destroy America's transit system. Brad Snell, an auto industry historian who's spent 16 years researching GM, said that key lawyers in the case, 'set out to systematically destroy the streetcars'. For eliminating a system 'worth \$300 billion today,' Snell laments, the corporations were even-



Pittsburgh International Airport is the third busiest in the east and holds great potential for air cargo, a promising economic generator.

tually found guilty and fined \$5,000. Key individuals, such as GM's treasurer, were fined \$1."

Don Smith, executive director of the Center for Economic Development at CMU's Heinz School, points out that rail still provides decent access to the region and is fairly useful to tomorrow's high tech industries. In fact, rail is cheap for wholesale, cross-country transport.

And we can't lose sight of the importance of buses for local commuters. The Urban Land Institute in a publication entitled *Transportation and Growth: Myth and Fact* stated that "suburbanites will ride buses when the service is reasonably fast and convenient." The popularity of the East and South Busways speaks to their viability in this region.

When we look at transportation and economic development, several important issues stand out. First of all, transportation planning is not linked to land use planning. The first occurs at the regional level as mandated by ISTEA through the local Metropolitan Planning Organization (MPO), in this case the Southwestern Regional Planning Commission (SRPC). Land use planning, however, occurs at the municipal level, and in Pennsylvania, the two are not coordinated. While this is the case in other regions as well, a larger sense of regional need has managed to overcome this. In the Washington, D.C. area, for instance,

the Metro was built with the cooperation of two states, the District of Columbia, and untold numbers of municipalities. And there are methods for tying the two together. For instance, in Maryland, planning occurs at the County and municipal levels and enforcement occurs at the municipal level. Municipalities putting forth plans have to be in compliance with the County plan, and take pride in doing so. This is a problem recognized by local leaders and addressed in the COMPACT 21 study.

Secondly, as Rob Robinson, AIA, an urban designer with UDA Architects notes, "We are very short-sighted locally in thinking of development opportunities as solely existing around interchanges along highway corridors, which then require huge improvements in existing interchanges, the building of new ones along existing highways, or the construction of entire new highways to accommodate more interchanges. This usually results in spot development that bears little relationship to the surrounding community and low paying jobs in the service sector. When higher quality jobs are attracted in the form of an office park, it's usually in the form of a relocation from within the region, not new jobs coming into the region from elsewhere.

"This diminishes our quality of life significantly, because when these highways and interchanges are built, thought

isn't given to secondary and feeder roads which quickly become congested and cause strife in residential and commercial areas. The counties aren't relating to their municipalities in transportation planning, and the municipalities aren't taking street planning into their overall planning mandate (which they have the capacity and authority to do)—they just react to development."

According to Robinson and others, this has a tremendous impact upon our long-term ability to improve economic development. "Quality of life is a key ingredient in our ability to come back economically. We've got to understand the importance of things like trails, the cleaning up of brownfields, limiting greenfield development, and preservation of our rivers and our landscape. The big growth areas such as Portland, Seattle, and Minneapolis attracted upwardly mobile young professionals largely on quality of life issues. These people were vocal and created strong public demand for sustainable growth. In contrast, we're in a population loss mode which has given us a death throes mindset. Since we've seen blips of development around interchanges, however poor that might be in the long run, we're grabbing onto it as though it were the only kind of development we can attract. And, it may be if we don't pay attention to a far more holistic approach."

Pittsburgh has a legacy from its strong economic days—our industries were closely tied to dirty air, dirty water, and poor living conditions. Robinson notes that we take great pride locally in the changes that occurred under Pittsburgh's Renaissances, and perhaps this spirit can still infuse another wave of change for the better. We should also note that the economic future of a region is largely tied to incubating new businesses, and quality of life is extremely important in retaining young people who constitute the entrepreneurial population.

This is countered by the local chapter of the National Association of Industrial and Office Properties (NAIOP), whose position statement reads, "Western Pennsylvania has to develop a circumferential highway in order to move people and product throughout the region. The largest fault of our transportation system, which is repeatedly brought to our attention by national relocation search firms, is our lack of

circumferential access." But, is this long-term economic development, or is this simply putting land into play for short-term gain?

Smith notes that highways spread economic development out too much, causing a loss of density and sustainable communities. Smith feels that it makes sense to improve existing access where infrastructure exists since it's there and has to be maintained anyway. He goes on to note that we need balance. "We don't want to binge on outer development if it bleeds inner areas which are the economic driver."

A third point is the difference between how ISTEA approaches prioritizing possible projects and how some local leaders do so. Robert Kochanowski, executive director of SPRPC notes that ISTEA requires that the local MPO project reasonable levels of possible funding and select priorities to match those levels. That is quite a different approach from a group of vocal community members picking a specific project which they perceive benefits them and/or their area and doing everything possible to find funding for it. If we are to take a truly regional approach to economic development, we have to be willing to work within ISTEA's planning mandate.

A fourth point is the inherent conflict of interest within a planning agency which also delivers services. This makes it extremely difficult for elected officials and others to make tough planning choices. Voting to lower a project's priority within someone else's district, then needing that official's cooperation for services for your region is tricky at best. Both Kochanowski and Davitt Woodwell, chairman of SPRPC's Citizen Advisory Panel (see accompanying article), note that SPRPC members have moved forward in making these difficult decisions, but there remains a long way to go.

Obviously, using transportation to boost economic development is complicated and difficult. One thing seems obvious, however, and that is that we need to be looking at this issue in a far broader and more sophisticated context than we have been. An emphasis on short term gain will ultimately not give the region the long term improvements that it needs if it is to be healthy and vibrant in the next century. ■

Viewpoints

- Due to cuts in federal and state funding, we've had to cut our Transportation Improvement Plan (TIP) by over 33%. Prioritization is going to be painful but essential for any of our projects to succeed.—**ROBERT KOCHANOWSKI**, executive director, SPRPC

- A 41% increase in funding is required from all levels of government to maintain the current condition of our highway and transit systems.—*U.S. Department of Transportation estimate.*

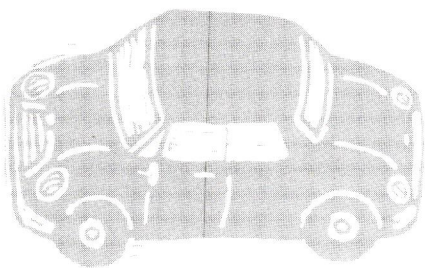
- There is a challenge in funding transportation projects, but the important thing is to get them going and build the funding package over time. Also, toll roads will play an increasingly important role in funding strategies by forcing users to pay for upkeep.—**JOE KIRK**, Executive Director, Mon Valley Progress Council and Chair of the Mon-Fayette Expressway and Southern Beltway Alliance

- The kind of development that occurs around new roads is primarily economic displacement even in rapid growth areas. Transportation planners have been supporting this for years, but now we're realizing that all we've been doing is subsidizing flight. There is growing enlightenment at the national level of the social costs of this, but it's only beginning to filter down to the district level.—**WALTER KULASH, PE**, transportation engineer, Glatting Jackson, Orlando, FL

Basic economics teaches you to live off the interest and not the principle. Using up land and fossil fuel in a non-sustainable way is living off the principle. Why is subsidizing railroads considered socialistic when we freely subsidize highways, airports and waterways?

—**BILL METZGER**, editor, *The Same Page*, a rail, trail and conservation newsletter

- Air cargo is very important for regional development. It's ideal for high technology businesses and the increased reliance by manufacturers on "just in time" delivery. And we're behind in this region.—**DON SMITH**, Executive Director, Center for Economic Development, the John Heinz School of Public Policy, Carnegie Mellon University



The Regional Transportation Planning Process and You

Transportation planning is more inclusive than ever but still faces serious issues and a need for more involvement.

Transportation planning in the United States and here in Southwestern Pennsylvania has changed dramatically since Congress passed the Intermodal Transportation Efficiency Act in 1991. Otherwise known as "ISTEA", the act puts more responsibility on metropolitan regions to make infrastructure decisions; encourages flexible funding between different modes of transportation (highways, transit, bicycles and pedestrians); demands fiscal reality and public participation; and considers a variety of planning factors in the decision making process.

In our region, the Southwestern Pennsylvania Regional Planning Commission (SPRPC) is the agency designated

to program over ten billion dollars of transportation spending during the next twenty years. Generally, SPRPC has done a good job meeting its responsibilities under ISTEA. As little as three years ago, our region's transportation plans were nothing more than "wish lists" of all the projects that could be conceived

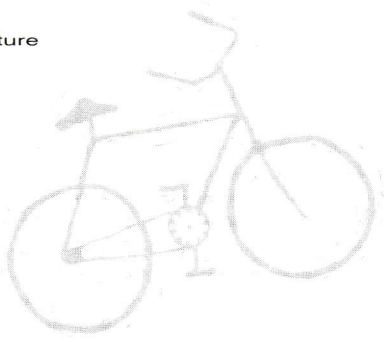
ISTEA's requirement of fiscal restraint has changed all that, and SPRPC members have struggled mightily for the last two years to ensure that the Transportation Improvement Program (TIP) is based in the reality of limited transportation funds for the region. The commissioners have also shown a much greater degree of regional thinking than was evidenced in the past. The result of this is movement towards plans that truly reflect the available resources for transportation projects in the area.

However, there is still progress to be made as the Commission struggles to balance the need to maintain our existing infrastructure with the seemingly endless desire for new projects and greater capacity for the automobile. Currently, between sixty and eighty percent of transportation funds are spent on maintaining what we already have (the range exists because different people analyze the numbers differently), and more than that is needed. There is also some question about how certain funding categories are used. For instance, upgrades to the Liberty Tubes South Portal are being extensively paid for with funds designated for Congestion Mitigation and Air Quality (CMAQ) projects, eating up dollars that would otherwise be available for a variety of smaller CMAQ undertakings, including mass transit.

The March 1997 Scouting Report on the State D.O.T. Market for Engineering, Architecture, Environmental Firms (Zweig White & Associates) reports that the ten hottest highway/bridge markets for these firms are Arizona, California, Colorado, Nevada, New Mexico, New Jersey, North Carolina, Oklahoma, Texas, and Utah. PENNSYLVANIA ranks in the ten coldest markets along with Arkansas, Connecticut, Illinois, Kansas, Massachusetts, Missouri, Montana, New Hampshire and Rhode Island.

for the area. Each of the six member counties (Allegheny, Armstrong, Beaver, Butler, Washington, and Westmoreland) and the City of Pittsburgh simply included all of the projects that they could come up with.





The Commission has been praised by the Federal Highway Administration for parts of its public participation plan, specifically the formation of the Citizen Advisory Panel (CAP). In place for three years, the CAP has about two hundred members of which approximately forty are deeply involved with reviewing SPRPC's planning process and decision making. Formed at the height of debate over the Mon/Fayette Transportation Project between I-70 and Route 51, the group now focuses on such activities as amendments to the TIP and the development of SPRPC's long range plan for the region.

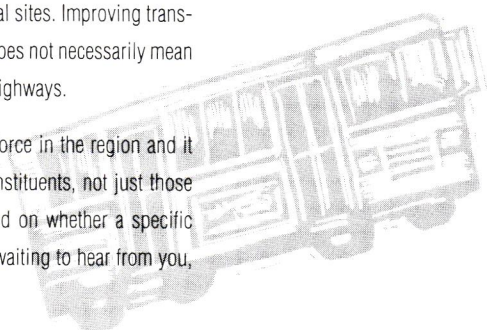
Development of the Mon/Fayette Transportation Projects and the Southern Beltway Projects have been the individual projects receiving the greatest attention at SPRPC over the past few years. While the projects are sponsored by the Pennsylvania Turnpike Commission, SPRPC has been the co-lead agency in developing planning documents for the toll roads. Depending upon your point of view, this process has been either a success, a failure, or somewhere in the middle. Thus far, all the projects have received the necessary approvals from SPRPC to continue to be included in the region's transportation plans. But many question the way in which certain studies were conducted and, perhaps more importantly for the future of the projects, whether the funding will ever be available to build them. The cost for the six projects totals over two and one-half billion dollars of which about \$1.7 billion has yet to be found.

Another concern, not only with the Mon/Fayette and Southern Beltway but with all transportation planning in the region is the relationship of SPRPC's plans with ISTE's required planning factors. Chief among these relationships is the requirement that all plans and projects must take into account land uses and land use planning impacts. There is currently no mechanism, either in place or proposed, to analyze these relationships. Certainly some of the blame here can be traced to the fact that Pennsylvania, for all intents and purposes, has no coordinated land use planning in place even at the county level. But if SPRPC is to truly be a regional planning agency, it must, at least, begin to analyze how transportation projects interact with existing land use plans and demand that municipalities wishing new infrastructure demonstrate how that infrastruc-

ture will relate to the community's current development and long term goals as evidenced by an up to date Comprehensive Plan.

Of course, none of this can be done in a vacuum and it all takes money. The current trend is that transportation funding is getting tighter across the board. SPRPC is constantly forced to make decisions about specific projects while balancing the need for maintenance of existing roads, transit, and bridges against the constant cry that economic development will only happen if we pour millions upon millions into new projects that encourage sprawl development and the abandonment of urban cores and previously developed and now idle industrial sites. Improving transportation access to these areas does not necessarily mean building four or six lane super highways.

The commission is a powerful force in the region and it needs to hear from all of its constituents, not just those who stand to gain or lose based on whether a specific project is undertaken. They are waiting to hear from you, and they do listen. ■



Davitt Woodwell is Director of the Western Pennsylvania Office of the Pennsylvania Environmental Council and serves as Chair of the Citizen Advisory Panel to SPRPC.

Celebrate "Try Transit Week" May 12-16

"Try Transit Week is a nationwide focus on the social, economic and environmental contributions of transportation to the community," according to Jan Blahut, Port Authority Transit Director of Marketing and Business Development. The Week is sponsored by the American Public Transportation Association in Washington, D.C. Activities will be held nationwide and in Allegheny County highlighting these topics:

MONDAY Livable Community Day places awareness on how public transit betters our quality of life by providing a vital transportation service and contributing to congestion relief, cleaner air, economic development and a more livable community.

TUESDAY Try Transit Day focuses on attracting the non-rider or infrequent rider for the day to encourage them to become regular riders.

WEDNESDAY Appreciation Day honors employees for their dedicated service and provides a thank you to regular users of transit.

THURSDAY Good for the Environment Day helps build awareness of transit's clean air benefits.

FRIDAY Advocacy Day—ISTEA It Works reaches out to involve local groups and individuals who have an interest in transit's local, state and federal legislative goals.

Kudos

→ **Williams Trebilcock Whitehead** received the 1996 Associated Builders and Contractors of Western Pennsylvania, Inc. annual Construction Industry Award in the category of Architect/Engineer.

Bohlin Cywinski Jackson (Wilkes Barre office) received one of two 1996 Honor Awards from the American Wood Council for the House in Endless Mountain. The firm also received a Merit Award for a Maryland weekend retreat.

Burt Hill Kosar Rittelmann Associates won two national ASHRAE (American Society for Heating Refrigeration Air Conditioning Engineers) awards presented at the annual meeting in Philadelphia this January. Michael J. Kokayko, PE, received a First Place Technology Award recognizing outstanding achievement in the design and operation of energy-efficient buildings for his design for renovation of Allegheny College's Baldwin Hall Dormitory. **John K. Holton, AIA** received a Second Place Technology Award recognizing outstanding achievement in the design and operation of energy efficient buildings for his work on residential integrated systems applications with the IBACOS Lab House located in Pittsburgh. These two projects also won first place awards in the Region II Competition.

BRIDGES took several top honors recently from the Western Pennsylvania Chapter of the Associated Builders & Contractors. In the Renovation Projects category, BRIDGES won the Award of Merit for the AHERF Billing Department Relocation project. AHERF, project owner, is the parent corporation for Allegheny General Hospital. The project architect was **IKM Incorporated, Marion Zentarsky, AIA**, Principal in charge. BRIDGES also won the Award of Merit in the Institutional Project category for the Bradley Center Classroom/Gymnasium project. Architect was **Rothschild Architects, Daniel Rothschild, AIA. Maureen Guttman, AIA** and **Stephen A. George, FAIA** were two of this year's judges.

From the Firms

→ **TEDCO Construction Corporation** has been awarded the Construction Management/Constructor contracts for the renovation of the Patrick Henry Library, the new Student Center and associated site work at Robert Morris College, Moon Township. Completion is scheduled for July 1998. The architect is **Celli-Flynn & Associates** and the Landscape Architect is **Chambers-Vukich Associates**.

Karen K. Mortland, leader of **Burt Hill Kosar Rittelmann's** clinical laboratory design team, has been asked to present at the Clinical Laboratory Management Association National "Hot Topic" seminars being held in Los Angeles and Orlando. "Optimizing Your Lab: Layout, Design & Space Considerations" focuses on automation, new procedures, downsizing, consolidations, and regulatory changes which are challenges for today's lab manager.

Baker & Associates, the design unit of the Michael Baker Corporation, signed an open-ended contract with a potential value of \$10 million to provide military family housing design and planning services. The contract, awarded by the Savannah District of the U.S. Army Corps of Engineers, is being provided for the Air Mobility Command (AMC) at approximately 30 sites worldwide.

Business Briefs

→ **Hayes Large Architects** announces the appointment of Brad Furey to Senior Associate and Director of Facility Planning. Furey was formerly the Chief of the Pennsylvania Department of Education's school construction program, and serves on the international board of the Council of Educational Facility Planners.

Perkins Eastman Architects, PC announces the recent addition of new staff in the Pittsburgh Office bringing the total to 35 and affording the firm the opportunity to offer a greater range of capabilities. New staff include: **Ken Kuligowski, AIA**, Joseph Sepcic, Peter Margittai, Erik Hokanson, Tracy Adams, Lee Pellegrino, Katherine Zeim and Marvin Hawes.

Valentour English Bodnar & Howell announces that **Thomas F. Durkin, AIA** and **Stephen A. Kurpiewski, AIA** have been made principal members of the firm. Mr. Durkin joined the firm in 1988 and Mr. Kurpiewski in 1984.

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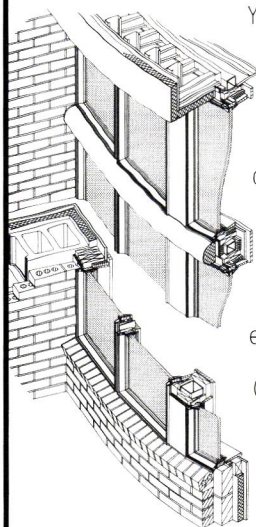
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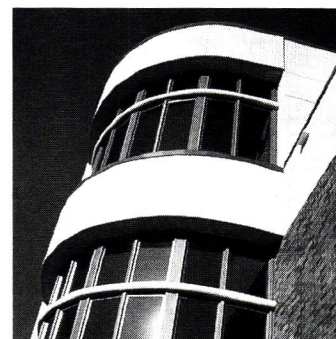
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The Bridges of Schenley Park

May is Historic Preservation Month and restoration of the Schenley Park bridges demonstrates how transportation requirements and historic preservation can collide.

May is Historic Preservation Month, and a good time to spotlight preservation in the transportation arena. There are many examples of such preservation, whether scenic highways and overlooks, restored and readapted railroad stations, or, in this case, bridges. This is the story of two aesthetically wonderful bridges celebrating their centennials in 1997 and which represented significant design and engineering advances at the time of their construction. It is also the story of the absurdities that can arise in today's world when preservation runs headlong into state and federal highway regulation.

Both the Schenley Park Bridge which spans Boundary Street in Junction Hollow, and the Panther Hollow Bridge spanning Panther Hollow, were designed by H. B. Rust, chief engineer of the city's Department of Public Works and built in approximately 1896 - 97. According to Carl W. Condit, author of *American Building Art: The Nineteenth*

Century (Oxford University Press, 1960), the Panther Hollow Bridge is "The classic work of its kind in steel" and "represents the culmination of thirty years of progressive development in the arch, and there are few structures of its kind that can match it." The bridge spans 360 feet with a 45 foot rise and is a three-hinged parabolic steel-arch design. The arch's vertical dimension is one-eighth that of its horizontal.

The Schenley Park Bridge utilizes the same basic design as the Panther Hollow Bridge, and is as powerful a built structure when viewed from afar. But two factors set off the Panther Hollow Bridge. First, it spans the deep ravine of Panther Hollow and Panther Hollow Lake, providing a stellar view of a dramatic natural setting deep in the heart of the city. An added bonus is a view of Phipps Conservatory, itself a unique and historically important Victorian glass house. But back to the bridge and the second factor becomes apparent: the panthers—four of them—guarding

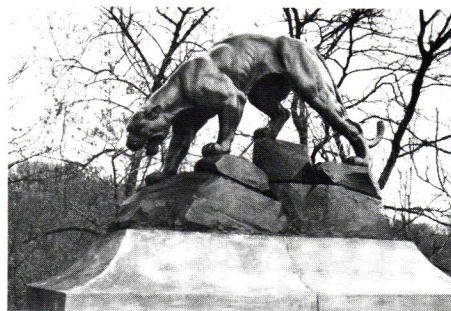
ABOVE: Panther Hollow Bridge, Schenley Park, constructed in 1896-97. Photos courtesy Pittsburgh's Landmark Architecture, Pittsburgh History & Landmarks Foundation, 1997.

the two ends with gleaming coats, teeth bared, backs arched in cat-like aggressiveness ready to defend against all comers. Giuseppe Moretti's bronze sculptures have delighted passersby for a century and they have become a much beloved symbol of the Park.

Work has long needed to be done on both bridges, and planning began for the Schenley Park Bridge over Boundary St. a few years ago. Almost a hundred years old, the bridges needed repainting, new light fixtures and replacement of the concrete deck and sidewalks. It soon became obvious to preservationists that the city needed their input if the integrity of that bridge, and later the Panther Hollow Bridge, was to be maintained. Eloise Hirsch, now Director of City Planning, but then associated with Architrave, the Foundation of AIA Pittsburgh, chaired a committee of diverse individuals who took on the challenge. As Hirsch describes it, "We were a group of citizens trying to get park bridges exempted from federal highway standards used on interstate highways. Our strengths were in the diversity and persistence of our members, but it was an extraordinarily difficult battle. We occasionally found individuals within the state and federal bureaucracies who were sympathetic, but preservation and aesthetics are not of real concern to the Department of Transportation (DOT) or the Federal Highway Administration (FHWA)."

Hirsch's group focused on two main issues. First, crash barriers are required for "urban expressways" as defined by the FHWA. Jersey barriers are typically used and were planned for the bridges. According to Hirsch, committee member Steve Fennes was critical to resolving this issue because of his credibility as a civil engineering professor and bridge authority at Carnegie Mellon University. In Fennes's own words, "It was a bureaucratic nightmare. Everything is subject to convoluted regulation that often makes no sense in practical application." Through many meetings and hearings, the group continued to search for an alternative and to pressure officials; eventually a compromise was reached. The Bridge will be retrofitted with a low, steel tube barrier to replace the Jersey barriers when renovation work begins on the Panther Hollow Bridge (the new barriers require custom construction).

The second issue was a chain link fence used along the length of the Schenley Park Bridge on both sides of the



Panther sculpture in bronze by Giuseppe Moretti from the Panther Hollow Bridge.

street. It is intrusive and historically out of place, but required by the Public Utility Commission which regulates any bridge which goes over railroad tracks (the owner of a parking lot below the bridge also threatened to sue if fencing was not used). Another committee member, Fred Bonci, found an alternative fencing which while still inappropriate from a preservation standpoint was at least aesthetically more appealing. Because the alternative fence cost more than the chain link and because officials claimed that it wasn't as strong, no compromise was reached and the chain link remains. "These regulations seem to be applied with remarkable inconsistency, if one looks at other bridges in the area," notes architectural historian Walter Kidney, and "it's unfortunate that an exception could not be made in the case of such a historically significant and aesthetically pleasing structure." Fortunately, this will not be an issue for the Panther Hollow Bridge since it doesn't span any track or road. Work other than the new crash barriers was completed on the Schenley Bridge in 1994.

Work on the Panther Hollow Bridge is not yet scheduled to begin although funds are budgeted. A legal dispute over bidding of the project has been in the courts; in March the presiding judge ruled that the work must be rebid. Meanwhile, the Jersey barriers remain on the Schenley Bridge and the Panther Hollow Bridge continues to deteriorate.

Concerned architects and other design professionals can be of great assistance in these kinds of situations. Your expertise is badly needed, and preservationists from all backgrounds urge you to get involved in pressuring highway agencies to become more responsive to preservation aesthetics. "It was difficult and painful," reports Alan Fishman, AIA, "but worth it in the end. What was planned was far worse than what we ended up with." 🏠

"It was difficult and painful, but worth it in the end. What was planned was far worse than what we ended up with."

—ALAN FISHMAN, AIA

"These regulations seem to be applied with remarkable inconsistency."

—WALTER KIDNEY

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AIA ACTIVITIES

May 2, Friday

Communications Committee Meeting, noon at the Chapter office, 471-9548.

May 9, Friday

Committee on the Environment, noon at the Chapter office, Gary Moshier, AIA, 231-1500.

May 13, Tuesday

AIA Pittsburgh Board Meeting 5 p.m. at the Chapter office. All members are welcome, 471-9548.

May 14, Wednesday

Professional Development Committee Meeting, noon at the Chapter office, Carl Freedman, AIA, 462-9300.

May 18, Sunday

AIA Pittsburgh Membership Meeting – Lazurus Implosion Party, (see page 23 for details.)

May 28, Wednesday

AIA-MBA Meeting, 6 p.m. at Building Industry Center, Jack Ramage, 922-3912 for more information.

June 11, Wednesday

AIA Pittsburgh Membership Meeting – ARTchitecture Opening Reception, Enjoy your fellow architects' artistic ventures and perhaps be inspired to do some creating of your own. More than twenty area architects are exhibiting a variety of their work, including sculpture, paintings and sketches. Opening reception is from 5-7 p.m. The exhibit runs through June 24.

1 C 8 A 9 L 7 E N D A R

AROUND TOWN

May 13, Thursday

CSI Chapter Meeting: Rock 'n Roll Hall of Fame Tour to Cleveland. Backstage tour given by Robert Madison, Intl. \$25 for tickets and tour bus, plus dinner in The Flats (cost not included). Bus leaves at noon, returns at 10 p.m. Call 772-6744 NOW for reservations.

May 16 – June 13

Silver Eye Center for Photography exhibit, includes Jack Schlechter's award-winning photo of the Chrysler Building and a 19th Century photo of the Arc du Triomphe. Reception May 16, 7-9 p.m. For information call 431-1800.

May 19 – 30

The Art Police, art by area police officers at the AIA Pittsburgh Gallery. Reception May 21, 5:30 – 7 p.m.

May 22, Thursday

A Blueprint for Winning Nonprofit Contracts (and getting paid for them!), seminar at the Engineer's Society. Hours: 8 a.m. – 1 p.m. Cost: \$30/AIA members, \$35/non-members. For information call 471-9548.

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Tapping the Nonprofit Market

by Bruce R. Schorr, CPA, J. D. and Linda S. Nyman for Epstein, Tabor & Schorr, CPAs

New opportunities may be found in an arena not known for profit making.

As Jed Clampett would testify, it's often the case that we discover our most valuable treasures in the most unexpected places. And so it is for Pittsburgh's architects, who may well find the handsomest profits in the nonprofit sector. Consider the following:

- According to David Black of the Pittsburgh Partnership for Neighborhood Development (PPND), Pittsburgh's nonprofit community development centers since 1984 have produced more than 1200 housing units and over 725,000 square feet of commercial and industrial space, representing an investment of over \$180 million.

- In 1995, the Urban Redevelopment Authority (URA), a government agency which finances nonprofit development programs, provided Pittsburgh businesses with more than \$15 million in financing, representing an increase of 429 percent over two years. In addition, the URA granted Pittsburgh residents more than \$34 million in housing funds for nearly 1,300 housing units.

- Pittsburgh's charitable foundations donate millions of dollars to nonprofit community development groups. In 1993, for example, the Vira Heinz Endowment gave PPND \$1.1 million in operating and development funds. That same year, the Howard Heinz Endowment gave \$500,000 to the Pittsburgh Cultural Trust District Development Fund, and the McCune Foundation gave \$400,000 to the Allegheny Council to Improve Neighborhoods.

And a good proportion of these dollars ultimately financed architects' fees.

Before taking the plunge into the nonprofit arena, an architect or related contractor should be aware of the fundamentals of how the nonprofit "process" works. Nonprofit development projects encompass urban redevelopment, low-income housing, commercial and industrial construction for minority-owned businesses or business startups, and historic preservation. Such projects are typically initiated by one of the area's many nonprofit community development organizations, such as PPND. These organizations hire architects or contractors for two distinct phases

of the development process: feasibility assessment and project construction. In the feasibility assessment phase, the development organizations obtain seed funding from charitable foundations, government agencies, private funders, or other institutions. A portion of these funds is earmarked to hire an architect to conduct a feasibility study for the proposed development project. At this stage of the project, the architect will conduct a conditions survey of the property, provide initial schematic drawings and complete cost estimates.

If the results of the feasibility study are acceptable to the nonprofit sponsor's board of directors, the board must then seek additional funding - typically in the form of a low-interest bank loan at zero to five percent supplemented by recoverable grants obtained from foundations or public agencies - to proceed with the actual construction or rehabilitation of the property. Once funding is obtained, the architect can look forward to preparing final drawings and specifications, and overseeing the actual construction or renovation of the structure.

How does an architect win these potentially lucrative nonprofit contracts? By networking with the boards of directors of community development organizations. These boards are responsible for selecting the architects for their respective community development projects. Unless the development organization maintains an ongoing relationship with a particular architect, it will usually interview a handful before selecting one. Most community development groups will select an architect based on his or her specific design expertise and experience. If the group proposes rehabilitating urban residences, it wants an architect familiar with this type of work - not one who specializes in suburban office complexes. Personal chemistry and price are also factors in architect selection. Remember, a community development organization needs to be aware of your firm before it can solicit your expertise, so it pays for you to research and become involved with one or more of them. There are literally hundreds of community development groups to choose from in Pittsburgh.

Another entree to nonprofit development projects is the Community Design Center of Pittsburgh. While Design Center projects in and of themselves might not produce exceptionally large fees for architects, they offer both interesting, creative design challenges and the opportunity for architects to gain an initial foothold into the nonprofit sector. Through its Design Fund, the Design Center provides modest financial assistance each year to roughly ten to fifteen community-based development projects at their earliest planning stages. In addition to providing this funding, the Design Center also refers a short list of suggested architects for each of these projects to provide planning assistance. In making its referrals, the Design Center draws from the pool of architects and firms which complete the Center's request for qualifications packet each year - so it's vital to register in order to receive consideration. In addition, the Community Design Center also supports the Renovation Information Network, a program which pairs volunteer architects with City of Pittsburgh residents for consultations on home renovations. Again, while these consultations do not earn large fees for the participating architects, they can earn them a reputation in the nonprofit development sector - which leads to larger paying assignments. Last year, the Renovation Information Network generated eighty-five projects for local architects, according to Richard St. John, the Design Center's executive director.

The bottom line is that nonprofit projects can mean big profits for architects. This article gives you the basics of exploring nonprofit opportunities, but to break into this market you still need more specifics. The AIA is prepared to assist by sponsoring a seminar featuring speakers from financing, accounting and legal organizations, community development groups, and architectural firms experienced with nonprofit development projects. ■

A seminar titled *A Blueprint for Winning Nonprofit Contracts* (and getting paid for them!) will be held May 22, at the Engineer's Society. See the calendar on page 17 for details.

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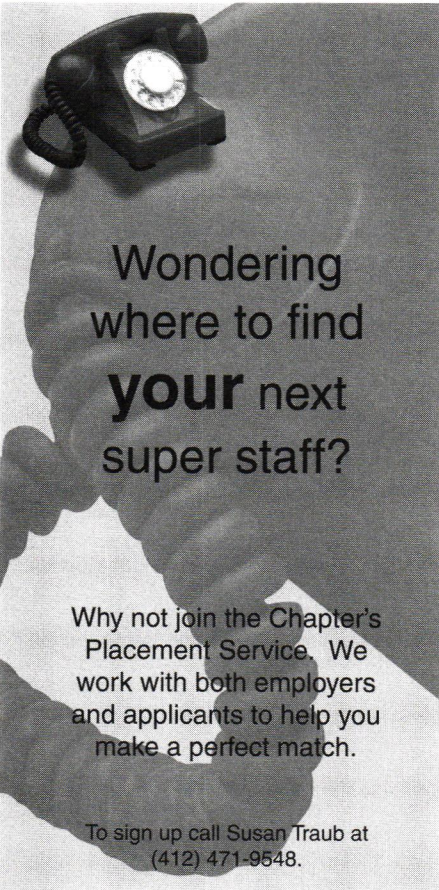
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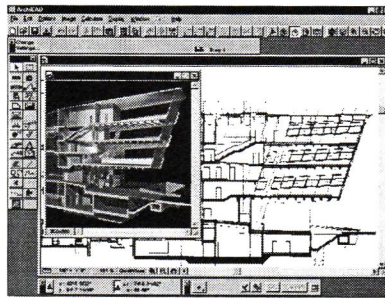


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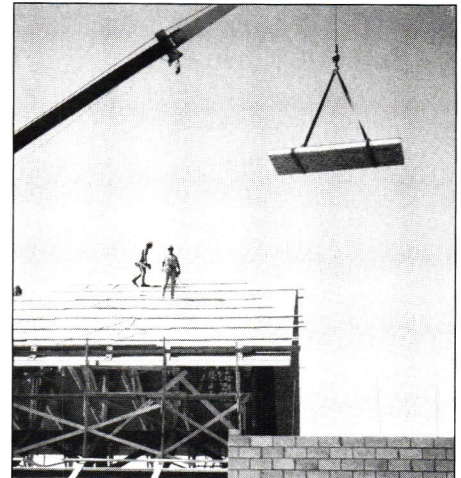


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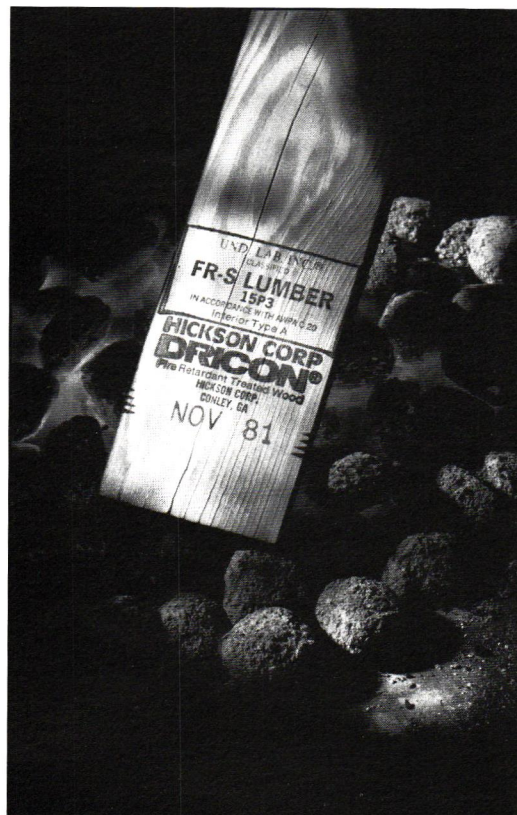
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Membership Committee

Maureen Guttman, AIA, 531-3338

AIA Pittsburgh welcomes two new members:

Tim Weyand, AIA

Perfido Weiskopf Architects

SCHOOL: University of Colorado at Boulder and Harvard University (GSD)

SPOUSE: Kathleen Kovach Weyand

CHILDREN: Lydia K. (2 1/2 years)

PAST PROJECTS: Washington Elementary School, Mt. Vernon, WA, Nevis Island International Airport, Nevis/St. Kitts BWI

INTERESTS: History of technology, philosophy, and architecture

COMMITTEE INTERESTS: Legislative

Brian Paul Roth, AIA

Indovina Associates Architects

SCHOOL: Carnegie Mellon University

SPOUSE: Stacey Lynn Roth

CHILDREN: Matthew (1 1/2 years)

PAST PROJECTS: Mostly residential projects in N. Carolina

INTERESTS: Family, reading and travel

Upcoming Issues

The following is a preview of the feature articles in upcoming issues of *Columns*. We encourage all firms to submit projects for our portfolio issues, or call if you think you have something to contribute to a topic. We encourage members to write articles and call with story ideas. When submitting photographs, please submit a self-addressed stamped envelope for their return, and write firm and project name on back of drawings or photographs. The deadline for submission is always five weeks prior to publication date. Submit a hardcopy of your article and either submit a diskette with document copy or email copy in the body of the message to the editor: snail mail to Cheryl Towers, 112 North Woodland Rd., Pittsburgh, PA 15232 or email to Cyberjyber@aol.com. If submitting a diskette, we prefer MAC format, but can read a PC formatted document saved either in Microsoft Word, WordPerfect or simple text.

IMPORTANT: *Columns* reserves the right to edit any material that is submitted.

JUNE: Interiors Portfolio and an update on designing healthy interiors

JULY/AUGUST: Summer Spaces

SEPTEMBER: Focus on Marketing

Member Meetings

IMPLOSION PARTY!

We'll have a BLAST, watching the downtown implosion for the new Lazarus store, while enjoying a scrumptious breakfast, all from ringside seats!

SUNDAY, MAY 18, 6-10 a.m. The implosion is scheduled for an hour after sunrise.

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For information call AIA Pittsburgh, 471-9548.

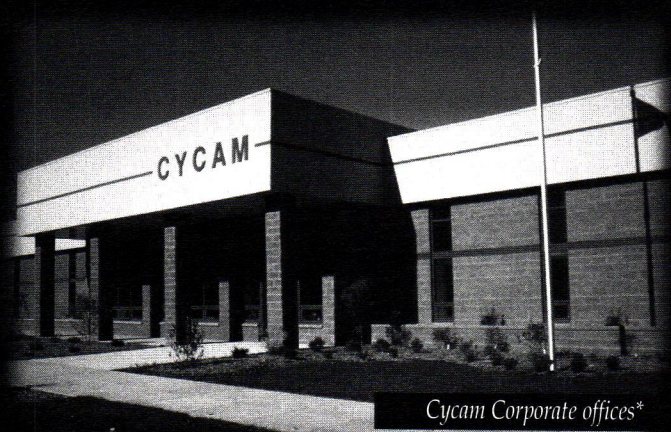
ADVANCE PAID RESERVATIONS A MUST!!!

WEDNESDAY, JUNE 11

AIA Pittsburgh Membership Meeting ARTchitecture Opening Reception

Enjoy your fellow architects' artistic ventures and perhaps be inspired to do some creating of your own. More than twenty area architects are exhibiting a variety of their work, including sculpture, paintings and sketches. Opening reception is from 5-7 p.m. The exhibit runs through June 24.

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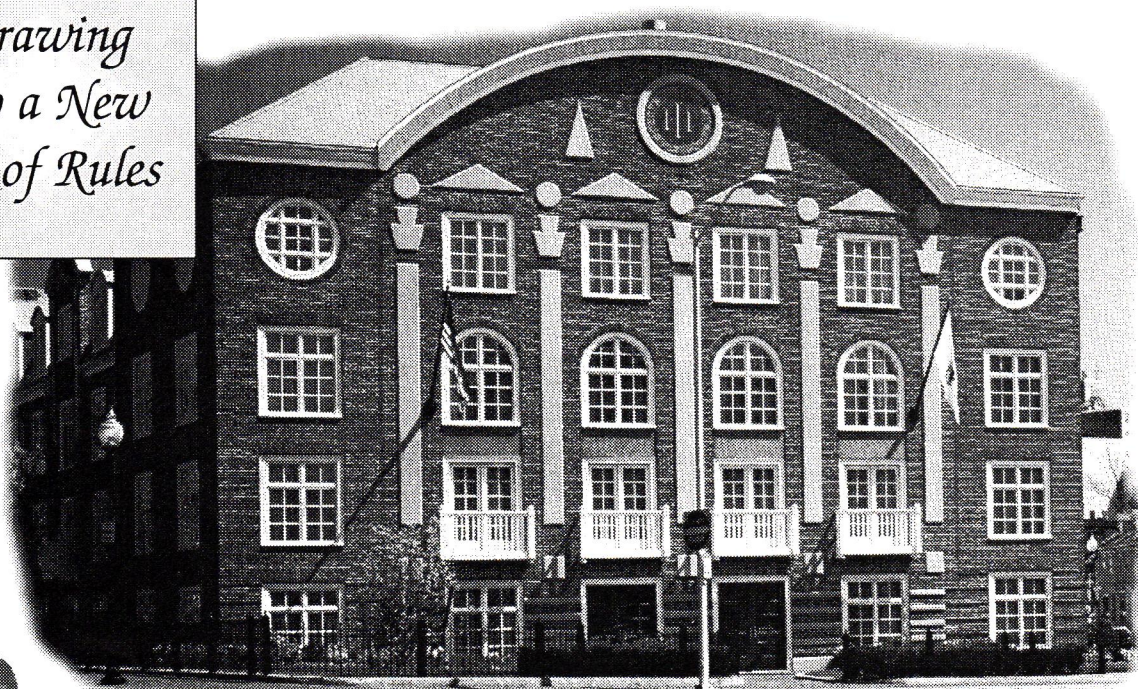
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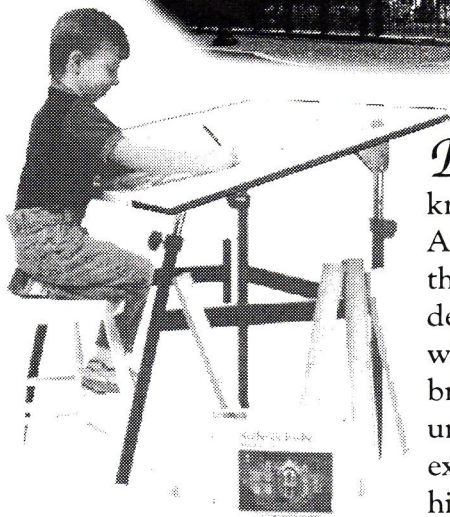
** Project Architect: Gerard-Nagar Associates*

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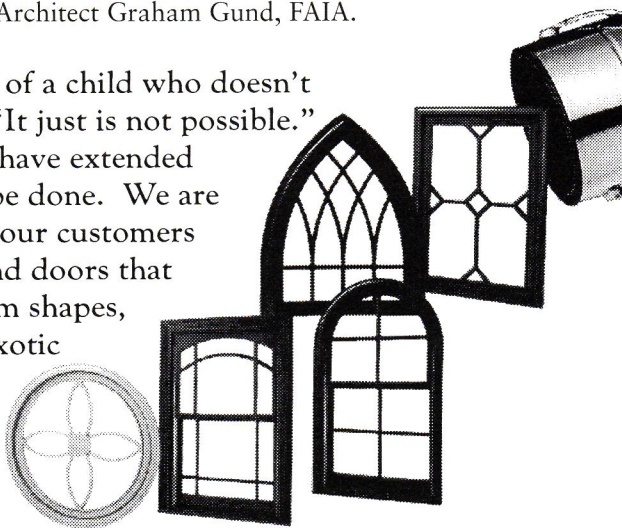
*Drawing
Up a New
Set of Rules*



The Inn at Harvard. Architect Graham Gund, FAIA.



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- Curry Senior Citizens Home
- Grace Manor Nursing Home