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February 1993

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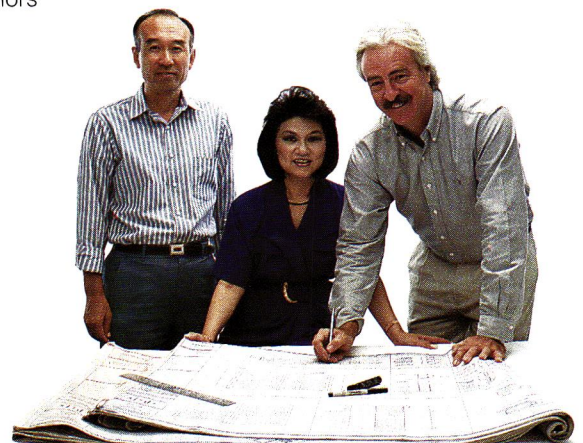
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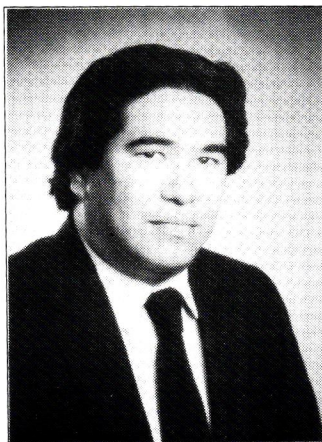
Thomas R. Cannon, AIA

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Leadership Message

Leading issues in 1993

Housing/Transportation



Kurt H. Mitchell

We are firmly into 1993 and I still haven't gotten over 1992. The year is moving fast and the Honolulu Chapter/AIA has a busy slate. By the time this article appears in print, I will have returned from the four-day 1993 National AIA Grassroots Conference in Washington, D.C. This year, Hawaii had a strong representation from the two Hawaii chapters, Hawaii State Council and the Big Island Section.

Grassroots is the most significant event sponsored by the national AIA. In my opinion, exchanging ideas and concerns with other components is perhaps the most important aspect of the conference.

Featured at Grassroots this year was a presentation on the role the AIA played in Iniki Recovery. Rob Hale, AIA, immediate past president, Honolulu Chapter/AIA, was a panelist on natural disasters. Assistance from the national AIA helped the Honolulu Chapter produce a well-received pamphlet. It was exciting to share this information with our colleagues from around the nation.

Grassroots government affairs focused on livable communities. An important aspect of a successful livable community is surface transportation, which, coincidentally, is the focus of this month's Hawaii Architect. Surface transportation plays a large role in making our urban environment more livable.

Another important aspect of a livable community is housing. It is also a critical issue with state and local governments, and a major community issue. Many issues come before the AIA throughout the year, and we try to address them as best we can. This year the Honolulu Chapter/AIA will initiate a dialogue with other organizations and government in identifying action that needs to be taken to meet the housing need. It certainly won't be resolved overnight, but it is my hope that some serious directions will evolve from this dialogue.

Last year, many volunteers contributed to the Hurricane Iniki recovery effort, resulting in the publication of a manual that will be useful to architects, contractors, homeowners, business and government agencies in dealing with natural disasters in the future. This work is continuing well into 1993 for the benefit of everyone.

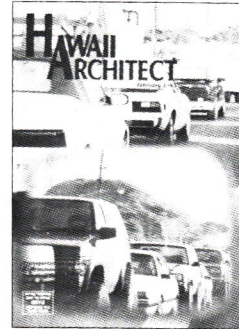
There are many exciting issues and events for us to tackle in 1993. The year has started strong and, despite the current economic trends, the Honolulu Chapter/AIA Excom, board and committees are working diligently to make this a rewarding and beneficial year for its members. As mentioned in my Honolulu Chapter/AIA president's message, let's focus on Advancing the Value of Architecture. **HA**

◆ Kurt H. Mitchell, AIA, is 1993 Honolulu Chapter/AIA president.

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ERROL J. CHRISTIAN PHOTO

The cover shows a familiar transportation scene affecting most Oahu rush hour commuters. Transportation architecture is the main focus of this issue of Hawaii Architect.

The rejection of mass transit funding by the city council has sent transportation specialists scurrying back to the drawing boards looking for alternative transportation options to cope with this problem. The transportation issue is likely to continue to have an impact on the community as government leaders look for answers during the months ahead.

Architects are uniquely qualified to work with communities in designing functional and aesthetically pleasing transportation-related projects.

Local architects invested many hours to realize preliminary transit station design concepts that expressed the needs of the community and at the same time responded to the requirements of the Oahu Transit Group and city administration. The proposed transit stations are discussed in this issue.

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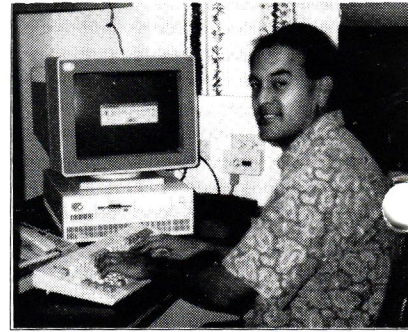
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Keith Kim, telework center participant. ▶



The electronic highways Telework Centers

by
Paul
Sanders

Staying home is a transportation option that doesn't get much "mileage," although it has the potential for revolutionizing the workplace. State transportation department (DOT) officials say that, given appropriate computer tools, many downtown employees, including architects, could stay home—and get paid, too.

DOT HAS TOYED with this concept for several years because of its potential for changing traffic patterns and driving habits on Oahu. In 1989, DOT, with support from the public sector, established a pilot project linking a few workers and their employers electronically.

The Telework Center, the first "electronic highway" in the nation, was realized in the Mililani Technology Park.

According to Telework Center Administrator John Eiting, the project, now entering its fifth year, is a "tremendous success."

Eiting explained that the demonstration project was planned and implemented by a task force consisting of public and private sector executives and University of Hawaii faculty members, with the state legislature funding

\$125,000 and the private sector contributing more than \$300,000 worth of computers and related equipment.

THE APPLICATION is on a small scale. Plans, however, are underway to clone the center on a larger scale in Kapolei and Wahiawa, said Eiting.

"The Mililani facility has only 2,000 square feet," he said. "It is efficiently laid out and well-supported with modern office equipment. The basic concept here is to move work, not people."

The project currently involves government agencies only, accommodating 18 people who would normally travel daily to Honolulu, contributing to freeway congestion.

Instead, participating employees can walk, jog or bike to work, cutting many commute hours which can be spent with families, away from the downtown "rat race".

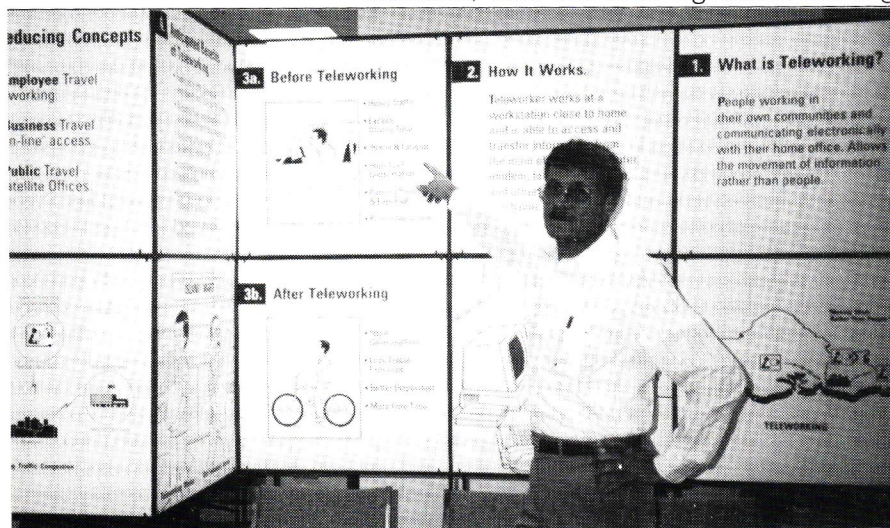
"People participating in this experiment have demonstrated increased productivity," said Eiting. "There are fewer distractions here."

This "futuristic work approach" may mean re-thinking the office environment, including the way they are designed and built. Proliferation of telework centers would force changes in government services, remarked Eiting. "These services would become more de-centralized," he said, "making the services available where the customers are and further reducing the need for downtown travel to obtain these services. Service-oriented companies could also follow the government lead."

EITING ESTIMATES telework center workers can realize annual savings greater than \$3500 on transportation costs alone. Intangible benefits include elimination of work-related stress, flexible hours for working parents and many others.

He indicated that companies would also gain because "office space is typically less expensive in suburban areas and because of the documented increase in workers' productivity".

John Eiting discusses advantages of telework centers. ▼



"Connectivity between the centers and the main office is routine; it is a natural for architects or engineers who work with CAD systems," he pointed out. Typically, telework centers incorporate local area network (LAN), with work stations or PCs located at considerable distances from mainframe computers.

Eiting explained that architects participating in such a program would require the same equipment they now use in the office.

"With computers, it doesn't matter whether you are working in a centralized office or in Tokyo," he said. "The results are the same. If speed is important, then architects may opt for a leased line."

Alternately, participants could report to the nearest center, get work assignments electronically and return to their home to do the work.

The telework concept, initiated in Hawaii, was exported to Southern California where seven centers are in operation and 43 new ones are in planning. The concept is also becoming increasingly popular in Japan.

EITING PREDICTS that a new industry will evolve with private entrepreneurs developing such centers near bedroom communities and leasing floor space and systems to interested companies.

Some companies, however, may also find it more attractive to buy space and develop their own centers.

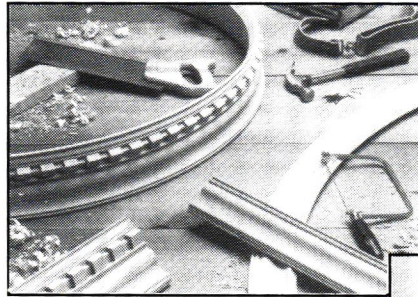
Companies involved in similar businesses could band together and share the cost of building and outfitting such centers, he said.

Eiting explained that the purpose of the Mililani telework center is to prove the concept. This has been done. It now remains for the government to convince potential users that this is a workable arrangement that would benefit employers and employees and ease traffic congestion during peak hours as well.

"We hope private enterprises will follow the government's lead," said Eiting. "We are anxious to share technical information, provide advice and help plan such centers with anyone or any company." HA

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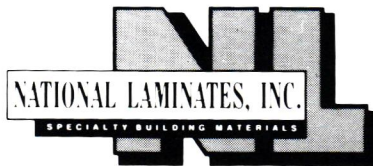
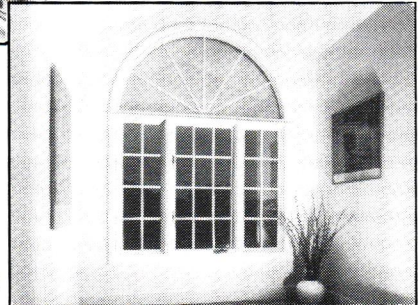


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A mini-survey Transportation Options

The surprise removal of rapid transit from the list of viable transportation options for Oahu has left the entire transportation issue in disarray. The city, county and state officials are currently reviewing other options. A few AIA members were called at random for their personal opinions on this issue. Participants were asked:

DO YOU BELIEVE rapid transit would improve the traffic conditions on Oahu's congested freeways and highways? If yes, why? If not, what are viable alternatives and why?

The following are their comments:

**Philip K. White, AIA
President, Philip K. White Associates**

Perhaps the question should be whether there is an *appropriate* mass transit system for Oahu.

THE EXCEPTIONAL NATURE and nobility of the Hawaiian environment shapes the spirit of the people who live here and influences those who visit the islands. In Hawaii, the natural gifts and the unique sense and spirit of place have been altered and masked by development and building projects.

Modern-day Oahu is a reflection of the host Hawaiian culture (warm and welcoming with love and aloha, inclusive not exclusive). The ancient ahupua'a land divisions stretched from the mountaintops, through the ridges and valleys, across the plains and beyond the shores. The land and the ocean were one. The mountains, the ocean and the multi-racial culture and people of Hawaii are the essence of Oahu and to change one of them is to change the essential quality of all.

PLANNING PROCESSES AND development projects (both private and public) must strive to enhance the exceptional spirit of place in Hawaii and changes must be measured by the

increase in quality of experience.

What has this got to do with mass transit? Everything! Winston Churchill once said, "First we shape our buildings, then they shape us." An elevated rail system will affect all of us every day and will affect each of us differently. The public discussion has not focused on the critical question of how this long ribbon of elevated concrete will alter our perception and sense of space and the long-term effect on the collective spirit of Hawaii.

WHAT IS APPROPRIATE mass transit in a mainland megalopolis is not appropriate for Hawaii. While this may sound a bit "airy-fairy," we need to come to grips with the fact that we live on some of the most expensive and precious real estate in the world, and if we can't afford to do it right, we can't afford to do it.

I haven't answered the question, rather posed more questions. As a member of the design and construction community, I have learned that the nature of the questions asked during the pre-construction stages determines the quality and viability of the end product. We need to ask ourselves the right questions.

**Gregory Field
Design Principal, Living Architecture**

At the rush hours, traffic conditions on Oahu's highways are at the worst possible state. Several factors contribute to this situation: highway design, constrictions at highway/street access, car usage and the limited number of alternative routes. Rapid transit alone will not improve the congestion on the highways at peak usage. However, a network of transportation systems and options will help to get more people to their destinations in a pleasant, cost-efficient and timely manner.

WITH ONLY A FEW concentrated employment areas many people try to get to a few places at the same time. More employment

centers would help. The state and city should make a major commitment to the second city by providing more jobs and services at Kapolei. The private sector will do likewise. Lawyers and bondsmen will follow the courts, banks will follow the money, restaurants will follow office workers.

After second city, large companies may realize they can operate efficiently in decentralized locations where office space is cheap. A business park forms, other services surround it, edge city happens. In its most virulent forms it could consume this island with parking lots. But, if planned by communities and general planning, a business center could become the center of town—an existing town or a new one. Waianae, Pearl City, Wahiawa, Mililani, Kailua, Hawaii Kai could be such towns. Smaller businesses could use the same idea.

TELEWORK CENTERS, like copy centers but with computers on modems, could link workers at remote locations with a central office. Decentralizing the university could work in a similar way: freshman year or core curriculum classes could happen at high schools with special video hook-ups.

Many types of work do not need to be done during the daylight hours. Some people would rather start their day in a more leisurely fashion, or get the kids off to school or sleep late. Others find it inconvenient to get to government services that are only offered 8 a.m. to 4 p.m. The plant is there 24 hours, yet it's being used for work only a third of that time.

By extending the hours of operation and having more than one shift more people can be served with the same capital expenditure in equipment. The state and county governments should take the lead promoting flex-time and job-sharing. A lot of construction work can be done under lights, especially road work, and be less disruptive to the public.

A NETWORK OF transportation systems should address the public needs at three levels. In compact communities, where jobs, shops and residences are in close proximity, much

of the local traffic could be handled by pedestrian paths, bikeways, jitneys and mini-buses. At the area level, safe and scenic bikeways and pedestrian paths, interconnecting parks and greenways, could link neighborhoods, communities and towns. Public transit could include shuttle buses.

On the regional level a rapid transit system that connects Kapolei with downtown and Ala Moana could form the base for an integrated transportation system. Park-n-Rides and

feeder bus lines that hub on major stations are important parts of this system. Transit-oriented development that includes affordable housing, shopping and recreation within a quarter mile of the station creates nodes of pedestrian pockets along the transit line.

IT IS ALSO IMPORTANT to use careful planning so that rapid transit does not preempt other means of transportation, or divide segments of communities. Its impact on the environment—natural and built—needs

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to be considered in the placement of routes and stations. Through downtown corridors, in Honolulu and Kapolei, the transit system should be underground or not at all.

Other elements in a regional transportation system could include express buses, passenger/vehicle ferries and HOV/carpool lanes. The state and local governments should take the lead in starting carpooling and ridesharing programs. Government workers should be given bus passes and not paid parking. Public and private school children should be given free passes.

Architects, planners, developers and county planning officials can design communities to minimize commuting.

NO ONE SOLUTION can solve the transportation problems on Oahu. The single greatest contribution will be a change in attitude concerning public transportation by the public, administrators, developers and architects.

Wes Deguchi, AIA, Managing Partner, Honolulu Office of Gima Yoshimori Miyabara Deguchi Architects, Inc.

The basis for any rational decision-making when it deals with the general public is to provide as many alternative solutions to the problem as possible. The greater the impact the problem has on the general public, the more solutions are necessary. Only by exhausting all the viable alternatives, comparing each one on an equal basis (i.e., pros, cons, cost), will the public see the issue in its proper perspective.

IN MY OPINION, much research and planning has gone into the concept of a rapid transit system. Perhaps not enough studies have been done on the alternatives.

Further consideration should be given to the ideas such as additional freeways, doubled-decked highways, more buses, more carpooling, more contra-flow lanes, staggered work hours and, one of my favorites, water transportation systems.

As an island state, we should reju-

venate the concept of using the water that surrounds us as a viable transportation system. Although critics will point out that the idea has failed, there will come a time in the future when it will succeed.

IF WE COULD STUDY ALL of our options on an equal basis, I believe that most people will find rapid transit a viable alternative for improving the traffic conditions on Oahu. A fixed rail type of transportation system is inevitable here on Oahu where land is a finite commodity and the population is steadily on the rise.

When we think of the future, we should consider not five to 10 years, but 40 to 50 years. Imagine what the traffic conditions will be 50 years from now. In the last 20 years (1970 to 1990) we have seen an increase in population for Honolulu from 631,000 to 840,000 people. At this rate, it is possible that the population in Honolulu may double in 50 years. With that many people, I'm sure we'll need all the transportation alternatives we can think of ... not to mention the ones we have yet to think of! HA

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Part I: Environmental victory or defeat?

Mount Olomana

by
Andrew
Charles
Yanoviak

Architects, by virtue of professional orientation, contribution to urban design, knowledge of the system and artistic inclination and appreciation of the arts are eminently and uniquely qualified to advise the community and government officials on environmental systems planning issues. They can also provide the community with the leadership to thwart abusive development projects.

This may sound like a heavy burden for architects to carry, and it is, but it is necessary because the welfare of the community is at stake. Architects should speak up for the environment, regardless of "intimidation" that may well be all the "rewards" they will get for their efforts. The AIA leadership encourages architect participation in affairs impacting the community and its environment.

SOME OF HAWAII'S more prominent architects—Dr. Alfred Preis, FAIA, Wesley C. Kinder, AIA and Sidney E. Snyder, Jr., AIA—to name a

few, have been successfully involved in leadership roles for decades in the Save Diamond Head Association (SDHA).

Another organization, the Save Mount Olomana Association (SMOA), was organized along SDHA lines in the late 1960s by Kailua citizens and University of Hawaii professors concerned by attempts to develop open land mauka of Kalaniana'ole highway. In the early 1970s, architect-planner Alan Sanborn, AIA, stepped in and saved the day by proposing a greenbelt master plan for greater Kailua, which rallied community and governmental support. Then SMOA, confident that bulldozers had been "neutralized" and Mount Olomana "saved," went into hibernation.

The furor over Mount Olomana had hardly subsided, when a SDHA community leader and kamaaina hotelier with vision and foresight, invited design and planning professionals and environmentalists to get involved in saving Kawai Nui Marsh in Kailua. Because the marsh was of no historical value, this appeal did not

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Kauai Civic Center After Hurricane Iniki

Save Mount Olomana Association members pose with their award-winning float with three-dimensional model of Mount Olomana after a July 4th parade in Kailua. ►

ANDREW YANOVIAK PHOTO



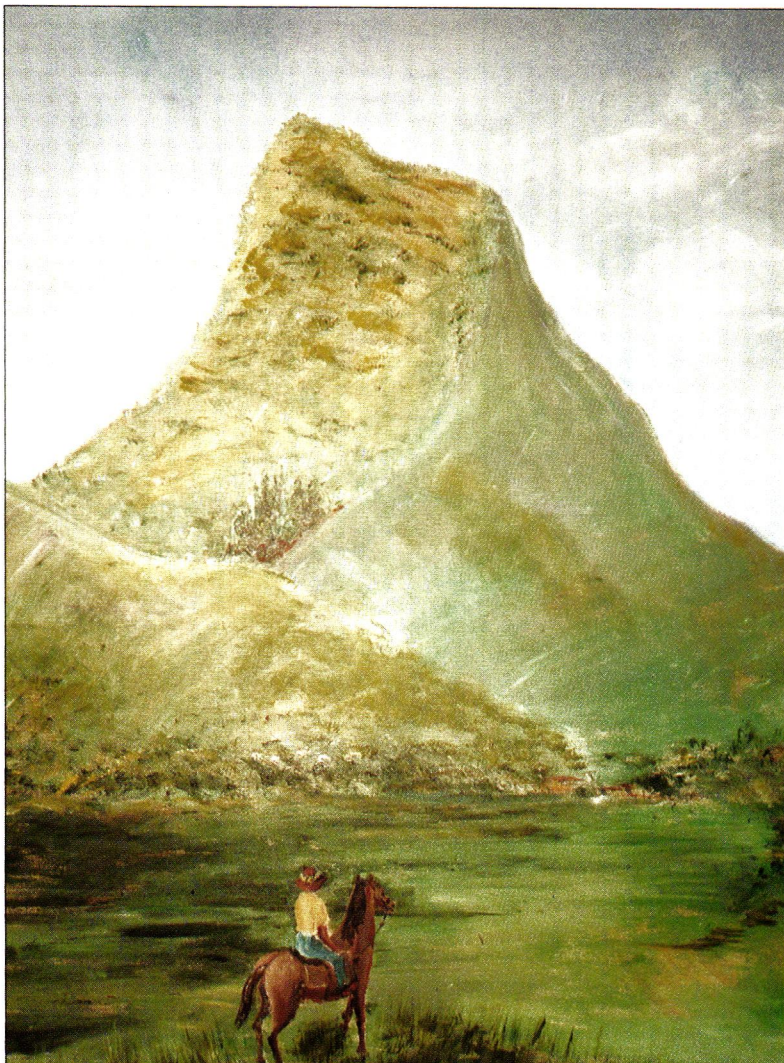
stir public and government opinion. The community, however, was in for a rude awakening when the area was proposed for high density housing development and, subsequently, a major shopping center site.

AGAIN, A KAILUA ARCHITECT-PLANNER, Robert A. Herlinger, AIA, stepped in to provide the leadership that foiled these proposals. Herlinger built a miniature three-dimensional topographical model of the entire ahupua'a of greater Kailua highlighting the hydrological watershed from the Koolau mountains to Kailua Bay. He also prepared the Kawai Nui Master Resource Development Plan for the Kawai Nui Heritage Foundation, which was adopted by residents and some government leaders.

SMOA was, once again, resurrected in the late 1980s as environmentally insensitive development plans posing a threat to Mount Olomana resumed. Volunteers gathered hundreds of signatures to qualify a ballot initiative

Painting of Mount Olomana by Daunna Yanoviak. ▼

ANDREW YANOVIAK PHOTO



and voters gave SMOA an overwhelming vote of confidence and a mandate to save and protect Mount Olomana from further devastation and annihilation.

These activities earned high praise from government quarters. SMOA became a model and a resource for other communities. Community funding for newsletters, posters, scale models and parade floats has also been generous.

THESE SIGNS OF "SUCCESS" would seem to indicate that the organization has won not only a major battle, but the war for the environment. Not so! The "system" is the basic problem. Many government agencies "favor" land owners and developers and ignore public input on issues affecting the well-being of communities, regardless of their validity.

SMOA invested thousands of volunteer hours to prevent implementation of an illegal residential project without DLU/LUO imposed height limits from encroaching on a main ridge line at the foothills of Mount Olomana. In retrospect, SMOA leadership could have purchased the conservation zoned property outright, demolished the structures, provided new trees, landscaping and gradual restoration of grading scars and turned over the fully restored parcels to the state for passive park use.

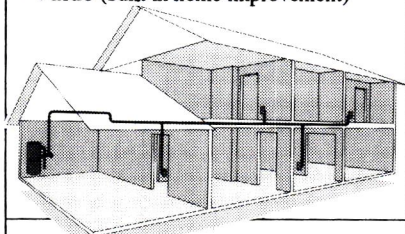
This huge investment of "wasted" human resources to convince government officials to apply and enforce existing laws, regulations and codes—for this one project—cannot be categorized as "winning." There is no glory or satisfaction in the small fines levied by the government against these projects, done at taxpayer expense and with the intent to wear down and neutralize the opposition on issues affecting the community. **HA**

► Andrew Charles Yanoviak, AIA, CSI, is chairperson of the HC/AIA Committee on the Environment and president of the SMOA.

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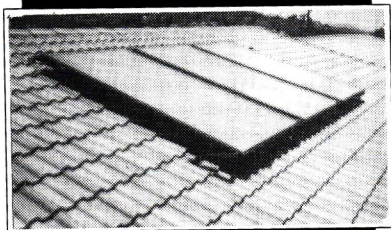
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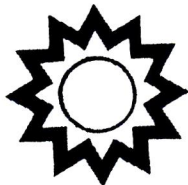
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A community design experience Transit Stations

by
Gregory
Hee

During the inception of the Honolulu Rapid Transit Program (H RTP), the city's administration recognized that the transit stations needed to be contextual to their neighborhoods and that to accomplish this, community design input would be necessary. This goal was reflected in the Request for Proposals (RFP). The RFP specified that the system contractor would only furnish the systems and platform structure for the stations, and that station finishes, landscaping and art program would be handled under separate city-let contracts.

As a result, the design of the transit stations became a two-fold effort, which involved defining the technical aspects and community participation and input in station design. To assist in the planning and engineering efforts, the city contracted ICF Kaiser Engineers, Inc., as its prime general engineering consultant.

THE TECHNICAL ASPECTS of the project involved station function, code requirements, patron comfort and security, operations and the selected system's specific requirements. The city's efforts focused on coordinating with the system contractor, and generating and assembling the technical information to be used by the station architects. Key to this task was the creation of a Preliminary Engineering Design Manual to provide system-wide station guidelines for station spatial organization, circulation, safety, security, materials, lighting, environmental control and prototypical station design requirements.

Community participation

Phase I, preliminary engineering for the H RTP was kicked off in October 1991, with the selection of the system contractor, the Oahu Transit Group. With less than one year to complete Phase 1, assembling the needed information to

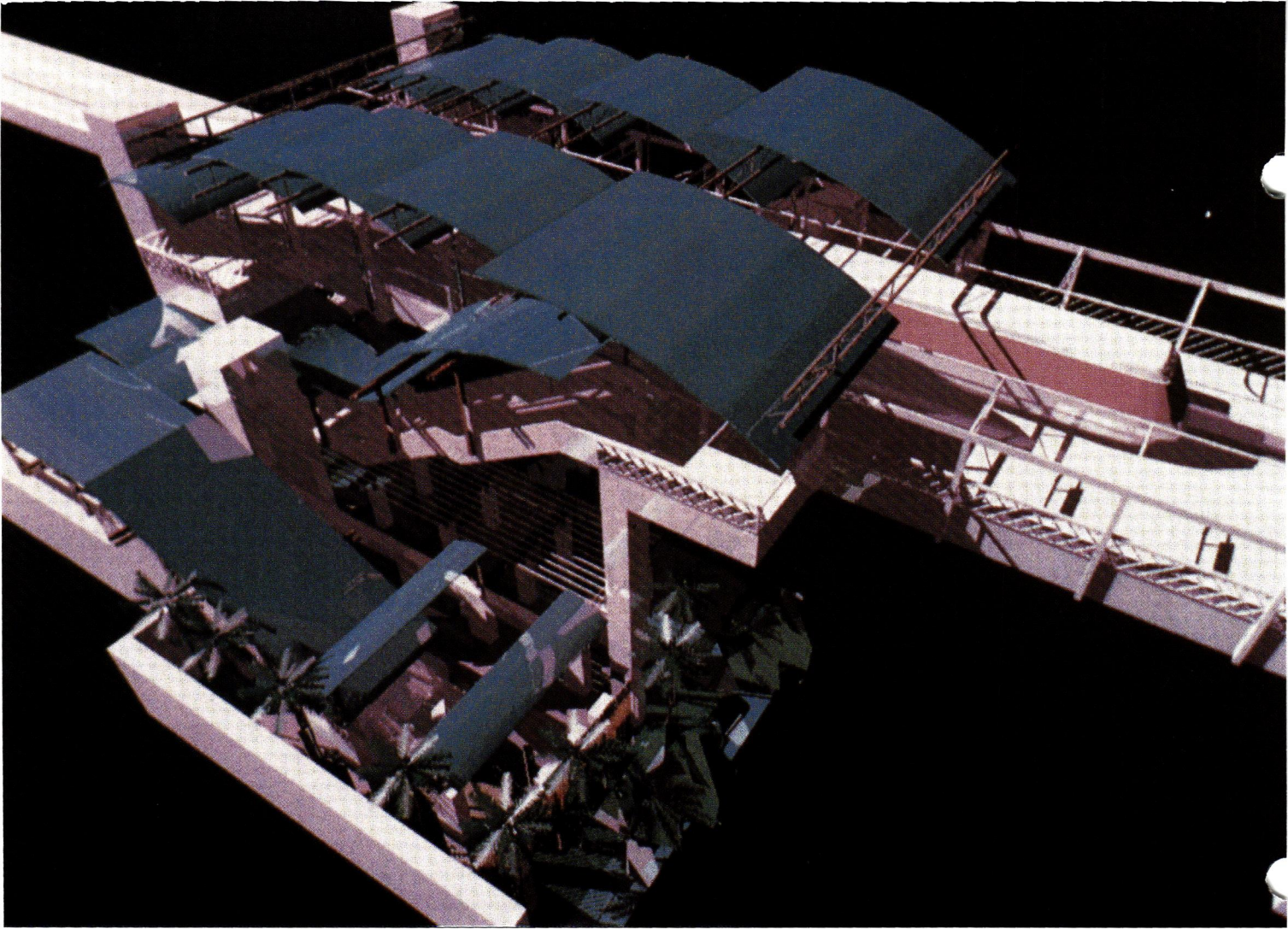
begin the public participation process was a priority. The 22 proposed transit stations were grouped into "families" based on general community associations, and assigned to eight Community Advisory Committees (CACs) in January 1992. Initial CAC meetings focused on providing input on the location and configuration of the rapid transit station, and educating participants as to how the system and transit stations would function. All meetings were open to the public.

IN APRIL, EIGHT architectural firms were selected to work with the CACs. Their assessment of the urban character surrounding each station was used to facilitate discussions on community identity, design opportunities and possible architectural expressions for the transit stations. Preliminary architectural concepts were formally submitted to the DTS in August, 1992. These concepts enabled the city to evaluate system image, station construction costs and areas requiring coordination with the system contractor.

Experiences

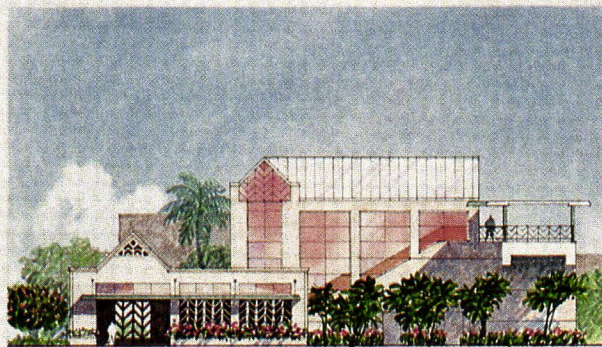
The aggressive schedule helped to focus discussions on specific topics. The city's decision to have each CAC meeting moderated by its own elected chairperson proved to be a successful strategy in maintaining CAC ownership and identity.

CITY NON-INVOLVEMENT in the formulation of ideas for the station architecture afforded the CACs and their architects an opportunity in Phase 1 to explore architectural expression. Close coordination between the architects and the DTS was required since these concepts would eventually need to meet budget, maintenance and operation requirements. Integral with this was each architect's ability to bring a positive design process to the CACs. Given eight architectural firms, this success

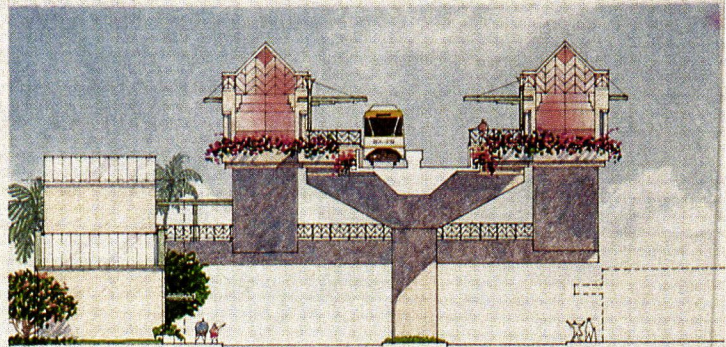


Proposed Kakaako station by Urban Works, Inc. ▲

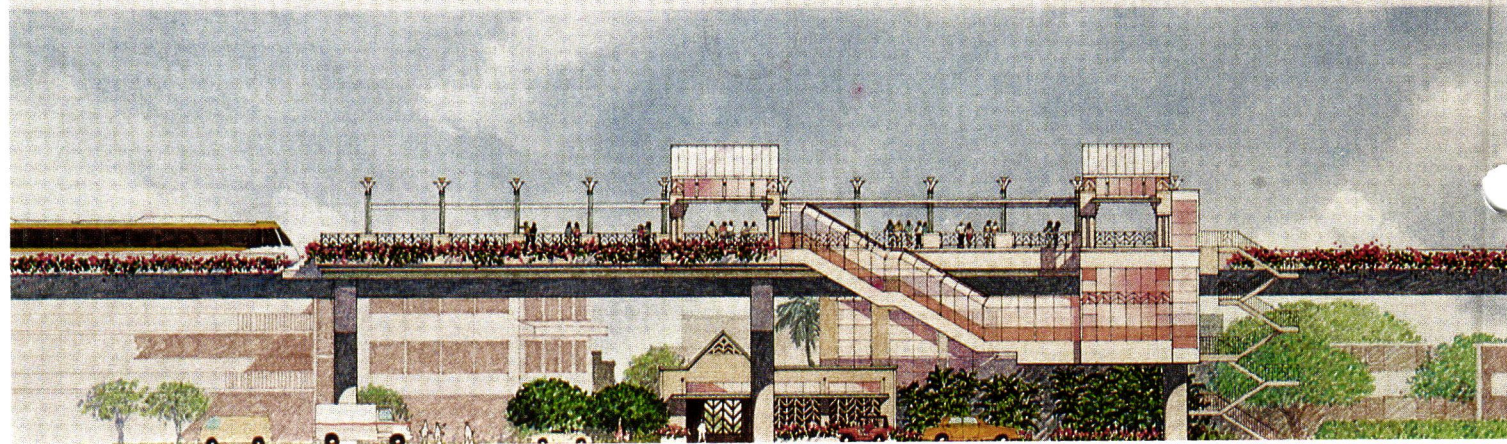
University/King station by Group 70 International. ▼

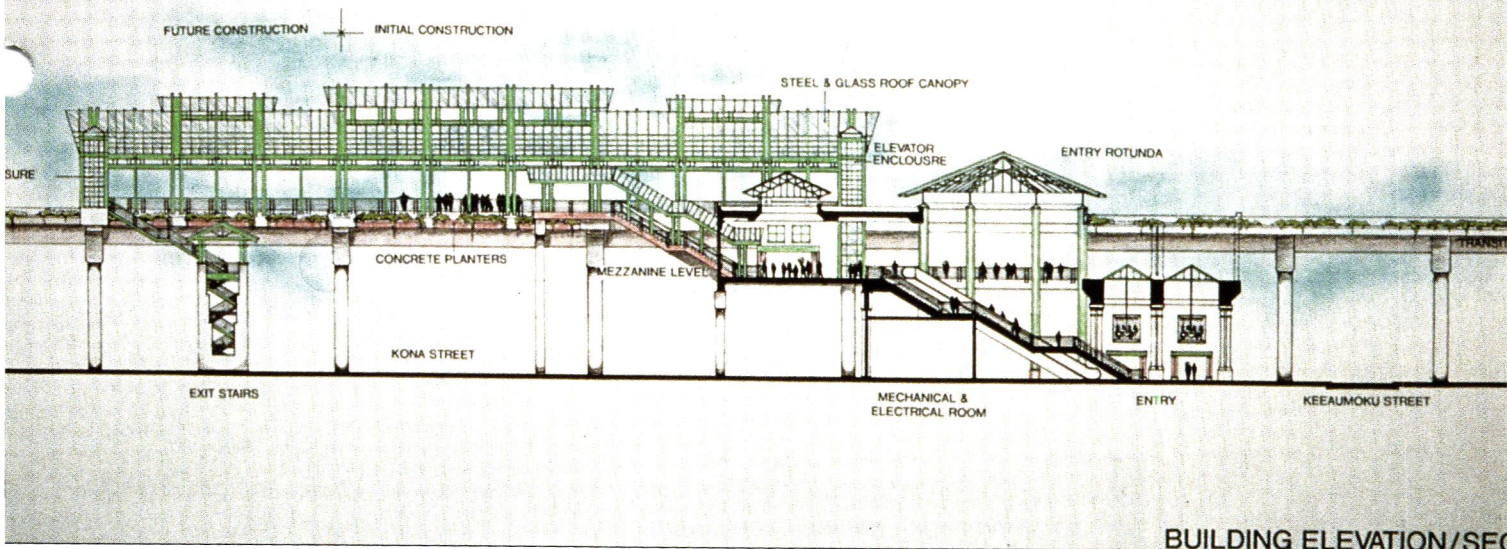


Touch Down - West Elevation
Scale 1" = 10'-0"



North Elevation
Scale 1" = 10'-0"





BUILDING ELEVATION/SECTION

▲ Ala Moana Center station by Wimberly Allison Tong & Goo.

varied to a degree.

It was important for participants to recognize that changes would take place as part of the refinement process that occurs in preliminary engineering.

LASTLY, IT WAS IMPORTANT to recognize that timely responses to requests for information were very critical to the community's perception of the process. However, sporadic attendance in some CACs made flow of information difficult. Therefore, it must be emphasized in the process that community participation is a cooperative effort and that attendance is crucial to its success.

An exhibit of the preliminary design concepts on Aug. 22, 1992, at the Honolulu Academy of Arts enabled the CACs and the general public to judge the effectiveness of their efforts.

The diversity of station designs was judged healthy in response to the individuality of the neighborhoods, but somewhat fragmented in terms of establishing a "system" image. However, stations, such as at Waiawa, Aloha Stadium, Ala Moana Center, were singled out as

demanding special architectural attention to meet urban design considerations.

The architecture of the transit stations should reflect Hawaii. The public readily acknowledged station designs and recognized indoor/outdoor relationships, provided for a garden-like treatment of station entrances, had strong neighborhood contextualism and incorporated Hawaiian motifs into the station designs.

STATION MASS WAS viewed as problematic in many locations, partially because some CACs asked the architects to produce stations that emulated buildings. The Academy of Arts exhibit was part of this self-discovery and at subsequent CAC meetings, architects were redirected to "lighten up" station designs.

Should approvals be given to proceed with Phase 2, design and construction, the CACs will provide further input and design review on transit stations, landscaping and the art program. **HA**

♦ Gregory Hee is Head of Architecture, Rapid Transit Division, Department of Transportation Services, City and County of Honolulu.

Rapid transit advisory architects

Eight architectural firms worked on preliminary design concepts reflecting the unique needs of each community.

Firm/Architects

DMJM Hawaii (John Condrey, AIA, Joe Hand)	Waiawa, Pearl City, Pearlridge
Sam Chang Architects & Associates (Tony Wilkins, AIA)	Aloha Stadium, Airport, Lagoon
Design Partners, Inc. (Alan Tarumoto, AIA, Owen Chock, AIA)	Arizona Memorial, Makatapa Gate
AM Partners, Inc. (Brian Takahashi, AIA, Kenneth Park, AIA)	Dillingham Plaza, HCC
Architects Hawaii, Ltd. (David Miller, AIA, Darrell G. Welch Jr., AIA)	Kaaahi, Nimitz/Smith, Nimitz/Fort
Urban Works, Inc. (Lorrin Matsunaga, AIA, Kelvin Ono, AIA)	Halekauwila/South, Halekauwila/Ahui, Neal
	Blaisdell Center, Piikoi
Wimberly Allison Tong and Goo (Thomas Walsh, AIA, Eugene Watanabe, AIA)	Ala Moana, Kalakaua/Kapiolani
Group 70 International (James Nishimoto, AIA, Francis Oda, AIA, George Atta)	Iserberg, University/King, UH/Quarry

Stations

Competing with the SOV Site Design

by
Darrlyn
Bunda

In an effort to reduce traffic congestion, transportation demand management (TDM) attempts to shift travel from the single-occupant vehicle (SOV) to transit and other ridesharing modes, such as carpools, bicycles, even walking. In other words, TDM programs are being reeled upon to counter decades of reliance on the private vehicle, to revive interest in transit and promote ridesharing activities.

The success of TDM in meeting its objective, depends on **1)** the availability and accessibility of attractive transportation alternatives and **2)** an environment that is transit-oriented and rideshare-friendly. Without these two important elements, no amount of transit subsidies, high-occupancy vehicle (HOV) lanes and other incentives to rideshare can significantly influence travel behavior. Why? Because alternatives here have to compete with the SOV. The decision to change travel modes will always be based on whether the alternative is as convenient and reliable as the automobile. Thus, site design, with its ability to shape the transportation orientation of land use patterns, plays a critical role in TDM and traffic mitigation efforts.

BY CREATING AN environment that is conducive to transit operations and ridesharing activities, site design provides the opportunity to level the playing field and allow public transportation alternatives to compete with the SOV. Residential and commercial developments that integrate transit, strategic parking sites, bicycle and pedestrian facilities into the site plans increase the attractiveness and accessibility of travel alternatives and reduce the reli-

ance on the private vehicle. And this strengthens TDM efforts to reduce traffic.

Two major considerations that should guide the design process are 1) will it easily accommodate public transit services and 2) will it encourage transit use and pedestrian activities?

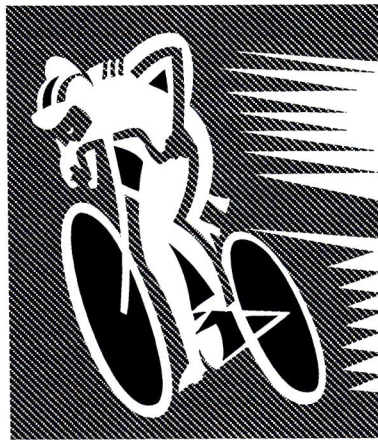
TRANSIT PLANNING MUST be integrated early in the design process. Therefore, the establishment of a planning partnership with the public transit authority is an important first step and cannot be more strongly emphasized. By working together, it will ensure that proper considerations are given to the roadway network to accommodate transit vehicles and facilities and, ultimately, that efficient transit and pedestrian circulation patterns will result. This early involvement by the transit authority also helps to initiate the planned integration of future transit services into the system.

Equally important to transit planning is the placement of parking. This will be a key factor in encouraging transit and pedestrian activities, and will guide efficient transit circulation patterns. The placement of parking should enhance transit and pedestrian accessibility, not present a major barrier that favors automobile use.

Of course, other considerations must be factored into the final plan. However, the ultimate product should be the design of a transit-friendly, transportation-efficient environment.

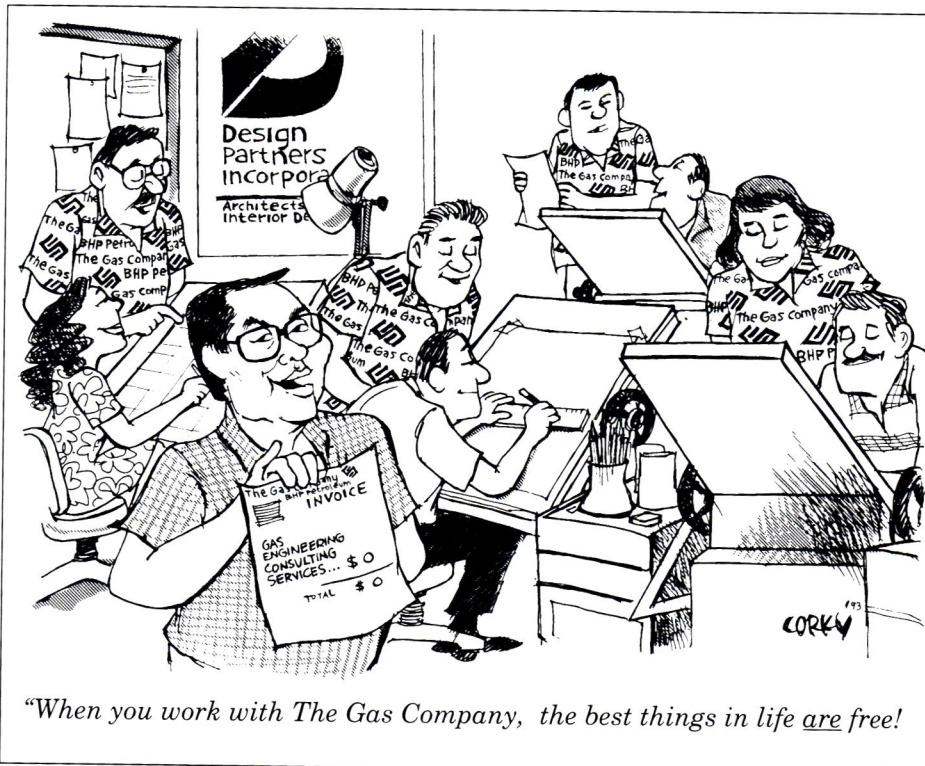
HA

♦ Darrlyn Bunda is executive director, Leeward Oahu Transportation Management Association (LOTMA).



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Award of Excellence Single-Family Residence

G. Richard Geldbaugh, AIA
Halaulani O Kahala

In 1990 developer Michael Shinn of Michael Shinn & Associates asked G. Richard Geldbaugh, AIA, to design a large house to be constructed in Kahala that would give a feeling of timeless, tropical and indigenous architecture.

Under the direction of the design team, craftsmen, artists and designers were brought together to realize this vision—Halaulani O Kahala—a residence with 8,500 square feet of living space.

The design concept that evolved captures not only the tropical timeless qualities and spaciousness, but also makes a fresh, new statement of contemporary living and elegance.

The detailing is a careful blend of transitional and contemporary elements of style which keep the residence exciting and emotional while maintaining a sense of tradition and dignity.

Wood, slate, limestone, marble, granite and copper are combined in such a way that they complement and enhance each others, while at the same time being restrained. The house, on a 17,200-square-foot lot, is constructed of all natural materials, with careful detailing of wood and stone which combine to create a feeling of substance, quality, permanence and craftsmanship.

The pool and waterfall become a central focus with cascades filling the courtyard with sound and movement that complement the lush landscaping creating a sense of privacy without a "walled-in" feel.

Every room in this 5-bedroom/5-bath house has courtyard views and lanais overlooking the pool.

The outdoor pavilion acts as a link between the main house and guest wing, while providing an elegant, open covered space which defines the courtyard and allows the space to breathe. **HA**

CREDITS

Developer:

Michael Shinn & Associates

Architect:

G. Richard Geldbaugh, AIA

Principal in charge:

G. Richard Geldbaugh, AIA

Project design team:

Christopher Hyde Belknap,

Stephen Ball, AIA

Interiors:

June Alpeter

General contractor:

Michael Shinn

Construction coordinator:

Paul Alejado



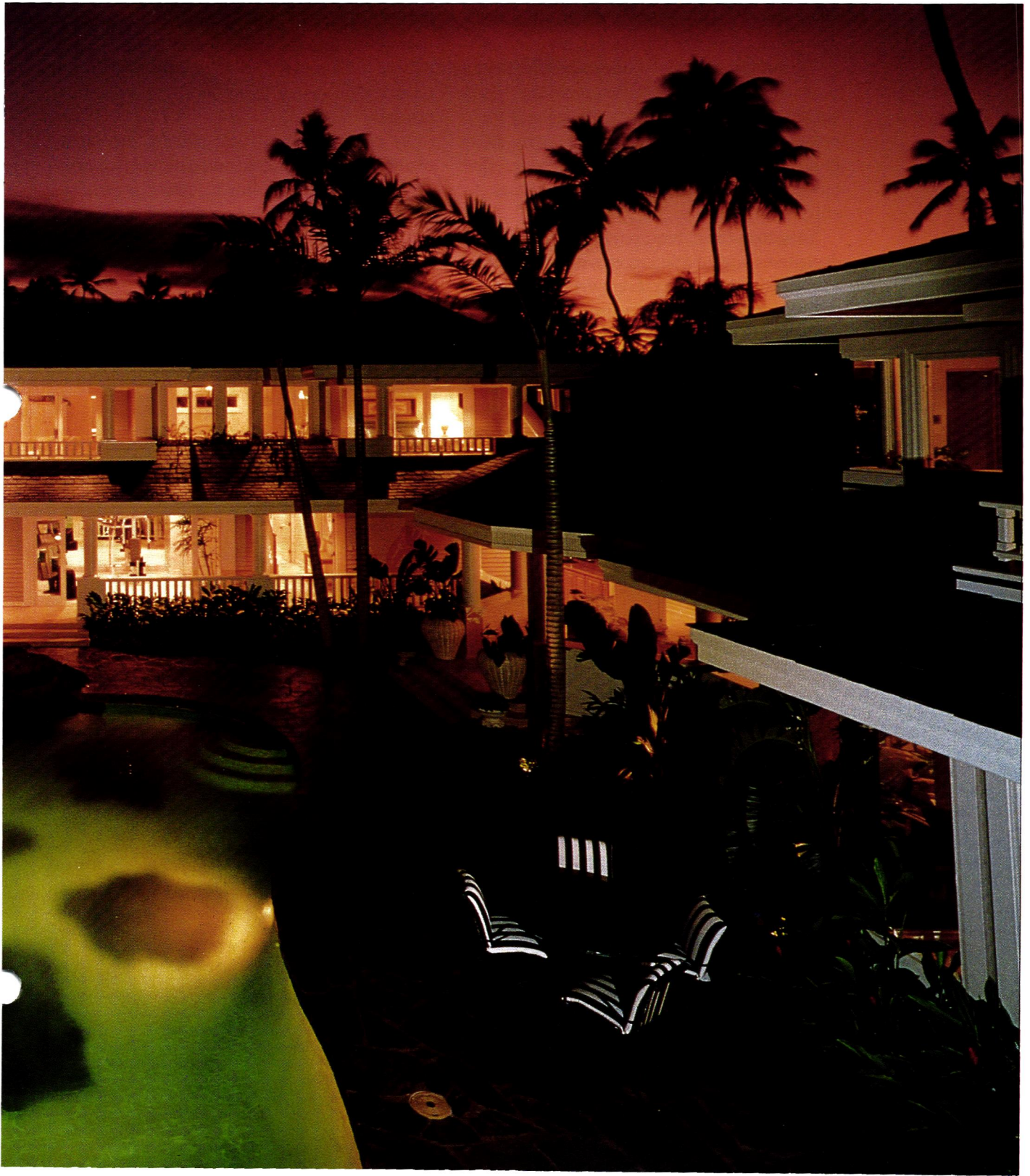
Jury's Comments

The jury complimented the residence's thoughtful period detailing and its skillful siting around artistic water features and lush tropical landscaping.

One juror's comment was, simply, "Fabulous!"

Courtyard pool and waterfall are the central focus of this spacious and elegant Kahala home.

ED ESPERO PRODUCTION PHOTO





Award of Merit Renovation and Addition

Taylor Cockerham, AIA
Robison Residence

In 1991, L. Taylor Cockerham, AIA, was contracted by Birch and Ruth Robison to renovate and add-on to their single family residence on the Big Island.

The project called for renovation of an existing bath, the addition of a garden room that would satisfy Birch's interest in gardening and which would be large enough for a modern dance group to practice in (Ruth is an accomplished modern dancer) and comfortable enough for entertaining or lounging.

To satisfy these requirements, the architect designed a large garden room with an 'island' or half wall dividers. The placement of the dividers created an entry vestibule, a foyer which doubles as the buffet as well as provide access to utility, powder room, closets and lanai.

This approach proved successful. The bay in the garden room became the lounging area which the clients promptly named the "prow." The prow is raised and provides the best view of the bay. The main room and lanai looks out over

Birch's gardens.

Trusses were used, for a beam down the middle was impossible because of the length of the room. The top chord and collar tie are double 2 X's and within the cavity of the collar tie are small voltage lights, which look like stars at night.

In agreement with the clients, everything inside the white is in red and deep tone colors—Algerian red, jungle green, celery green, two shades of periwinkle blue, eggplant purple and gold.

CREDITS:

Owner:

Birch and Ruth Robison

Architect:

L. Taylor Cockerham, AIA

Furnishings:

Jeffrey Nielson Roth

General Contractor:

Wooden Joint Construction

A fireplace adds
ambiance to the
multi-purpose
garden room. ▼

JEFFREY NIELSON ROTH
PHOTOS



Jury's Comments:

Members of the jury said that "the spare use of materials, forms, details and the pleasant colors have successfully created a clean contemporary addition to a plantation style residence."



▲ This multi-purpose room overlooks the garden on one side and the ocean on the other, and provides ample space for dance rehearsals, lounging and entertainment.

Exterior view of the Robison's plantation-style home as seen from the rear. ▼



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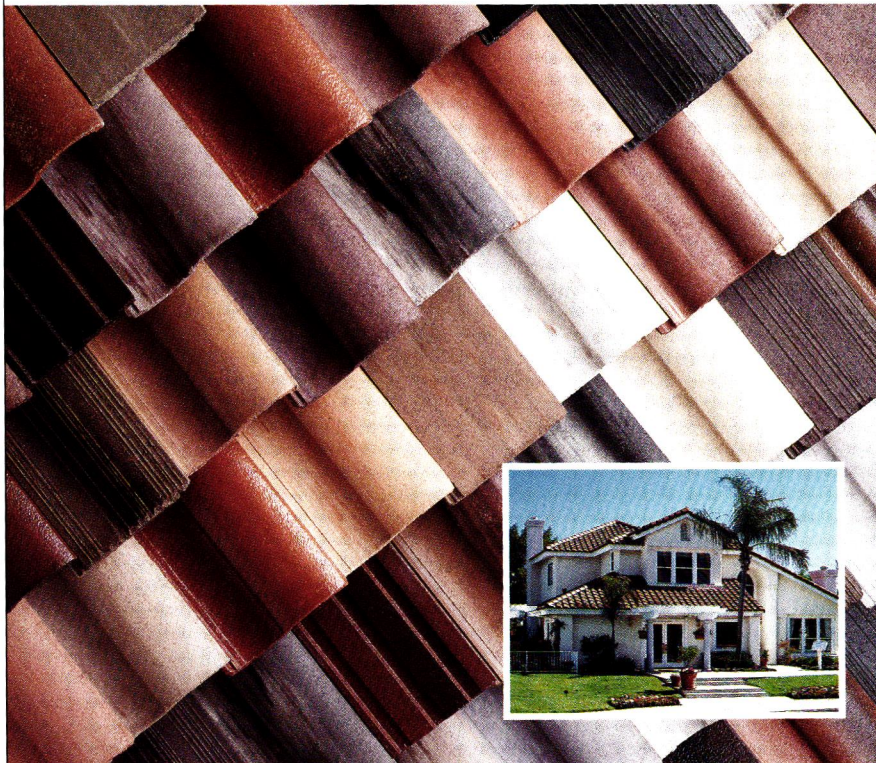
The preservative in HI-BOR® PTW protects wood from attack and destruction by a wide range of wood-destroying organisms, including the drywood and subterranean (Formosan) termites found in Hawaii, organisms responsible for causing dry rot and fungal decay, wood boring beetles and carpenter ants.

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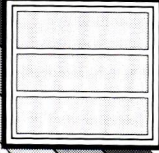
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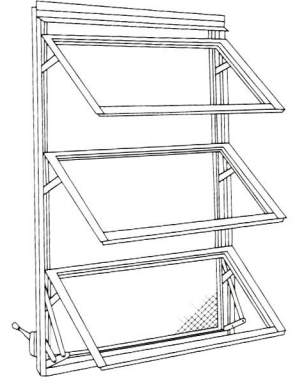
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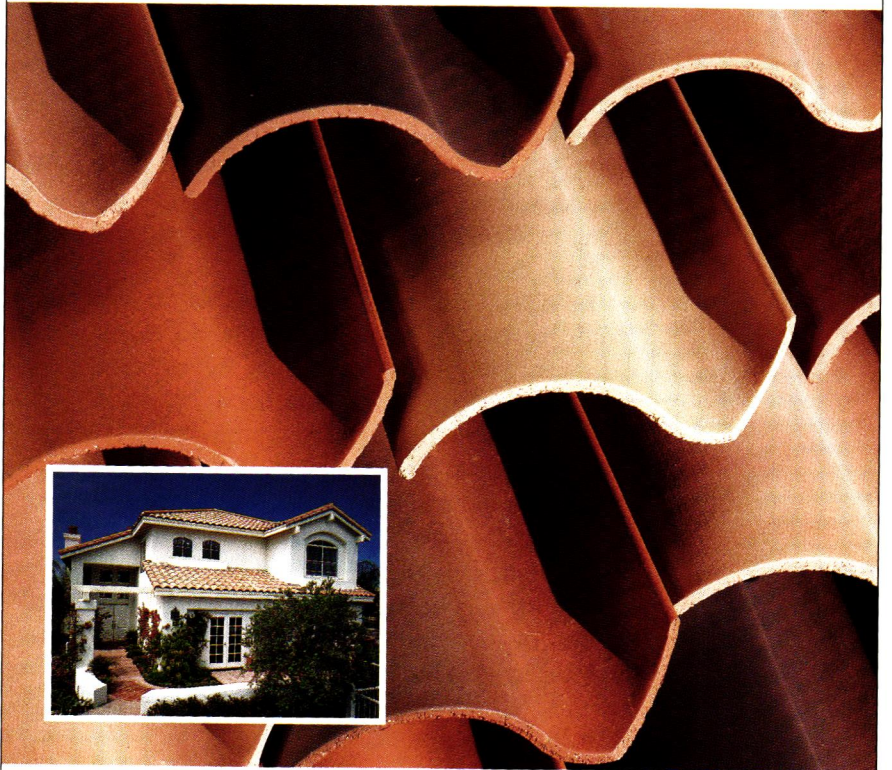
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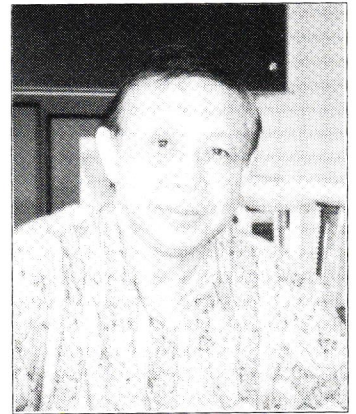


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Thinking and planning ahead
Oahu Zoning



Calvin Ching

by
**Calvin
Ching**

The success of applicants with approved zoning permits is generally attributed to five major factors: 1) knowledge of how to use the Land Use Ordinance (LUO); 2) public participation; 3) addressing the issues; 4) community benefits; and 5) constant follow-up.

The Land Use Ordinance

The LUO replaced the Comprehensive Zoning Code in 1986. It defines zoning districts, establishes development standards and procedures for various land use permits. These procedures are described in Section 8 of the LUO and should be familiar to anyone considering filing for a land use permit with the Department of Land Utilization (DLU).

ESSENTIALLY, BEFORE APPLYING for any land use permit the applicant should check whether the proposed use and density are consistent with the Oahu General Plan and Development Plan and allowed within the existing or proposed zoning district. Can the existing infrastructure (water, sewer and street systems) accommodate the proposed use and density? What are the beneficial and adverse effects of the project to the surrounding residents? Are environmental program requirements (e.g., EIS) being met?

Public Participation

Whenever "public participation" is mentioned, a tinge of anxiety, frustration or fear is usually detected. Although not formally required by the LUO for many permits, applicants of projects should discuss their proposals with residents during early planning stages to further assess the impact on the community.

THIS IS A COMMON FAILURE of most applicants and can not only polarize neighborhoods regarding a project but can cause unnecessary delays at the tail end of the processing period. Avoidance of any community input prior to an application submission in this day and age is

ludicrous and foolhardy. Our staff has witnessed many good and economically viable projects terminated because of the applicant's failure to recognize the importance of public participation.

However, approval or denial of a land use permit is not a popularity contest. Although it helps to have community support, decisions are made on the basis of the social and environmental impact on the surrounding neighborhood as well as the physical impact on infrastructure.

Addressing the Issues

Most of the delays in processing can be attributed to minor problems ignored by the applicant in the submittal. Prior to submitting an application the applicant or the agent should contact the DLU staff to ensure that all substantive issues are considered or are at least addressed prior to the granting approval of the land use permit.

A common error by applicants is to disregard site and/or community impact in land use applications. Several years ago the DLU reviewed an application for an outdoor skating rink proposed for the Pearl City area. At the public hearing, two elderly Japanese women living on the adjoining lot meekly protested against the noise of the outdoor loudspeakers and the activity from the skating rink. The DLU agreed that the noise would have a negative effect on the health and comfort of nearby residents and denied the permit. Thus, rather than voluntarily proposing mitigation measures addressing the affects, the applicant risks outright denial or having to comply with conditions imposed by the DLU or city council, which may be significantly more costly.

Community Benefits

The conversion of large tracts of land from agriculture to urban uses undeniably provides large windfall profits to applicants requesting

rezoning approval. The city has instituted a policy requiring community benefits in the form of cash, land or dwelling units for affordable housing, as well as public amenities. These amenities may be as simple as providing additional parking or a sidewalk or as complex as fixing existing problems affecting an adjacent older community.

Applicants of major projects should know the city's community benefit assessment requirements and should be prepared to address this issue if they are serious about initiating rezoning action on Oahu. The scope of the negotiated benefits is expected to be proportional to the financial gains of the developer and needs to be coordinated with city agencies and the city council.

Constant Follow-up

A person who submits an application to any city or state agency and fails to follow up on its status after a reasonable processing period is not

looking out for clients or personal interests. Applicants are encouraged to have open dialogues with the DLU staff regarding their projects. These dialogues keep the applicant aware of the progress of the project, while the DLU staff is kept aware of recent project changes. At public hearings it is not unusual for the DLU staff to find out that the applicant had revised the project and failed to advise the DLU of the changes. This is embarrassing to both parties and deferral of action by the Planning Commission triggers project delays.

THE DLU STAFF has seen major projects flow through the land use process with ease while minor projects encounter so many processing problems that the application either is denied or withdrawn for re-submittal at a later date. Since processing fees are nonrefundable, this adds to costs. Furthermore, depending on circumstances, a project may not be eligible for re-submittal to the DLU for one year after withdrawal or denial.

Generally speaking, problems can

be avoided by submitting an application only after a careful evaluation of LUO requirements, having given the public an opportunity for review in early planning stages of the project, examining all potential problems and proposing measures to mitigate them, and maintaining a constant dialogue with the DLU staff. For projects of major significance, the issue of community benefits should not be forgotten.

The DLU recognizes that areas within the land use process could be improved; the DLU staff is open to suggestions and is also sensitive to the "bureaucratic process" and the importance of not getting overwhelmed by land use regulations currently in place. Hopefully, in the near future, the process will become less painful and formidable as proposals to streamline the process are adopted and implemented by the city.

HA

♦♦ Calvin Chin is Zoning Division Chief, City and County of Honolulu.



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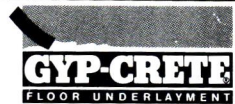
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Developing a better city Teaching Teachers

by
Mele
Pocherava

Kupuna Moses Pakaki, left, with DOE's Hawaiian Studies program, and Randy Scoville, workshop participants, display cardboard box model city. ▼

MARY VAN DE VEN PHOTO

Highlands Intermediate School science teacher Randy Scoville has added a new dimension to his environmental studies unit in the last couple of years. Now, along with topics like pollution, garbage and rain forest, his curriculum incorporates land planning, zoning and other issues dealing with the built environment.

Scoville is a 1990 "graduate" of a two-day teacher workshop on the built environment, sponsored by the Estate of James Campbell. He has adapted several of the workshop's learning tools to his classroom exercises.

In the three years that the annual workshop has been held, some 75 Leeward District Educators from elementary through high school have participated. The Department of Education estimates that already more than 1,000

students have benefited from the program.

THE PURPOSE OF THE WORKSHOPS, says Campbell Estate Manager of Land Planning Henry Eng, is to provide a learning experience about the process, issues, concerns and opportunities of land planning and development, using the City of Kapolei as a model. This material can then be integrated into the teachers' respective subject areas, whether it be math, science, art, computer technology or social sciences.

"With a better understanding of the language of developers, educators can teach this complex subject matter more effectively," Eng says. "They can help students take an interest in the changes taking place in their community, and help them become informed participants in community planning."

Workshop facilitator Ramona Mullahey, principal of the Honolulu planning and educational consulting firm of Mullahey & Mullahey, notes there is a growing trend nationally for planners to get involved in kindergarten through grade 12 education. She introduced the concept to Campbell Estate three years ago and has facilitated their DOE workshop program ever since.

"Campbell Estate is a pioneer in its commitment to get the community, especially schools, informed about the City of Kapolei and, in the larger context, about the land planning process in Hawaii," Mullahey says. She notes, however, that although a person's perspective or development may shift through a better understanding of the subject, that is not the primary objective of this workshop. Mullahey adds that the teachers' experience "gives them a better context of the complexity of the development process, and they're always amazed at how long it takes."

DURING THE WORKSHOP, participants take



part in a role simulation game, "Dilemmas of Development," designed by the Urban Land Institute. They are divided into teams and assume the roles of developer, land planner, concerned citizen and government official, involved in the development of a large-scale, mixed-use project, not unlike the phased development of Kapolei. The process takes the teachers from creation of a master plan for a hypothetical 620-acre parcel, through mock public hearings and zone-change approval.

The final exercise involves participants in actually building and laying out a "box city." Using cardboard boxes and other available materials, the teachers take their master plan from its conceptual form to a 3D model.

"I learned a lot about city ordinances ... it was a real eye-opener," commented one recent participant.

Another echoed the sentiments of several teachers: "I will follow the Kapolei development more closely now. I used to think it was just another housing project."

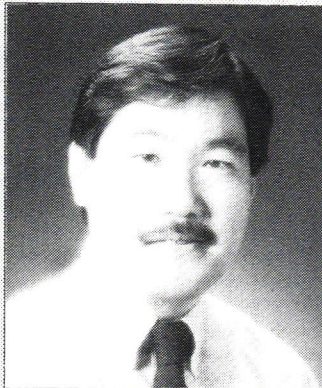
CAMPBELL ESTATE TRUSTEE Wade McVay also attended the recent workshop. He was surprised at how quickly the participants assimilated the material and how sensitive they were to various issues without being formally trained. "The workshop illustrates how people with open minds can analyze a problem and come up with a consensus that's workable."

That is probably the workshop's real bottom line: to impart a "we can do it together" attitude to the community through creative problem-solving. **HA**

◆ Mele Pochereva is a public relations specialist and free-lance writer.

Workshop Observations

The Leeward District educators' workshop sponsored by the Campbell Estate was an excellent, "hands-on" participatory experience. Focusing on urban development as a dynamic, interactive process that engages creative problem-solving skills was an effective way to embrace an often tedious and laborious issue.



Gerald Takano

The simulation game and other activities gave each educator an opportunity to challenge preconceived notions about development. Given layers of difficult political, economical, social, cultural and environmental factors affecting cities and towns, each person was faced with major design decisions. The built environment became more than individual, fragmented buildings, but an integrated and composite urban order full of propitious experiences and activities.

Throughout these workshops, it was evident that participants envision a perfect, utopian environment. These visions are shaped by past experiences and individuals pursue universal, usually compro-

mised ideals. Design and planning professionals are tempered by obstacles that test beliefs in this ideal setting. The visionary objectives cannot be attained without the proper tools, resources and support necessary to influence change. Major players who help shape communities are those willing to tackle the complex system

and who actively participate in substantial processes. People need other people outside the design and planning realm, such as educators, to help promote quality design and planning in Hawaii.

My task was to present architectural and planning considerations applicable to the educators' workshop roles in the simulation game. I was asked to provide the group with examples of architecture and urban design expressive of a particular quality applicable to Hawaii. During these past workshops, my basic approach has been through a visual identification and analysis of responsive solutions to various societal expectations. Simple design exercises on contextualism and the impact of new projects have also proven success-

ful.

For me, these workshop experiences are truly enlightening. I realize that the development issues in Hawaii is a difficult and yet provocative one. On one hand, there are the ubiquitous political and economical realities of design and planning that we must face daily. Yet there is always our perfection-driven optimism that convinces us to integrate other functional necessities, aesthetic expectations, social/cultural/historical associations and noble community aspirations. Equipped with intellectual and emotive familiarities of design and planning issues, I feel that educators can heighten public awareness of the complexity and implications of development. Collaborations with educators help promote a dynamic interchange of ideas through dialogues, discussions and constructive debates on built environment and its responsiveness to Hawaii and the global format. **HA**

◆ Gerald Takano is manager of Planning Services for Media Five Ltd. and is a part-time instructor at the School of Architecture, University of Hawaii, Manoa Campus. He is also an advisor to the National Trust for Historic Places.

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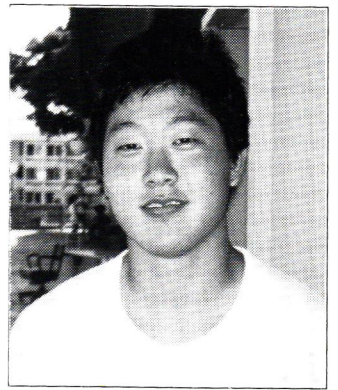


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Keith Urada

Getting students involved Bus Shelters

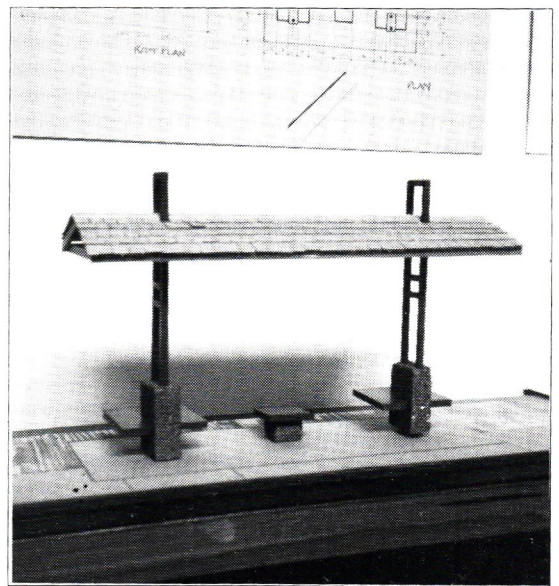
by
Dayle
Tokotake

University of Hawaii School of Architecture students recently participated in a prototype bus shelter competition co-sponsored by Gima Yoshimori Miyabara Deguchi Associates, Inc. (GYA), the City and County of Honolulu and the UH School of Architecture. As a community service, GYA set out to design new bus shelters conforming to the Americans with Disabilities Act (ADA) standards.

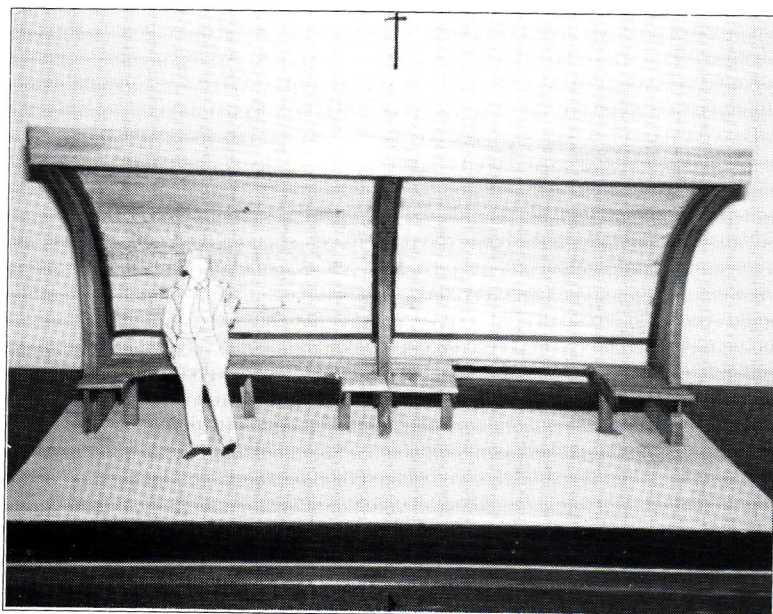
GYA asked the UH School of Architecture to participate in this event. The intent of the competition was to provide participating architecture students opportunities for school credit and a chance for public recognition and cash awards.

Participating 200-level students interviewed GYA and the city and county Public Transit

Student Keith Urada's entry won first place in the bus shelter competition. ▼



▲ The second place award in the bus shelter competition went to student Thomas Silvius.



Authority to establish design parameters, including size requirements and bus shelter aesthetics. In addition, the design was to be economical, have a Hawaiian theme and be simple enough to be constructed by community volunteers.

The entries were judged by Morris Watanabe and Edwin Masuoka from the city and county; Wes Deguchi, AIA, and Lawrence Ueki, AIA, from GYA; and Gordon Tyau, AIA, and Leighton Liu from the School of Architecture.

The winning shelter design entry was submitted by Keith Urada; awards for second and third place and honorable mention were submitted by Thomas Silvius, Coleen Sugita and Christina Uebelen, respectively. HA

◆ Dayle Tokotake is a student, University of Hawaii School of Architecture.



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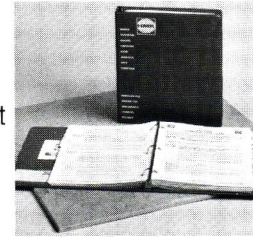
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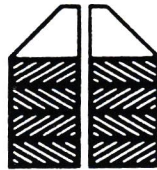
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Ferry System Still Afloat

The state's commuter ferry system may be temporarily on dry docks, but it hasn't sunk according to state department transportation (DOT) officials. DOT in December abruptly discontinued its first leg of ferry commute service between Barbers Point and Honolulu because of "poor ridership."

Marilyn Kali, DOT Public Information Officer said the service was suspended for six months to give San Diego Shipbuilding and Repair, Inc. (SDSR), operators of the system, a "chance to cut their losses and prepare a viable marketing program."

"Nothing has changed," said Kali.

"We're proceeding as planned."

DOT and SDSR are negotiating with the Navy for landing rights and public access to Pearl Harbor ship docks, which they believe would increase ridership.

The 45-minute trip between Barbers Point and downtown provided an alternative to the congested roadways for commuters.

However, the modern, multi-million dollar Seajet-I Catamaran, capable of carrying 400 passengers, was being used by less than a dozen persons and SDSR was operating the system at a \$10,000 deficit a day, prompting DOT action.

The DOT blames lack of marketing plans and the fact that Barbers Point is in a sparsely populated area for the system's failure to attract commuters.

DOT plans terminals at the Pearl Harbor Middle Loch (Waipahu), Hawaii Kai (Maunaloa Bay), the Honolulu Airport (Keehi Lagoon), Waikiki (Ala Wai Boat Harbor) and Ewa (the proposed Ewa Marina development).

HA

BIA Schedules Oahu Expo

The 23rd annual Building Materials Exposition, sponsored by the Building Industry Association (BIA) of Hawaii and GECC Financial, will be held March 10, from 4 to 9 p.m. and March 11, from 11 a.m. to 4 p.m. at the Neal Blaisdell Center Exhibition Hall.

Professionals involved in the building industry and related businesses are welcome to attend. A business card is required for admission to the exhibition, which includes a cocktail reception from 5 to 9 p.m. both days.

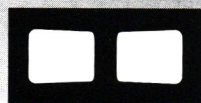
The expo is Hawaii's major annual trade show for companies supplying the construction industry with materials, equipment and services. This year's event will have more than 250 exhibits.

For additional information, contact Barbie Watanabe at the BIA, 847-4666. HA

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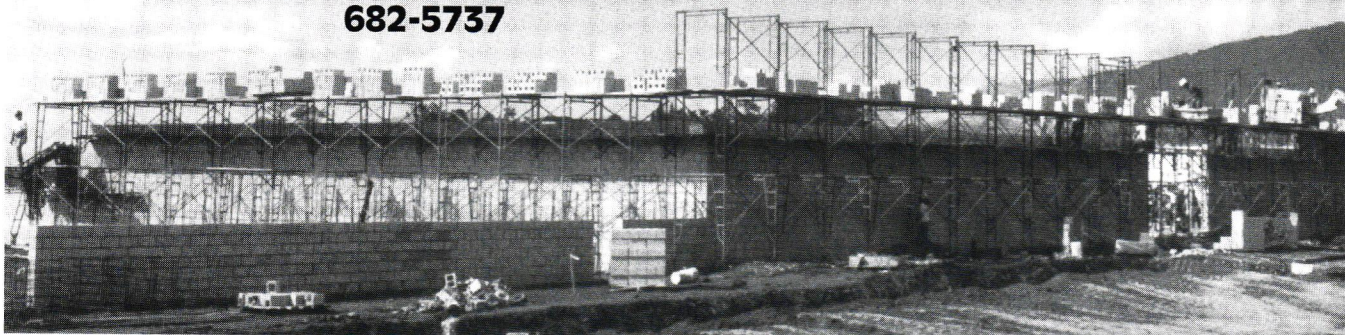
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Christmas in April Set

Christmas in April*Oahu will inaugurate a one-day blitz to repair and rehabilitate the homes of low-income, elderly and disabled homeowners on the last Saturday of April,

the day set aside for Christmas in April nationwide.

The Oahu program was kicked off last November by a newly organized Christmas in April*Oahu committee,

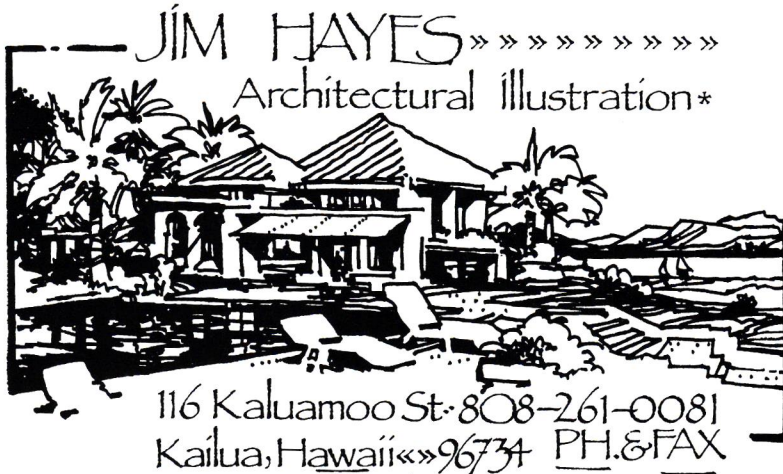
which successfully recruited several "adopt a home" sponsors.

"Although this is a great beginning, the committee is still in the process of securing sponsorships," said Carol Lee Owens, Junior League of Honolulu, Inc., the sponsoring organization. "Our goal is to rehabilitate ten homes in 1993."

Owens explained that homes in need of repairs are normally referred by churches, neighborhood, and community and service organizations. A committee of the board, neighborhood leaders and tradespeople make the final selections.

The organization is made up of thousands of volunteers from all walks of life who not only donate one day a year to help those in need but materials as well.

For information contact Susan Choi, National Laminates, Inc., 833-4344. HA



AIA Co-sponsors Competition

The American Institute of Architects (AIA) and the International Union of Architects (UIA) is sponsoring an international competition to foster innovative solutions that use environmentally conscious building design. Winning entries will share \$50,000 in prizes.

Registration will be closed on April 1. The deadline for submissions is May 1.

For additional information write the Sustainable Community Solutions, The American Institute of Architects, 1735 New York Ave., N.W., Washington, D.C. 20006-5292.

Book on Dickey's Architecture Available

University of Hawaii Press has released a book titled *The Architecture of Charles W. Dickey: Hawaii and California*, by Robert Jay, associate professor of art and history at the University of Hawaii at Manoa. The book can be found in bookstores statewide.

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Garduque Wins National Award for Retail Project

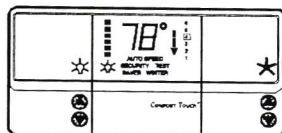
The National Commercial Builders Council (NCBC), based in Washington, D.C., announced in December that the Hawaii firm Garduque Architects has won the 1993 Award of Excellence for Best Retail Project in the United States.

The firm was selected for its design work on Kings' Shops, Waikoloa Beach Resort on the Big Island.

The award also recognizes the work done by the contractor, Hawaiian Dredging Construction Company. The owners are KS Investment Company, a partnership involving Waikoloa Land Company and Alan C. Beall, CSM. HA



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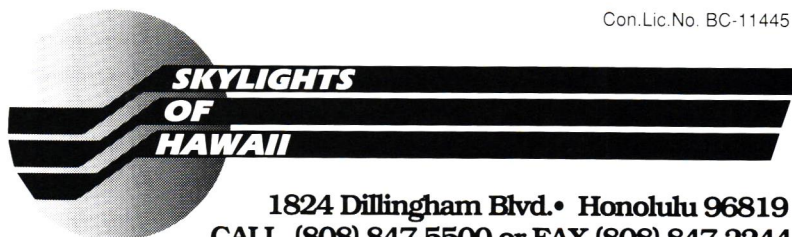
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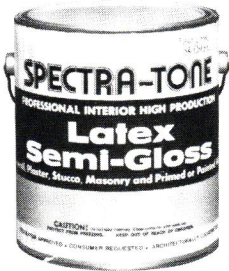
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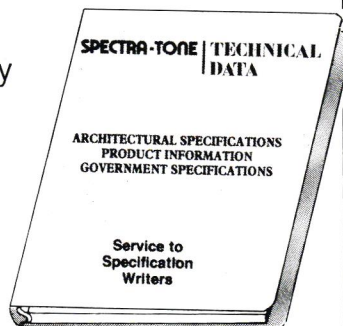
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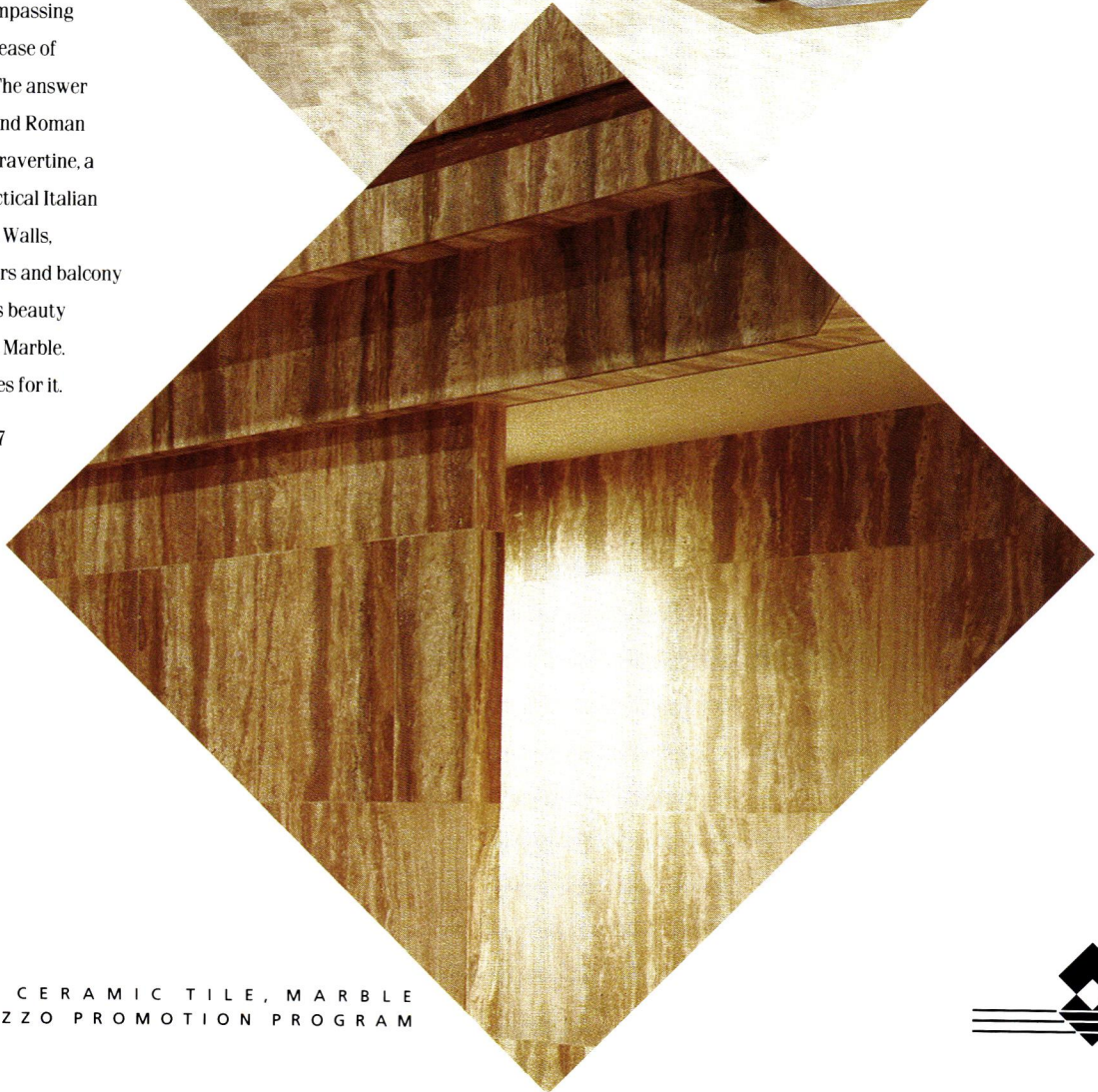
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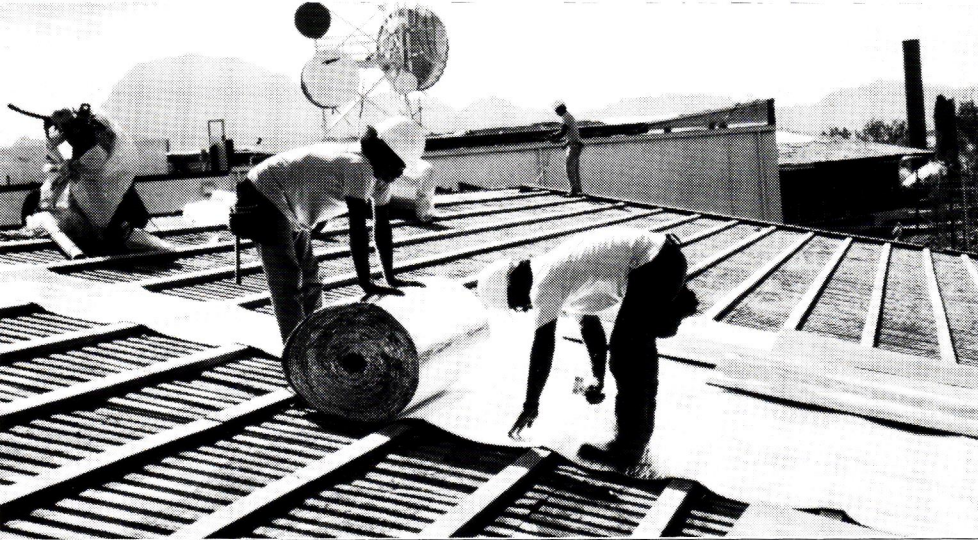
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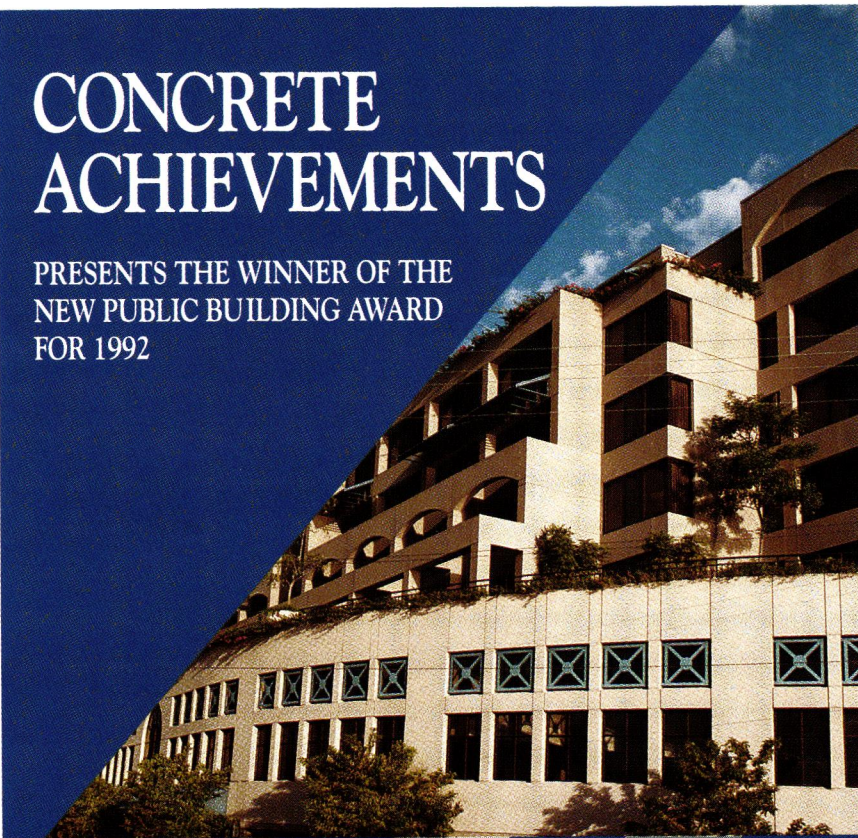
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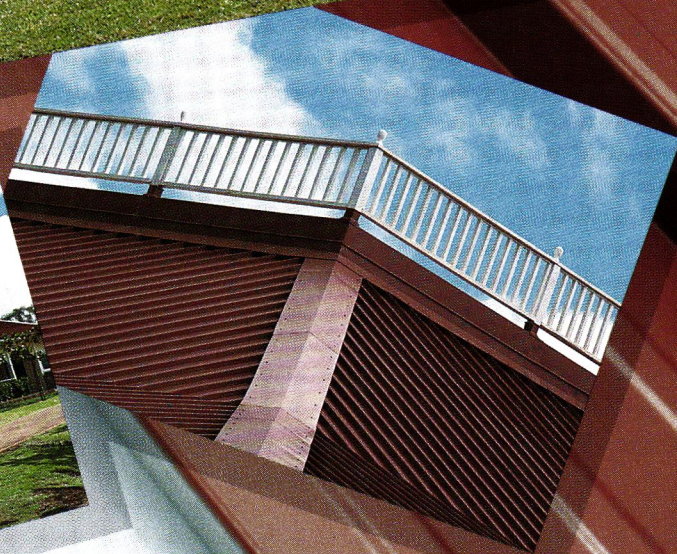
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