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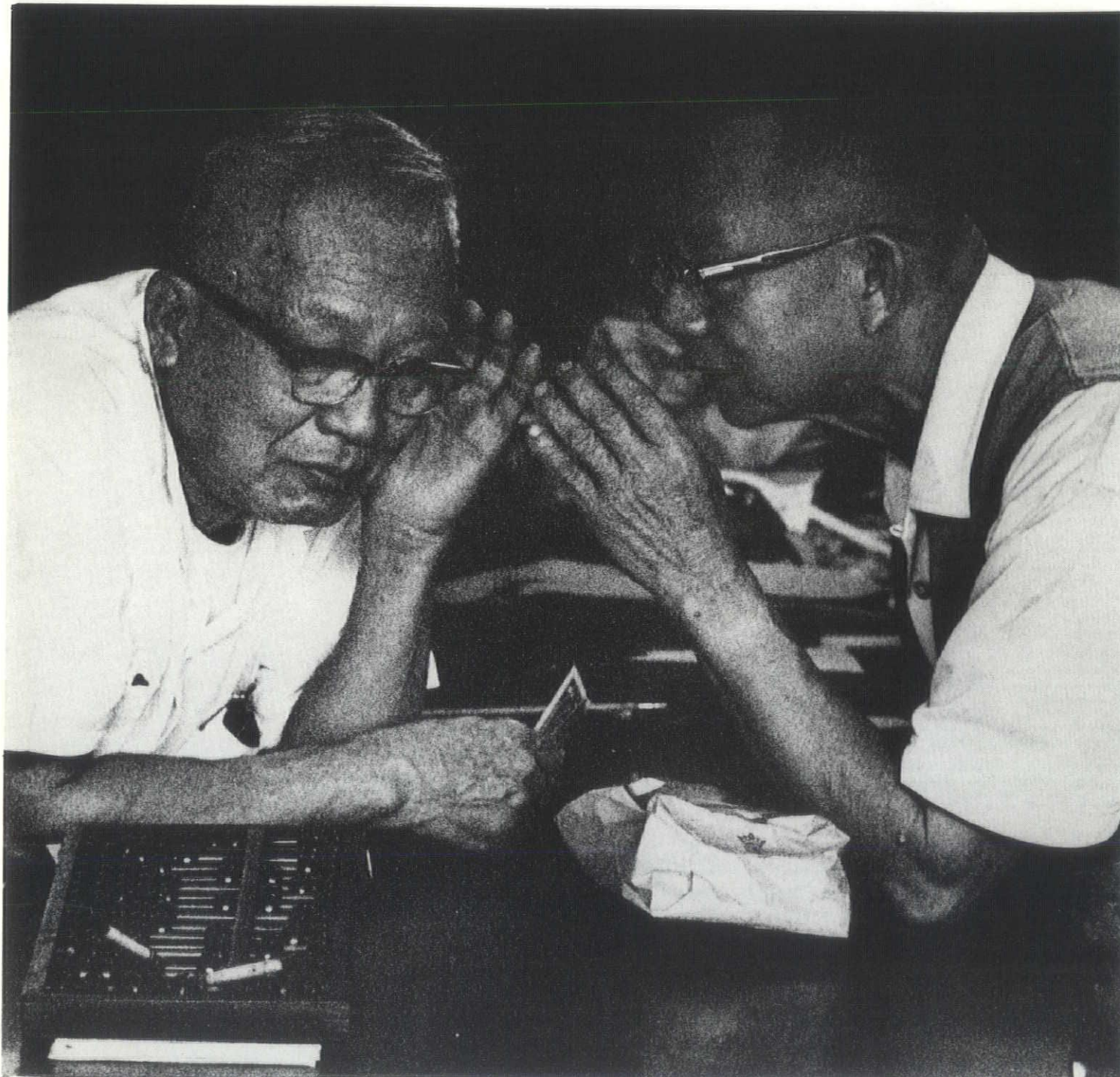
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## PRESIDENT'S MESSAGE

By Charles R. Sutton AIA

### PROGRAM FOR 1973

Where are we going? Christmas holidays and a new calendar give renewed impetus to make a new beginning. As we look honestly at the changing opportunities facing our profession, however, we are not at a beginning, but rather continuing to face similar and evolving issues with varying degrees of concern. Three or four years ago, the Hawaii Chapter Executive Committee, representing, I believe, the attitude of most members, decided that AIA must take a more vocal role in community affairs; that we who have the most training and experience in environmental design are not adequately communicating this knowledge to the community which could lend balance to the forces from which public leaders make their decisions.

Our opportunity in 1973 is to look again at our role in the community; look at the physical environment with which we work; look outwardly to the other disciplines where interaction can bring more meaningful results; and to set goals for an active program in which we can all participate.

The Institute exists so that architects

as a professional group may more effectively perform their chosen work and may communicate to the community the values that we uniquely perceive to be important to the quality of life in this place.

Following are a few of the immediate tasks for 1973:

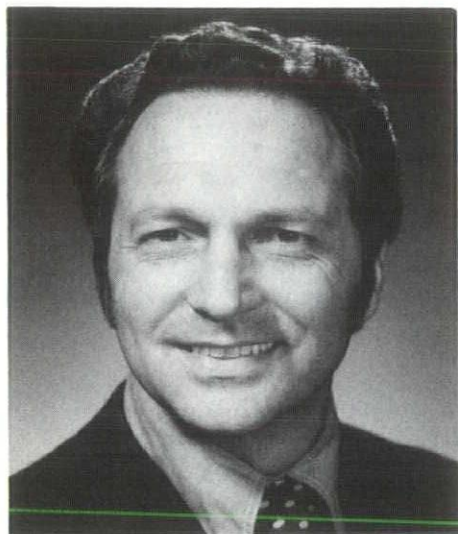
**THE AIA OFFICE:** We have been asked to vacate the present office by March. For some time we have discussed our need for a new **kind** of office. I believe it should be in a publicly exposed, downtown space from which our work, our ideas and our concerns can be expressed clearly and continuously to the public; where continuing exhibits (such as the Honor Awards) can be displayed; where membership seminars, committee meetings, and educational activities can be carried on; where films can be shown to school or community groups; where talks by members can be given; or where special visitors can meet with members or other groups for informal discussion and study; a library, hopefully, in the future can be established containing Institute aids to practice and other professional services. Our

(Continued on Page 17)

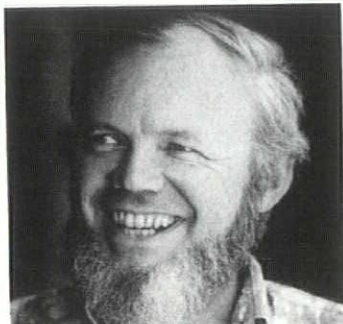




# AIA Officers 1973



Ty Sutton, president, is a 1955 Paris Prize Award winner. He is a licensed architect in Hawaii and New York and the president of his firm, Charles R. Sutton & Associates. Ty's office is the winner of the Bishop Estate/Kalakaua Commercial Area Competition. Ty has been greatly involved with AIA activities since 1967 as chairman of the Design Committee, director, treasurer, president-elect and now president.



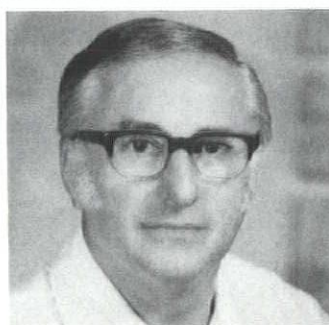
Sidney E. Snyder, president-elect, is associated with Vladimir Ossipoff & Associates. Sid graduated from the University of Washington and is registered in Hawaii and Washington. He has served on the Design Awards Committee, CZC review committee as a director and chapter secretary. Sid is a sailing and skiing fan.



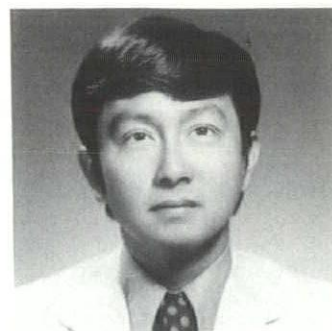
Ed Aotani is the new Chapter secretary. He is a partner with Aotani & Oka and is a graduate of the University of Oklahoma. Ed has been involved with Chapter activities such as continuing education, programs, office practices, and has served as a director. Ed is also the treasurer of NAHRO's Hawaii chapter.



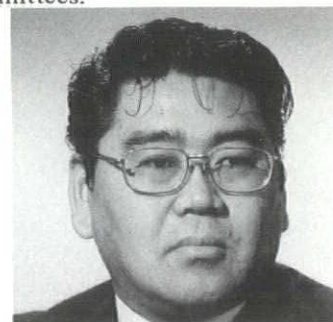
Don Goo is serving his second term as treasurer. He has been a partner with the firm of Wimberly, Whisenand, Allison, Tong and Goo since 1968. Don is a graduate of the University of Illinois and licensed in Hawaii, Guam, and Fiji. Don was the Exhibit/P.R. chairman for three years before being elected treasurer in 1971.



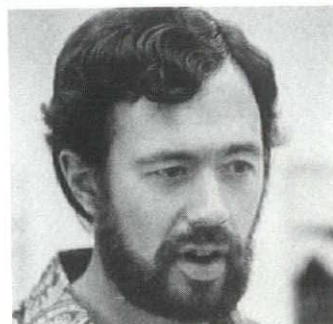
Jack Lipman is serving his second year as a director. Jack has been the vice president and division manager of DMJM/Hawaii since 1966 and has been instrumental in projects such as Leeward Community College, Kukui Gardens and Pearl Harbor General Development Plan. Jack is a graduate of the University of Southern California and licensed to practice architecture in California and Hawaii. Jack is married to Shirley Ann Lipman, the WAL president.



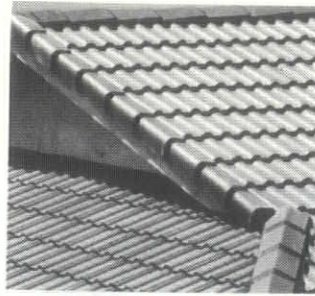
Mel Choy, a director for two years is with Phillips & Dumlao. He is a graduate of the University of Oklahoma and is registered in California and Hawaii and holds NCARB certification. Mel has served on the By-Laws Committee and chaired the Housing and Membership Committees.



Dennis Toyomura, a director for two years, is the principal of his own firm, Dennis Toyomura, AIA. His academic background includes Chicago Technical College University of Illinois and Illinois Institute of Technology. Dennis is licensed in Illinois and Hawaii. He had been active in the Chicago Chapter of the AIA before returning to Hawaii. He has functioned as Chairman for the City and State Government Contracts Committee as well as on the Legislative Committee for the AIA.



Jim Reinhardt has been elected a director for one year to serve the balance of Hugh Burgess' term. He is a partner in the firm of Anderson/Johnson/Reinhardt. Jim graduated from the University of Washington and is licensed in Hawaii and Washington. Jim has been involved as a Co-editor for the Hawaii Architect since the beginning of 1972. His hobbies are skin diving and photography.



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# An Urban Design Plan for Waikiki



By ROLF PREUSS

Now that the elections are over it's time for us to think about the possibilities of persuading the Mayor, Governor, or both, to undertake an Urban Design Study for Waikiki. As you know, Waikiki has been a controversial issue for some time. Both the Waikiki Improvement Association and the Mayor's Planning & Advisory Committee on Waikiki-Diamond Head recommended a limit on the number of hotel rooms for Waikiki; 26,000 for the Waikiki of 1980 and 1985, and a maximum daily Waikiki population of 65,000 for the same period. There are approximately 20,000 hotel units located there now.

According to *Tourism in Hawaii*, published by the State of Hawaii, Department of Planning & Economic Development in February 1972, Waikiki is zoned to theoretically accommodate more than three and a half times the number of hotel units currently in existence in Waikiki, i.e. somewhere between 70,000 and 75,000 hotel units. In reality, however, the report states that "existing public facilities, military installations, apartment and commercial activities reduce the amount of land available for resort use." Nevertheless

estimates regarding "the potential number of units which could be accommodated on currently zoned land vary: 32,000 (Department of Planning & Economic Development); 51,000 (Travel Industry Congress); and 68,000 (Waikiki Task Force and the Mayor's Waikiki-Diamond Head Advisory Committee)."

The implications of Waikiki's growth are of great concern to City and State officials as well as to tourist industry officials. The Mayor's Planning & Advisory Committee, for instance, has proposed zoning changes to substantially reduce the number of acres in which hotel development would be permitted. The Waikiki Improvement Association by the same token, has suggested alternative methods for discouraging increased densities in Waikiki, i.e. "tax credits for owners who choose to provide open space or to develop or maintain low-rise buildings," and "tax assessments based on existing use rather than potential use." For example, if we wish to encourage the continued use of hotels such as the Halekulani, which clearly adds to the charm of Waikiki, then we must not tax hotels of this type on the same basis as high-rise hotels which provide virtually no amenities and actually benefit from open spaces, view corridors, and greenery provided by adjacent low-rise structures.

The City & County Planning Department is also aware of Waikiki's implications of further growth. For over a year the Planning Department has been contemplating rezoning some areas of Waikiki to conform to the City & County General Plan Detailed Land Use Map (DLUM). These changes would entail rezoning some areas from H-1 Hotel to A-4 or A-5 Apartment or B-5

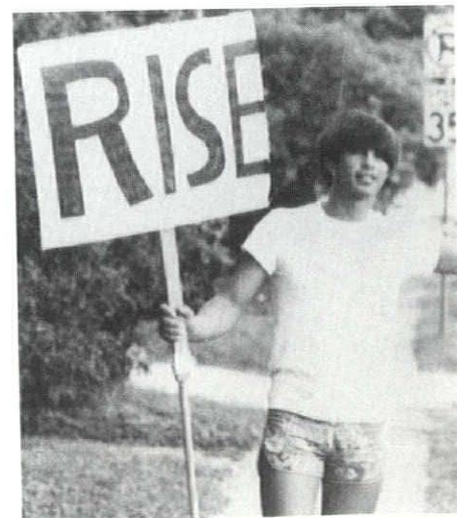
to B-2 Business. The difficulty with this approach is that these "changes involve the problem of excess hotel units, they do not address the problems of extremely high densities. The densities are more shifted from high-rise hotels to high-rise apartments."

The problem with rezoning and tax credits is that these methods are viewed by the planners as ends in themselves rather than means to achieve certain "desirable" ends. In other words, before we use zoning, tax credits, capital improvement funds, and so on, we must first have a plan or some kind of visual image and understanding of the social and economic fabric of the area in question.

The State's Tourism Study recognizes these problems by calling for the adoption of an Urban Design Plan for Waikiki as soon as possible. The report states that, "No new structures would be allowed which do not conform to the plan . . . Major recommendations of the plan will revolve around designation of areas which should be preserved for open space and view preservation . . . Capital Improvement Funds which are already appropriated for Waikiki should be used for implementations of specific aspects of the plan, i.e. acquisition of park sites and facilitation of pedestrian transportation modes."

While the debate over Waikiki's future continues, uncoordinated efforts to improve Waikiki are in process. For example, the City administration is embarking on a major mass rapid-transportation study, which will have tremendous urban form implications for Waikiki, such as significant increases in densities, and shifting land use patterns.

(Continued on Page 8)





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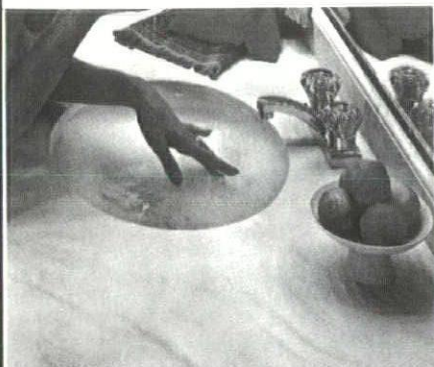
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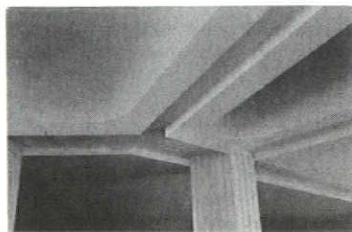
## Keeping Hawaii Plastered



Lath and plaster were used extensively in the mammoth "Jumbo Jet" area of the Honolulu Airport. A coffered suspended ceiling with a machine dash finish is featured on the interior, and the exterior is white portland cement dash finish over galvanized metal lath.

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Architects were Associated Airport Architects - Anbe and Aruga & Associates - Robert M. Matsu-shita & Associates; and general contractors were Nordic Construction.



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## Preuss from 6

Meanwhile a Waikiki Master Traffic and Transportation Plan was unveiled last December. This plan calls for \$9,000,000 in improvements during the next four years, including the closing of Waikiki's main thoroughfare - Kalakaua Avenue - to through traffic and the widening of Kuhio Avenue to take up the major traffic flow diverted from Kalakaua. The principal aim of this plan is to make Waikiki more "people oriented." Unfortunately widening Kuhio Avenue to take on Kalakaua Avenues traffic load adds traffic on Kuhio Avenue which will act as a significant visual and psychological barrier.

Another example of planning efforts which are not tied in to a total scheme is the city's on-again off-again mini-park program for Waikiki. There is no doubt that mini parks would be very desirable in Waikiki. But there must first be a rationale for their location, i.e. near high density residential family areas; to preserve open spaces for view corridors and tradewinds; to absorb pollutants, and so forth. As much as these proposals are well intentioned efforts by our City officials they do not seem to be a part of any cohesive plan or program.

It goes without saying that, if present trends continue, the gradual filling in of Waikiki's open spaces with high density structures will eventually make Waikiki a very unattractive place to live and visit.

We have seen the recent impact of the first of the family of giants - the Sheraton-Waikiki. Soon we may see others. We are aware that the last remnant of open space and greenery on Kalakaua Avenue fronting the Royal Hawaiian Hotel is in jeopardy. We can see daily construction cranes in Waikiki's residential areas getting ready for a new generation of high-rise condominiums and apartments. We have been lucky so far. The recession on the Mainland has forestalled further development in Waikiki. But all signs indicate that a new era in tourism has already begun. Hawaii is expected to reach over 2,000,000 visitors by the end of this year. The question is where will it end for Waikiki?

What is needed is better land use control. The City & County's General Plan and Comprehensive Zoning Code, simply have not worked for Waikiki. What is needed for Waikiki and all tourist destination areas for the matter,

is a plan, not just another two-dimensional land use plan, but a detailed three-dimensional Urban Design Plan, which is based on a thorough analysis of social, economic, and environmental factors. Such a plan must be supplemented by a physical, three-dimensional scale model showing relationships of buildings, their heights, bulk and mass, open space, pedestrian and vehicular patterns, view corridors and architectural character. Each new proposal or building must be subject to stringent design standards and review by public officials and community design critics.

The same approach which is presently used for design review of planned-unit developments by the City Planning Department can be used for Waikiki. A special Waikiki design review board could also be established as an advisory body to our government officials. A system of new implementation devices would also have to be instituted. As previously mentioned, tax credits would have to be given to those who wish to maintain low-density structures. The buying of air rights for view corridors and open spaces for parks through some kind of an amortization program would also be required. For instance, when a building has reached its profitable life it should be torn down with air rights reverting to Government. Rezoning or down-zoning at the amortization stage could then not be considered a hardship to the landowner. In addition, developers of large hotels or condominiums should be encouraged to provide substantial areas for public recreation space or open space by being required to buy the air rights of adjacent low-rise owners. This would be an equitable means of benefiting both parties as well as the public.

In sum, we should not look upon tourism as an evil but rather as a means to preserve our environment. There are numerous examples of very attractive developments which actually preserve and enhance Hawaii's environment. The problem is simply one of control. As long as Hawaii continues to maintain its natural attractiveness tourism will continue to thrive. The surest way to destroy Hawaii's natural attractions, not to mention its economy, is to continue the type of uncontrolled development exemplified by Waikiki.

Source: All quotations from Tourism in Hawaii, published by State of Hawaii Department of Planning & Economic Development, February 1972, Honolulu Hawaii.



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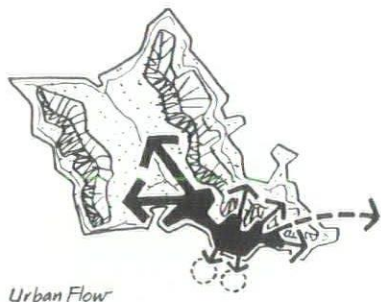


# Making No Little Plans

By Jack Sidener, AIP

"In a period of flow, men have an opportunity to remold themselves and their institutions."<sup>1</sup>

Urban flow is causing Honolulu, like it or not, to become the institution we call "City." People move in from Neighbor Islands and the City grows upward and outward to accommodate them; the flow seems chaotic, unsettling, without order. Our City is trying to find the form, as Louis Kahn would say, that it "wants to be." We may now have the last significant chance to help it achieve a superior form, through urban design.



Urban Flow

But for some inexplicable reasons, when time seems compressed, when we badly need a physical design for Oahu to cope with the disorder, our government policy makers (and by fiat, their planning arms) seem stricken with inertia.

Ten years ago the State planners began to lead, to prepare a physical plan for the whole State. Gradually, the original physical plans have been abandoned in favor of generalized policies, and the latest effort, the Central Oahu Planning Study,<sup>2</sup> rather than offering a plan, recommends a moratorium! One might call this the ostrich method of planning; the problem is supposed to go away by itself while we anxiously await "more data" and "further study."<sup>3</sup>

Unfortunately, the accelerating flow is enough to create significant pressure, enough, I submit, to cause the opposite effect from that intended by moratoriums and the "anti-sprawl" measures of the Land Use Commission. For in attempting to hold the hotly contested urban edge, the planners force the

critical lands into a position of vulnerability to concentrated political and economic pressure. The likely result? The barricades fall, the city expands like successive layers of flowing lava, and we see **sprawl**<sup>4</sup> in its most uncontrolled form.



Successive flows

## Island Metropolis or Island Sprawl?

The vision of an Oahu with all of its agricultural lands inundated by sprawl is as upsetting to me as to the next planner, but, I must confess, so is the vision of a Honolulu with all of its projected future growth accommodated within its already strained structure,<sup>5</sup> and so is the vision of urbanization of the Neighbor Islands. The latter two visions are those implicit in current State policy statements; the first is what will happen if these policies fail, as I'm afraid they might, without an alternate strategy.

This article is about a possible alternate design for Oahu, not a policy but a design, a strategy to achieve a form for our metropolis while preserving the agricultural lands and other open spaces which we most need and treasure.

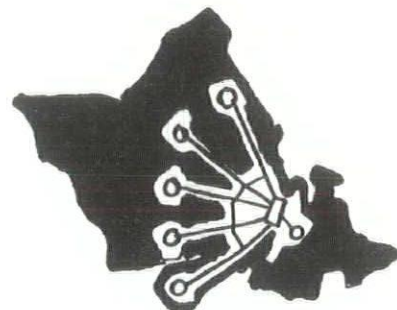
## Planned Leapfrogging: Intertowns

The strategy I'd like to propose is that of creating a system of open spaces and transportation facilities, a capital web if you will, to force the inevitable urban flow to "leapfrog" and to intensify into a system of what we might call **intertowns**.<sup>6</sup> The open spaces can be recreational and institutional sites, small farm sites, broad drainage ways, and recharge areas for the Central Oahu freshwater aquifers.

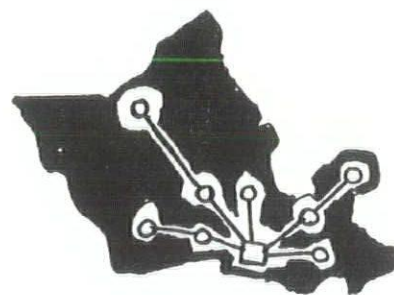


Leapfrogging with greenbelts

Two cities which have adopted strategies similar to that proposed are Helsinki and Copenhagen. Their planned patterns are shown here superimposed on Oahu's outline.



Copenhagen... plan for 1,000,000 pop.



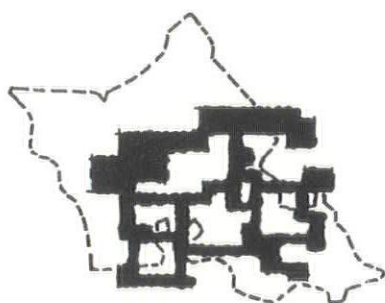
Helsinki... plan for 1,200,000 pop.

The comparison is enlightening. Both Helsinki and Stockholm aim for a high-degree of self-sufficiency of the new communities, but both join them to the metropolitan core by rapid and efficient rail transportation, recognizing the interdependency. Both are strategies to combat sprawl by directing growth into carefully designed locations and patterns.

If we can make the jump from the emotional approach of "saving agricultural land" to viewing as potential open space, some for urban shaping as discussed above, some for recreational uses, some for scenic value and productive at the same time (such as can



lands), and some with a "rural estates" quality (remember that none of the Central Oahu lands are in a "natural" state), then we are talking about **design**: This design might take account of the natural gulch pattern, the watershed edge, and form a total network such that one could ride a bike or horse from Pearl Harbor to Haleiwa in a continuous park system. One of the great contributions to Chicago of that much maligned planner, Daniel Burnham, was a plan for a magnificent regional park system; Kansas City and the Oakland-Berkeley area have similarly grand regional parks, one of their most civilizing factors. We have the opportunity now to create our own superb system. We won't have the chance much longer.



*Scale of Chicago's Park System*

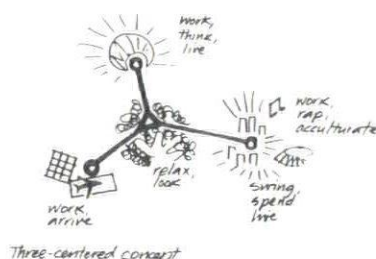
### Other Elements of a Capital Web Strategy

In my mind there is no question that we need a rapid transit system on Oahu, not just one to serve the present city, but one with stations located to reinforce the intertowns concept.

The primary intertown would be an expanded Wahiawa, with a population of up to 200,000. This part of Oahu has superb views, a particular quality of spaciousness, and a very pleasant cool climate. Consolidating growth here would itself be a strategy, one aiming to reduce urban pressure on the cane lands and flood plains of Haleiwa and Honolulu. To reinforce the strategy, rail or an alternate form of express transit should terminate at Wahiawa, and lands near the terminus should be seriously considered as a site for the new West Oahu campus.



The most important single capital action proposed here is to abandon not only the proposed Keehi reef runway but also the present Honolulu International Airport, and to develop a new International Airport at Barbers Point for all civilian and military jet traffic. On the face of it the costs would seem enormous, since the new terminal is just being opened. But consider some benefits: **not** building the reef runway frees perhaps 100 million dollars; **not** building a new general aviation airport near Mililani, keeping that function at the present airport is another savings; there is already a major infrastructure at Barbers Point (little used by the Navy), and a freeway connecting it to Honolulu; a large amount of Keehi Land could be sold for industrial use.<sup>8</sup> And, most of all, the incalculable damage to our shattered ears and nerves from noise and vibration in Honolulu would be far away. Travel time to and from the airport would be very little more than it is today, especially via land and/or water transit. *illus 7*



What results is a very logical three-centered metropolitan network, one woven into and connected with a potentially magnificent regional park system, and one which seems to me to have the potential of helping Honolulu become what I think it "wants to be" — a gracious, exciting, diverse, culturally rich metropolis, which I don't see as possible with its present inflexible form and constricted site.

### Design, Not More Data

In this series of articles, I've tried to emphasize the ordering role that urban design can play at a wide range of scales, to show that in planning for longer time spans that **capital design** can offer a strategic approach to achieving form objectives, and to demonstrate that without a strong and positive design basis a policy-oriented planning approach can be in some ways self-defeating. I've tried as well to point out an increasing role for urban design: that of breaking the natural inertia of planning.

We can't afford the luxury of more data; the flow won't wait and the elements of a capital design strategy take a long time to design, process, and build. We have to get our heads out of the Waikiki sand, and not be so anesthetized by ecological alarmists that we let the urban flow overwhelm us. Let's remember that Daniel Burnham was speaking of metropolitan-scale planning, not civic monuments, when he encouraged us to "Make no little plans, they have no power to stir men's blood!" Burnham, among many of our so-called arrogant predecessors, recognized that a plan is not the end-product of an urban design process, but the beginning of a participatory process of city-building.



*Oahu... plan for 1,000,000 pop.?*





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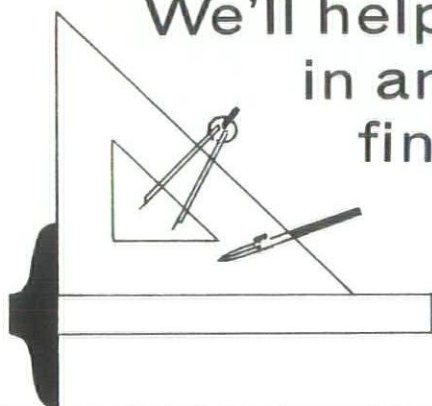
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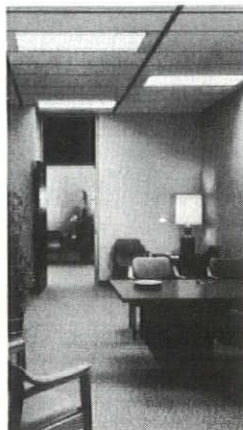
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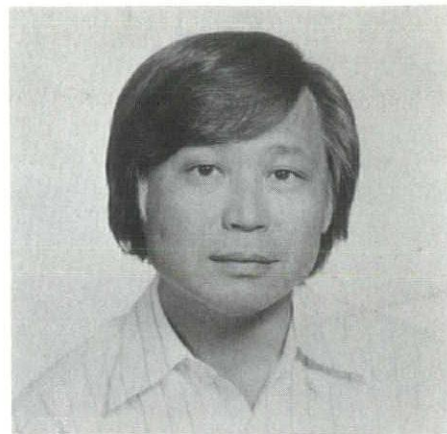
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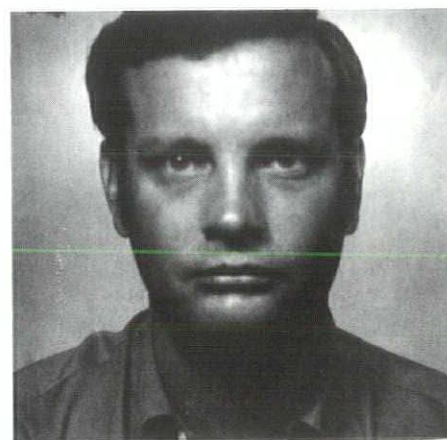
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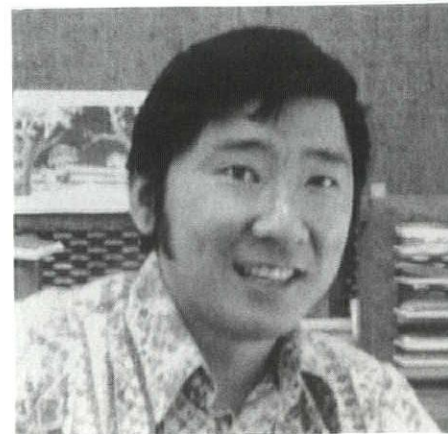
## New Members



KAZUO ISHIHARA, Group 70 Lab,  
Illinois Institute of Technology 5 years,  
B/Arch. 1959 - University of Penn-  
sylvania 1 year, M. Arch 1965.



EDWARD ARTHUR RESH, Mackin-  
lay/Winnacker/McNeil AIA & Assoc.,  
University of California, 2 years self-  
education, travelling 1965-1966 Europe.



LLOYD TAKEMORI SUEDA, Wong,  
Sjoberg & Assoc. Inc., University of  
Kansas, B/Arch - 5 years, 1966.

HAWAII ARCHITECT





JOHN B. WEBB, Adrian Wilson Assoc., University of California at Berkeley 4 years, University of North Carolina 4 summers.

## Sidener from 11

1. Lewis Mumford, "The Fourth Migration," Survey Graphics, May 1925. Mr. Mumford also authored a marvelous plea for open, spacious planning on Oahu, entitled "Whither Honolulu?" City of Honolulu Park Board, Honolulu, September 1938.

2. Department of Planning and Economic Development, "Central Oahu Planning Study, A Summary Report." State of Hawaii, DPED, October 1972.

3. One begins to feel, with only slight tongue-in-cheek, that planning is "the science of avoiding the making of plans."

4. An elusive term. Let's assume here that "sprawl" refers to monotonous low-density subdivisions, unrelieved by any other activity or higher density activities.

5. One can argue that increasing Honolulu's densities to preserve central Oahu's lands is, as a K-POI editorial recently said, an "elitist planners' view, and not that of the general public. Anti-apartment battles in Kailua, Hawaii-Kai and Mililani are also indicative of the public's resistance to such a policy.

6. A phrase coined by Benton MacKaye, in his The New Exploration, Harcourt, Brace, 1928, and University of Illinois Press, Urbana, 1962, and much more appropriate to our metropolitan situation than the phrase "New Towns."

7. Contrary to what the DPED's Central Oahu Study concludes, the Wahiawa plateau lands are less suitable for agriculture than those on the Ewa Plain. According to Land Study Bulletin No. 3, "Detailed Land Classification; island of Oahu," University of Hawaii L.S.B., Jan. 1963, the soils for several miles on each side of Wahiawa are predominantly Class B soils, and are not irrigated, hence are basically not suited for sugar production. The soils between Waipahu and Ewa, which the DPED (op. cit.) calls "less productive," are mostly Classes A and B, are irrigated, and most important, receive twice as much sunlight and have a more extreme diurnal (day-night) temperature range, which are critical to sugar production in cane or fruit crops.

8. Perhaps the present terminal could even be converted into a megastructure-like University campus, saving a further heavy projected expenditure.

## Mulling it over with...



## MOLLY MOLENhoff

The way I've been touting the advantages of using Decramastic roofing tiles wherever possible may seem to some people that I'm protecting an investment in L. J. Fisher Co. the manufacturers of Decramastic. Well, that wouldn't be too bad an idea, but I simply want to stress the practicality of using this tile in Hawaii. I could give you an article of superlatives about this product and why you should use it but in the wake of our recent rain storm I would like to present the results of a DYNAMIC WATER INFILTRATION TEST performed by Approved Engineering Test Laboratories of Los Angeles.

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### INTRODUCTION

The purpose of this report is to present the testing methods employed and the results obtained during the performance of a Dynamic Water Infiltration Test on roofing shingles. The product submitted for testing was "Decramastic," asphalt and slated granule covered shingles, the thickness including galvanizing. Each dis-assembled shingle measured 34-1/8" wide by 15-3/8" high, and when assembled (mounted) measured 32" wide by 14-3/4" high.

### INSTALLATION DETAIL

The shingles were installed on an open wooden frame, and attached to 2" x 2" battens, located 14-3/4" O.C. Alternate means of attachment were used to secure the shingles to the battens at the lower edge of each overlapping shingle. Some shingles were attached by four (4d) galvanized nails, and some by four (4) 1" long galvanized staples. The assembly of twelve (12) full courses of shingles, with three (3) shingles in each course, and ridge condition was installed on a test roof deck for testing. The pitch of the test deck was 4" in 12".

### TEST PROCEDURES AND RESULTS

An aircraft wind generator, with four (4) foot diameter propellor, and capable of providing a slipstream velocity of 120 MPH, was placed sixteen (16) feet downstream from the assembled roof deck. Water was added to the airstream by means of a spray grid nozzle. The simulated rain was equivalent to 10" per hour. The wind blast, and water were applied to the exposed side of the shingles for a period of fifteen (15) minutes. During the entire testing period, the unexposed roof shingles were visually examined for water infiltration. At the conclusion of the fifteen (15) minute period the following results were noted:

No water penetration was noted to occur.

I believe we can conclude that with a Decramastic roof, water problems are non-existent.

Thanks for your time.

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## The Parade of Homes Takes a New Direction

In recent years there has been very little to parade about in the usual grim selection of developer homes. This year is a marked exception in that one home so exceeds the others in overall design quality that it may reroute the parade in a more worthwhile direction.

Pole Houses of Hawaii won first place with its four bedroom, two bath, "Pavilion" model. The square hip roofed building is reminiscent of older homes built in Hawaii with all rooms opening onto a continuous covered veranda. The basic pole and heavy

timber structure allows great flexibility for both interior and exterior walls, while also allowing adaptation of the house to a variety of site conditions without the usual extensive grading so popular with developers.

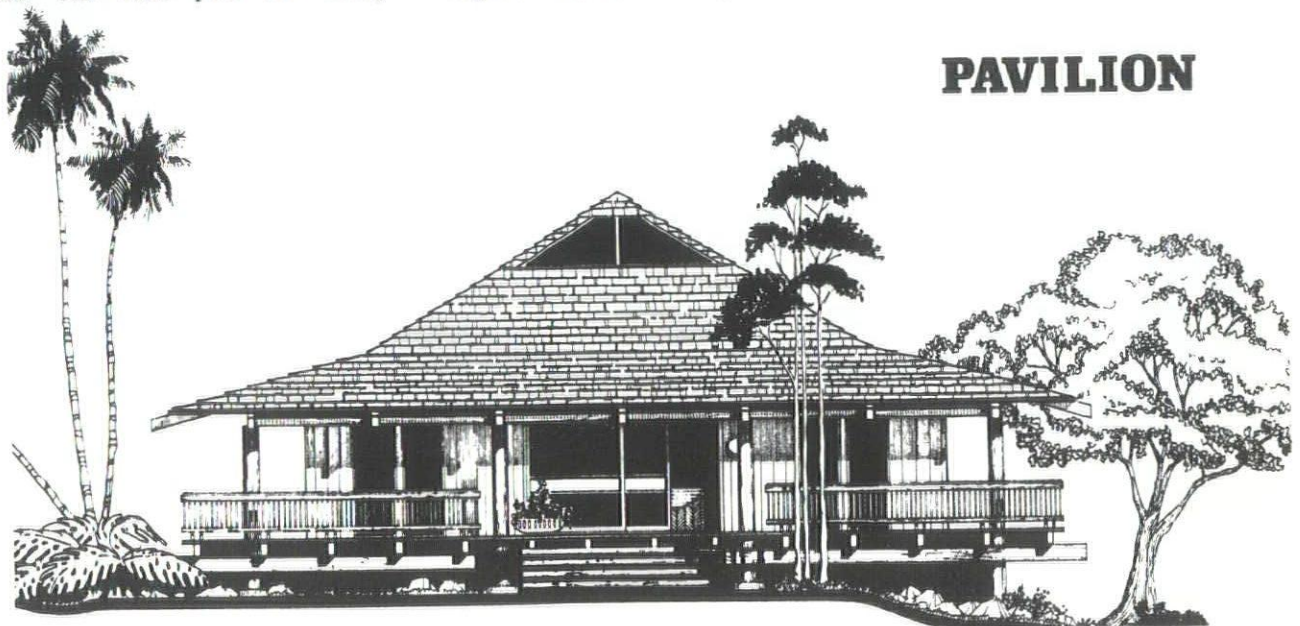
The founder of Pole Houses of Hawaii, Gordon Stein, is providing an excellent medium cost of very high quality which is sorely needed in Hawaii's runaway housing market. The house was designed by architect Tom Pagliuso of Media 5. This house is tangible evidence that good medium

cost housing can be produced in Hawaii with the conscientious efforts of a receptive client and a concerned architect.

Second Place was to Cedar Homes of Hawaii.

Third Place was awarded to Herbert Horita.

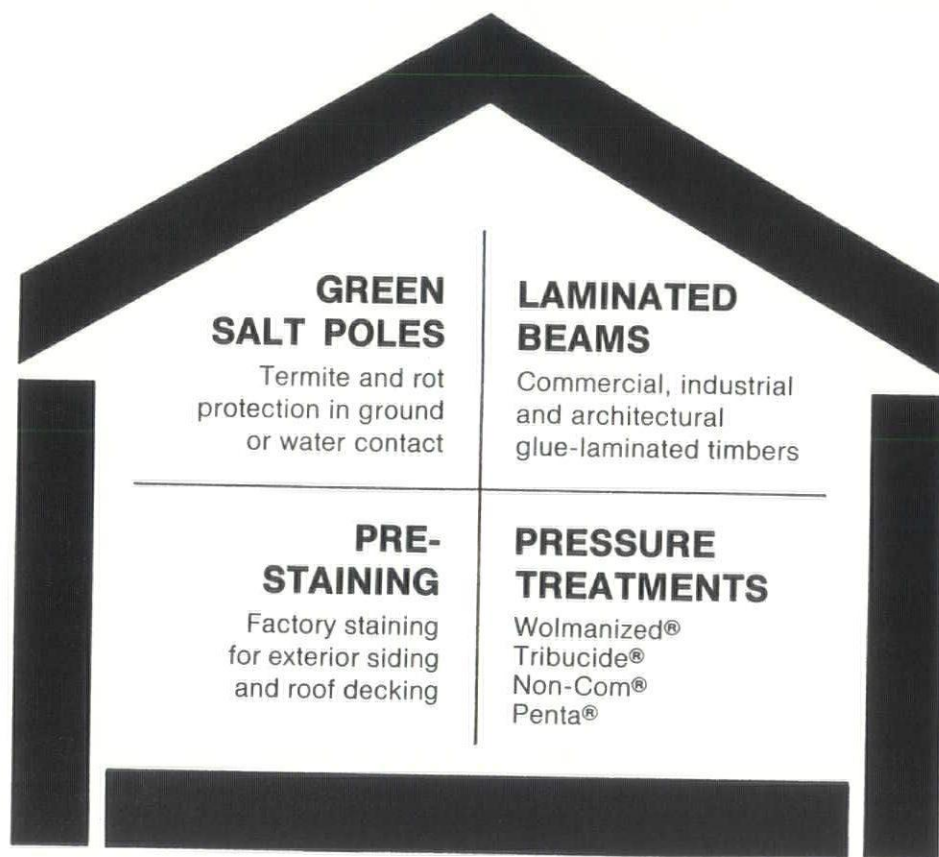
The 1972 Parade of Homes entries were judged by the Wood Products Associations of Hawaii on the theme "Best Overall Use of Wood." It was not a close contest for first place.



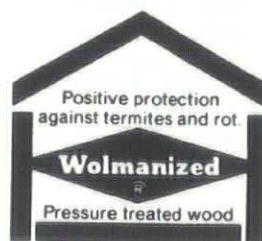
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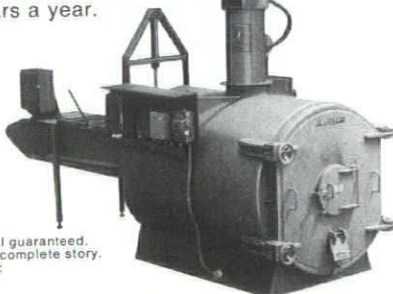
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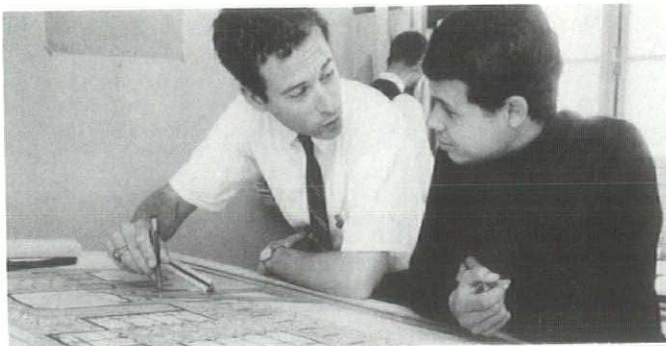
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# Peace Corps/Vista for Architects



Peace Corps Volunteer JIM FROST, an architect and urban planner in Nabeul, a small town southeast of Tunis, goes over a set of plans with a Tunisian draftsman.

An old idea of helping people to help themselves combined with a new national desire in America to "get involved" has produced ACTION, a Federal volunteer service agency which puts skills to work helping others in developing countries and here at home.

On July 1, 1971, ACTION joined the Peace Corps and VISTA (Volunteers In Service To America) into a partnership with other Federal volunteer programs in seeking professional talents to make life better for people throughout the world.

The talent search for architects and urban planners has come to Hawaii. According to Honolulu ACTION representative Brian Carew, the Peace Corps and VISTA are looking for the architect or urban planner who is a "doer" seeking a different kind of career challenge with more personal involvement. "Low-income communities, slum neighborhoods, and developing countries are the working grounds," said Carew. Urban renewal of a slum area in Peru, determining directions for a model cities program in New Orleans, and putting together a new village in Malaysia typify current Peace Corps and VISTA projects dealing with problems of rapid urbanization.

"Most recently, the Neighborhood Action Corporation in Honolulu has requested architects and urban planners to conduct studies of population growth and density patterns along the Waianae Coast," Carew emphasized. He said that other VISTA volunteers, working at the University of Hawaii, will participate in Neighborhood Action Corporation projects which will focus on the ability of community groups to solve problems.

"These volunteer assignments include the development of a curriculum which will complement the ongoing projects of the Hawaii Community Design Center," Carew added.

The former Peace Corps volunteer and University of Hawaii graduate student said that the term "volunteer" is somewhat misleading. "All living allowances are paid by ACTION," said Carew. "There are travel and medical benefits, plus a \$50,000 per month stipend which is paid following the 12-month assignment," Carew noted. He pointed to only one qualification of good health as necessary for consideration as a VISTA volunteer. A necessary personal trait, however, is the ability to relate to other people and develop personal relationships, said Carew. "Honolulu is the client," Carew said. "The work is shaped by the project's needs. The skill of the VISTA architect or urban planner is geared to create community awareness and help participating community organizations determine their goals and directions," said Carew.

The 30-year-old ACTION representative is now interviewing at his University of Hawaii office located in Room 101 of Webster Hall on the Manoa campus. He may also be contacted at 946-1212, for additional information on VISTA and Peace Corps job openings, including the Neighborhood Action Corporation projects in Honolulu.

"Both VISTA at home and the Peace Corps overseas need architects and urban planners. Both offer a good way to begin a career or put new challenges into one that's already underway. Either way, ACTION offers you a chance to use your skills to help others," Carew said.

There are 12,000 VISTA and Peace Corps Volunteers at work in low-income communities within the United States and in developing nations of Asia, Africa, Latin America, and the Pacific according to the ACTION spokesman.

HAWAII ARCHITECT



## President's Message continued from 3

internal communication would probably be more effective if we did not always have to buy a \$5.00 dinner in order to meet together. The office could provide that meeting place for small groups. Those special and larger events could still be conducted at the choice places in town.

If space were large enough, our Community Design Center might more effectively reach those it is intended to serve. A workshop can still be in the University where so much time has been given by students and faculty.

If we establish this kind of AIA office, where information on the profession and its local members is readily available, I believe our "public" or "community relations" will be greatly improved and our individual opportunities will be increased.

**DESIGN COMMITTEE:** We are emerging from the brush fire stage and now hope to set goals that show how effectively design professionals as a group can bring about change in the design of the City — or community — generally. Why is Honolulu not a more beautiful city? Why is quality only associated with the diminishing natural beauty of the landscape? What can design professions do about it?

**ARCHITECTURAL EDUCATION IN HAWAII:** A Task Force will be working to identify what is needed to support and develop architectural and environmental educational programs, as well as to define goals for these programs.

**BUILDING CODES:** Committee will continue to develop the dialogue with City and State officials in order to improve processing and communications with all of the agencies involved with regulation of construction.

**"COMMUNITY" RELATIONS:** Not just a new word for "PR" Let's take a new look at what our community related objectives are. If we decide what we need to say and if it is understandable and meaningful to the "public" then we have no trouble getting it in print.

The committee structure will work as Task Force groups to achieve their goals. Chairmen will make assignments within committees for special tasks to be carried out. All of you are urged to let the chairmen or officers know of your concerns and in what special effort you will work.

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## Contributions to Hawaii Architect

The editors of HAWAII ARCHITECT are constantly in search of good material for the magazine. Submissions for each issue must be received by the editors on the 20th of the preceding month. Copy should be typed. Any artwork should be in black and white. Mail submissions to Hawaii Architect, 745 Bishop Street, Honolulu, Hawaii 96813.

### Mailing List Revision

Hawaii Architect is currently in the process of revising its mailing list. Look at the address label on your copy. Is it correct? Are you getting two copies? Do you wish to be dropped from the mailing list? Do you know of anyone who should be added? Please contact Reinhardt (531-0141) or Fox (922-1253) if you wish any changes.

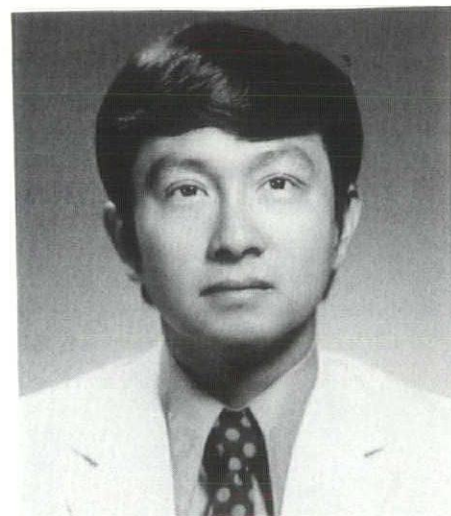
Excerpt from San Francisco Chronicle,  
November 11, 1972

At the time the Bank of America headquarters building was completed, we expressed the fervent wish that it would be the last to be done in dark and brooding finish.

But our good fairy evidently turned a deaf ear. We came to the conclusion when looking at the 17-story Folger Annex building at Main and Howard Streets.

The eye appraises it as even darker than the BofA tower.

The San Francisco skyline benefits from towers of light and airy grace. How strange it is, then, that architects, who of all professions should appreciate the cheerful effects of lighter tones, provide us these days with gloomy monoliths that seem to threaten the passerby.



Phillips and Dumlao, Architects, AIA, Planning & Design, announces the association of Melvyn Y. K. Choy, AIA, as head of their design division.

## LETTERS TO THE EDITOR

Editors:

I read your interview with Mr. Yuasa of the building department in the December issue with great interest. Unfortunately, the problems one encounters in daily practice were not completely covered by Mr. Yuasa's comments.

For example, on a recent project our office designed, we coordinated with the Building Department from the early stages of the project. We, in fact, had very little trouble coming to satisfactory resolution of problems with the Building Department. The process worked well. However, when the comments were received from the Fire Marshall's office, we found that their plan checker was using a code which, in one section, was in direct conflict with the Uniform Building Code. The particular provision dealt with exit requirements, one of the issues we had specifically covered in our earlier discussions.

It seems that early coordination with the Building Department is not enough to avoid surprises. There are other vital parts of the process and they are not always in agreement with the Building Department's guidelines.

Perhaps the AIA working with the Building Department could help untangle such conflicts.

Jay S. Anderson

Editors:

Re: High cost of construction in Hawaii

I read with interest your recent article in Hawaii Architect (October, 1972) suggesting reasons for the higher cost of construction in Hawaii. Unquestionably, there are situations when material markups appear high to the casual purchaser. The markups vary on the products of my company from screen cloth and polyethylene (low) to acrylic sheet and skydomes (high).

The variations in cost and markup are caused by great variations in susceptibility to shipping and storage damage, possible obsolescence, demand and turnover, strike cushion requirements, warehousing space and handling differences, packaging requirements for Neighbor Islands, manufacturer's claims and returns policy, local, foreign and Mainland competitor pricing.

A comparison of current prices to Hawaii builders with Mainland (San Diego) prices to medium-sized builders illustrates the variations:

	San Diego	Honolulu
Common 2 x 4's:	\$190/M	\$280/M
Fir plywood 3/4":	\$270/M (AD)	\$300/M (shop)
Wood Shakes, Medium:	\$ 53/Sq.	\$ 63/Sq.
Asphalt Shingles, 235No.:	\$ 14.25/Sq. (Std.)	\$ 16.50/Sq. (Sealdown)
Formed tops Formica: (installed)	\$ 8/Lin. Ft.	\$ 8/Lin. Ft.
Drop-In range & oven		
Economy line:	\$130	\$130
Premium line:	\$200	\$190
Bathtubs, cast iron:	\$ 70	\$130
Two-compartment sinks:	\$ 70 (cast iron)	\$ 66 (Stainless steel)
Building insulation, medium:	\$ 74/MSF	\$ 90/MSF

While the above comparison is interesting, and the reasons for differences as varied as the products, a basic fact remains: The net profits of Hawaii's material suppliers are about the same as on the West Coast.

I sincerely hope these comments will be helpful.

ROBERT C. HOCKADAY  
Sales Manager  
Aloha State Sales Co., Inc.



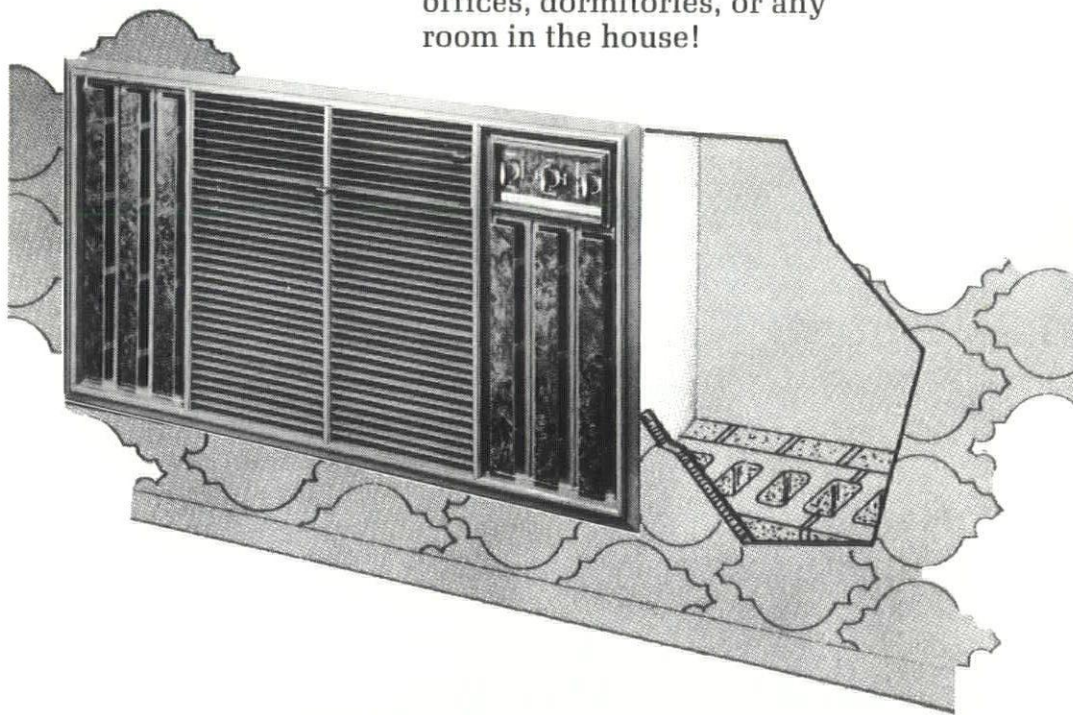
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