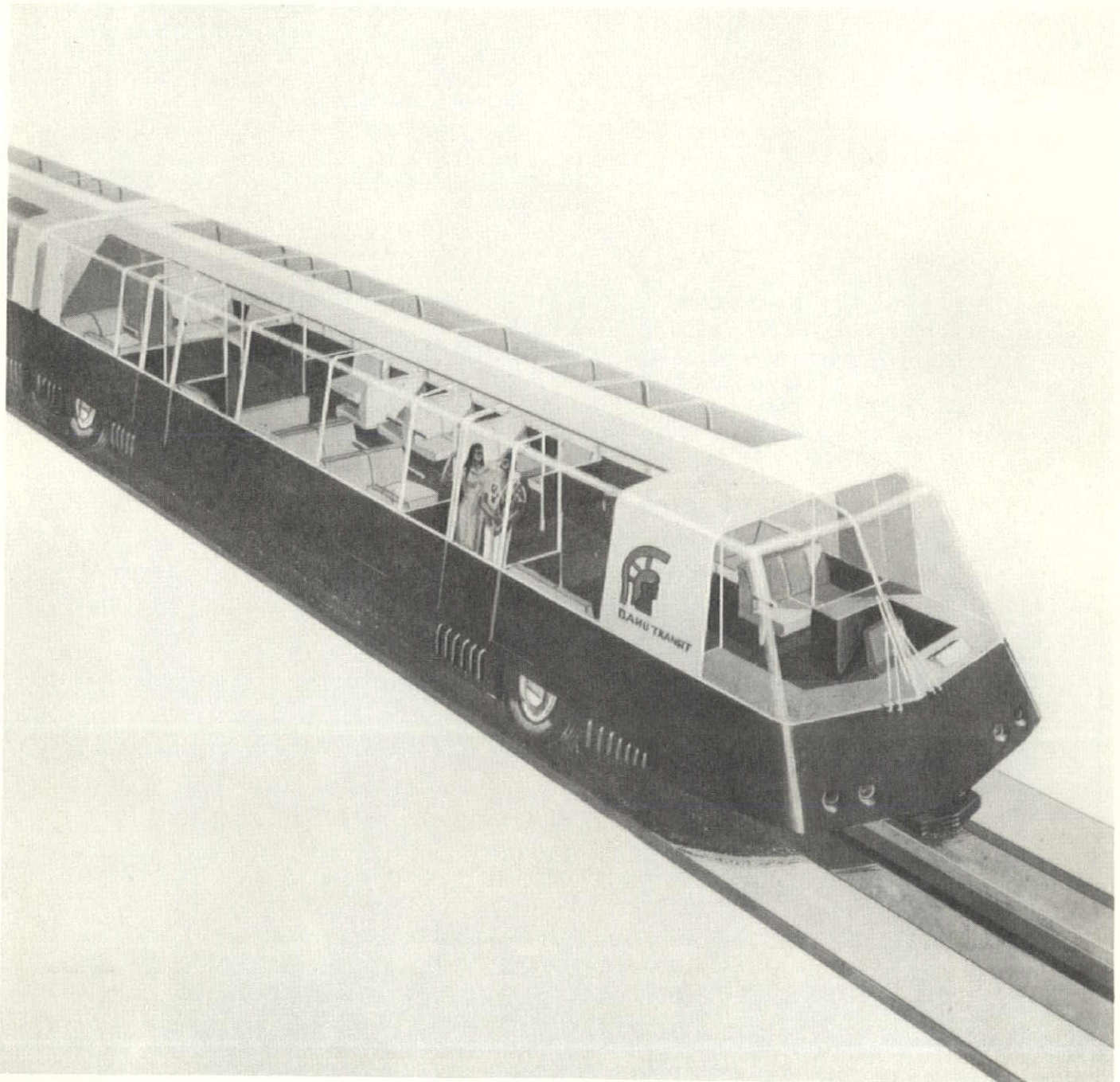


AMERICAN INSTITUTE  
OF  
ARCHITECTS  
MAR 20 1973  
LIBRARY

# hawaii architect

february, 1973

the journal of the hawaii chapter, american institute of architects



For all your  
best laid  
plans...



# DO SOMETHING CONCRETE

No building material is more versatile, more durable, of more lasting value. Curbstones or condominiums . . . above ground or below . . . homes or highway systems . . . concrete will fit nicely into all your plans . . . and it's made right here in Hawaii.



CEMENT & CONCRETE PRODUCTS INDUSTRY OF HAWAII  
Suite 400, Hawaiian Life Building  
1311 Kapiolani Boulevard, Honolulu 96814



# **hawaii architect**

The official monthly journal  
of The American Institute of  
Architects, Hawaii Chapter.

Address all letters to:

Hawaii Chapter, AIA  
1210 Ward Avenue  
Honolulu, Hawaii 96814  
Ms. Peggyjo Gum  
Executive Secretary  
Phone (808) 538-7276

Co-Editors:

Robert M. Fox  
James N. Reinhardt

Associate Editors:

Christopher Smith, Graphics  
Greg Michaud, Student

Editorial Board:

Gerald Allison, FAIA  
William D. Merrill, FAIA

Chapter Officers:

President—

Charles R. Sutton

Vice President/President-Elect—

Sidney E. Snyder, Jr.

Secretary—

Edward R. Aotani

Treasurer—

Donald W. Y. Goo

Director/1 Year—

James N. Reinhardt

Director/1 Year—

Mel Choy

Director/2 Years—

Dennis Toyomura

Director/2 Years—


Jack C. Lipman

## **Cover:**

H.A.R.T. Vehicle

Credit — Daniel, Mann, Johnson  
& Mendenhall

Published by

 Crossroads Press, Inc.

P.O. Box 833/Honolulu 96808

Phone 521-0021

For advertising rates and information

## **EDITORIAL**

The major focus of this month's Hawaii Architect is RAPID TRANSIT. The issue is raised by the conclusion of the DMJM Report to the City and the acceptance of the study by the Urban Mass Transportation Administration in Washington. Contrary to much of what one hears, this is not "another study." The City Administration is committed to its implementation. We hear lots from "experts who have just discovered rapid transit" telling us to look at this system or look at that idea. "If we could only drill a tunnel connecting ... and power it with pneumatic ... then we could ..."

There are lots of conceivable systems. What DMJM has proposed is a possible system — based on existing and available technology, using a large percentage of land already in the public domain. The costs are high, but the costs of the alternatives — including our continued reliance on the car — are much higher.

We, the architects of Hawaii, should be the first to recognize the positive values that the Rapid Transit System will produce. More controlled growth, the capacity to deal with the population growth figures already projected, the opportunity to guide Honolulu through a critical phase in its development. The growth is upon us. Even if we could stop immigration, which we can't, our present transportation system will not handle the numbers of vehicles projected even with conservative projections. Something will have to be done. That something is Rapid Transit.

We owe it to ourselves and to our community to do all we can to lend our support to the idea of rapid transit, to the recommendations of the DMJM Report, and to the legislators and administrators who favor them. To quote an earlier Hawaii Architect editorial: "Write a letter, send a telegram, dial a phone, carry a sign ... do SOMETHING." Start with your City Councilman.

## **WHAT'S HAPPENING?**

If you, like many people, often find yourself wondering "what does the AIA do?" Here's a brief and not very complete summary of what's happening at the moment.

URBAN SPRAWL FILM: Larry Thomas of KHON-TV has been working with Don Dumlao, Gus Ishihara, John Hara, Francis Oda, Jack Sidener and Jim Reinhardt to put together three 3-minute films to be shown on the Channel 2 News, dealing with urban sprawl in Honolulu. The results of inadequate planning and lack of coordination between the State and the City will be examined, and some positive suggestions made. The viewing date has not been set at this time.

THE HOME SHOW — in association with the Home Builders of Hawaii, AID, and NSID: Recognizing the failures of

the Hawaii Home Show in the past, the Home Builders Association has sought out the advice and participation of the AIA, the AID, and the NSID (National Society of Interior Designers). The result is a new format, new types of displays (no land salesmen, encyclopedias or pots and pans), a new organization of the exhibits — a more interesting plan and hopefully, a greatly improved show. To appear at the end of April.

THE DOWNTOWN OFFICE: The search for a publicly oriented Downtown office is nearing an end. Two likely possibilities have been chosen — either would be excellent. The choice will be made within two weeks.

YLVISAKER FOLLOW UP: The interest and momentum generated by

**Continued on Page 18**

# Opti-Copy® Hawaii offers . . .

- Largest copyboard for photodrafting in Hawaii.
- Most sophisticated system for restoring old drawings.
- Artwork time is less than 1/6 that for conventional full-size negatives.
- Computer-controlled scale change calculations.
- Serially numbered 8½" X 11" negatives can be filed in any storage cabinet for future use — a storage system with total flexibility for returning to various sized "second" originals with no loss of resolution or line definition.
- The only system designed to make registered overlays and composites easy and perfect. This versatile system can be used for the simplest or most complicated photodrafting jobs imaginable with equal ease.
- Free pick-up and delivery.
- 24 hour turnaround time for most jobs.



**Opti-Copy** \*  
**Hawaii** (R)

875 Waimanu St.-6th Floor / Honolulu 96813 / 531-6456

# The Oahu Rapid Transit Plan



By JIM REINHARDT, AIA

The final report of the City's Rapid Transit Plan is expected to be accepted by the Urban Mass Transportation Administration in Washington, D.C., this month. This culminates an 18-month study by DMJM, the second phase of the City's long range rapid transit planning. Phase I, completed in 1967, was the Oahu Transportation Study, founded jointly by the City and the State. It established the overall criteria for transportation systems, projected demand, and concluded that a diversified transportation system was

essential to Oahu and Honolulu. The DMJM report gives form and substance to the direction called for by the Oahu Transportation Study.

The DMJM study proposed a high-speed, fixed guideway system, powered by electricity, running on a 22-mile route from Pearl City to Hawaii-Kai. Twenty miles of the system would be elevated, ½-mile on grade, 1½ miles underground. Plans call for the system to be operational by 1978-79.

## The Route

Three route alternates are proposed — actually three phases of the same route alignment. The full route of 22 miles would run from Pearl City to Hawaii-Kai, with 20 stations. A 12-mile route from Halawa Stadium to the University of Hawaii at Manoa would contain 12 stations. The 14-mile route would add 3 more stations, extending to Kahala Mall. The amount for initial construction would depend on the federal and local funds available.

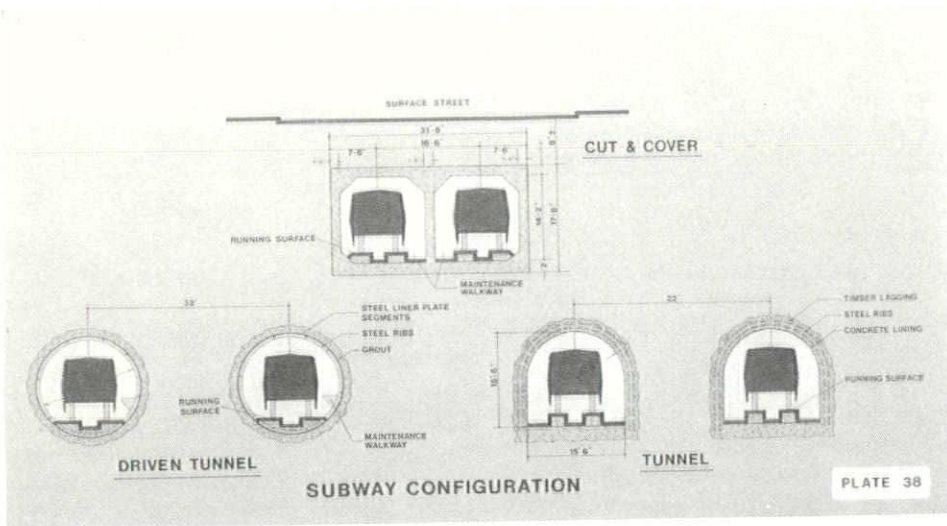
The transit corridor served by the 22-mile system would serve two-thirds of Honolulu's population and 80 per cent of its employment. The specific route chosen reflects a great many

factors. Significant among them were, (1) The acquisition of right of way and the resultant dislocation and relocation of businesses and residences, and (2) The costs of right of way. The recommended route (considering the full 22 miles) utilizes land presently owned by public agencies (either City, State or federal) for two-thirds of its total acquisition area. One-half is presently City street right of way. The entire system would require acquisition of 89.2 acres of privately owned land. (The Halawa freeway interchange, by way of comparison, occupies 110 acres of right of way.) Relocation would be required for 189 homeowners, for 695 apartment dwellers, and for 430 businesses. If you happen to be one of those to be relocated, this is very significant, but for a project of this magnitude, very little relocation is involved. In addition, federal regulations require that all relocation be done before any construction is undertaken.

The route, beginning in Pearl City, will follow along the Kamehameha Highway, with a station at Pearl City, at the intersection of Waimanu Home Road, to Pearl Ridge, at the shopping

Continued on Page 6





#### Continued from Page 5

center, to Halawa Stadium, along H-1 to the Nimitz Gate entrance to Pearl Harbor on to the Honolulu International Airport. It goes along the mauka edge of the airport, through the Keehi industrial park to Lagoon Drive, crosses Nimitz to go down Dillingham Blvd. At Aala Park it goes underground under Hotel Street past Downtown and the Civic Center coming up near Cooke Street. It runs down one block makai of Kapiolani to Ala Moana Center, then follows Kapiolani to Isenberg Street and then toward the U.H., generally along Husten Street. It then follows H-1 to Kahala Mall, and the Kalanianaʻole Highway to Hawaii-Kai, to the proposed regional shopping

center at Hawaii-Kai Drive.

Needless to say — as is the case when any idea gets specific — the exact route will generate a large amount of discussion. There are no doubt many factors that would be better served by another route, but as a whole, the main traffic generating centers have been served — the shopping centers, the University, the Stadium, Waikiki, Downtown, the Civic Center, HIC, and Pearl Harbor. The residential stations fall at appropriate locations. The recommended route faces reality in choosing a path to minimize acquisition of private land, thereby minimizing costs, both of acquisition and of relocation, and time delays of the inevitable court actions.

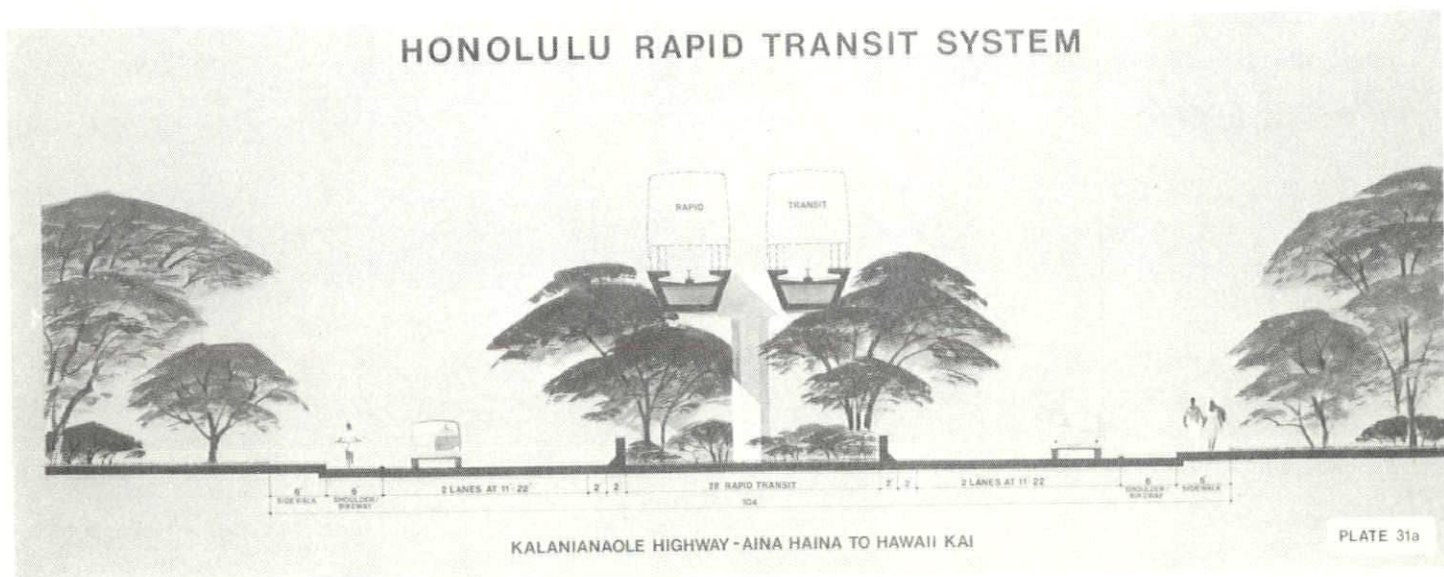
#### The Elevated Structure

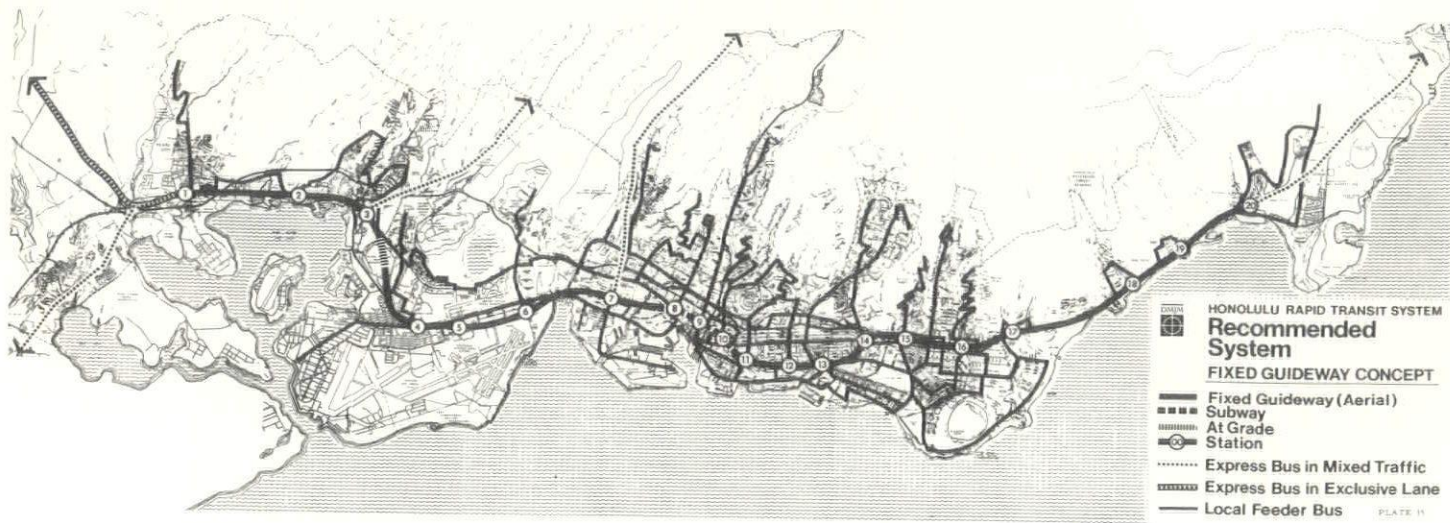
The elevated section of the system — 90 per cent — would be carried on concrete guideways. These structures would be 4 feet deep, 22 to 23 feet wide, 16 feet to the bottom, and carried by single T type support (see illustration). This would minimize the "forest of columns" effect of the Moanalua Interchange. Depending on the location, this area would be used for linear parkways with bikeways included. It could be used for normal street traffic, as with the portion along the Kalanianaʻole Highway, or in some cases, could be used for shops, parking or other commercial uses. At the stations, the sale of air rights could help defray some of the system costs.

This structure will be similar in its scale and impact on adjacent areas to that of the BART system south of Oakland. While it's not the sort of thing you might seek out for your front yard, it's a far cry from the infamous Chicago Els, and about one-fourth the size of the elevated freeway at Kahala.

#### The Vehicle

The vehicle itself is also a far cry from the Chicago Els or the New York subways. High speed (60 mph), electrically powered (minimum pollution — even including the generation of the electricity), rubber tired (quiet and smooth), fixed guideway (no competing





with autos for space; maximum safety), computer controlled (yes, they are aware of BART's problems — and are learning from them). The cars will carry 36 seated passengers, with room for standees; will be operable in groups of 2 to 10 and would provide a level of comfort on a par with the Mercedes tour buses. The system itself is capable of carrying 20,000 to 25,000 people per hour, each way. Trains would operate from 5 a.m. to 1 a.m. seven days a week. During peak commute hours, trains would run at 2 minute intervals. After 8 p.m. frequency would be 4 to 8 minutes. Obviously, specific schedules are some time away, but conceptual

schedules are based on experience from other systems.

#### The Feeder System

Integral with the development of the Rapid Transit System is the development of an effective feeder system. Experience shows that Americans cannot be expected to walk more than one-quarter mile. Reaching the guy who lives on top of Wilhelmina Rise therefore is a significant problem. The City plans a fleet of 475 buses by 1995 to feed the fixed guideway system. One-hundred-forty-three of these buses are now operating. Three-hundred-sixty will

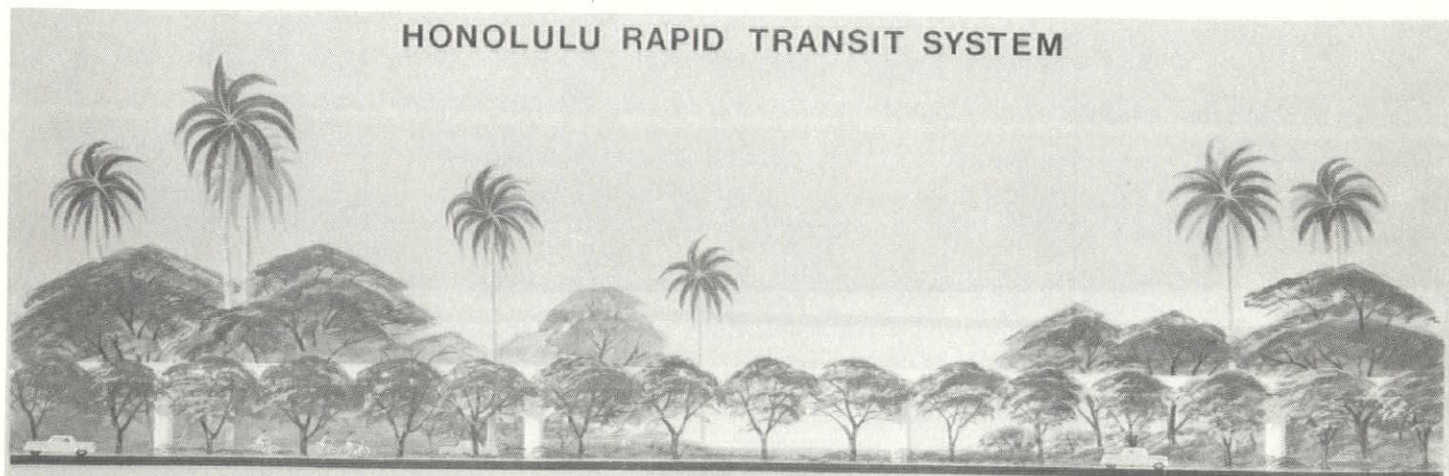
be operating within 2 years. Express buses in exclusive bus lanes will serve Windward Oahu. Express buses will serve Leeward and Central Oahu. This integrated bus-fixed guideway system will produce what the Oahu Transportation Study called a "balanced transportation system."

In the event that growth on the Windward side justifies a branch transit line, the rubber tire vehicle recommended is capable of negotiating the grades involved to get over the Koolaus.

The study just completed deals with Honolulu's transportation problems to the year 2010, with the main focus on

**Continued on Page 8**

#### HONOLULU RAPID TRANSIT SYSTEM



KALANIANAʻOLE HIGHWAY—TYPICAL ELEVATION RAPID TRANSIT SYSTEM

PLATE 31B

### Continued from Page 7

1995. Projections are based on State of Hawaii Department of Planning and Economic Development (DPED) figures estimating the Oahu population at 924,000. The 1970 census shows 630,528. Based on that figure the 1995 residents will make 3.3 million trips daily. The 1970 residents made 1.5 million. Continued reliance on the auto would result in the need for 10 more lanes of freeway in the Middle Street to Kahala area, 8 more lanes from Kahala to Aina Haina, 6 more lanes from Aina Haina to Hawaii-Kai. And that would only take care of getting the cars "there." Consider the requirements for parking! DMJM's projected figures are based on travel for 484,000 people, with the transit system carrying 70 per cent of the load.

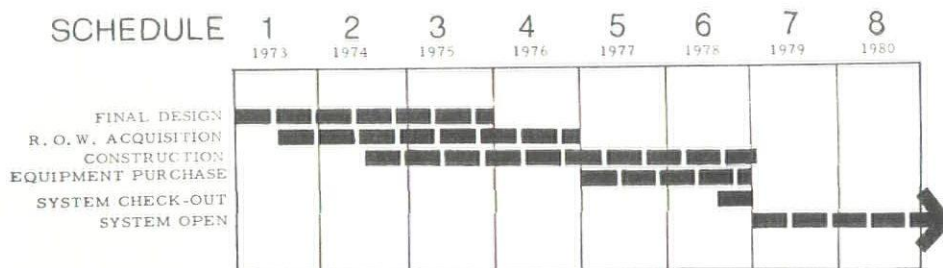
### Construction Phasing

DMJM proposed a continuing program to maintain the current momentum toward achieving a modern transit system. It would devote the first year to the preparation of plans and specifications for the first contract package, with construction beginning by the end of 1974, and the first increment of the rapid transit system ready for service by 1978.

DMJM considers it prudent to limit the maximum construction volume of the transit system to approximately \$100 million per year. Based on that amount, the first increment system of 12 to 14 miles of trunk line, could be completed in four years. The remaining segments of the system would be staged for completion one to two years later with the entire 22-mile system in service by early 1980.

DMJM recommends that the trunk line between Middle Street and Honolulu International Airport should be the first segment of the system completed, according to a report by ODC.

### SCHEDULE



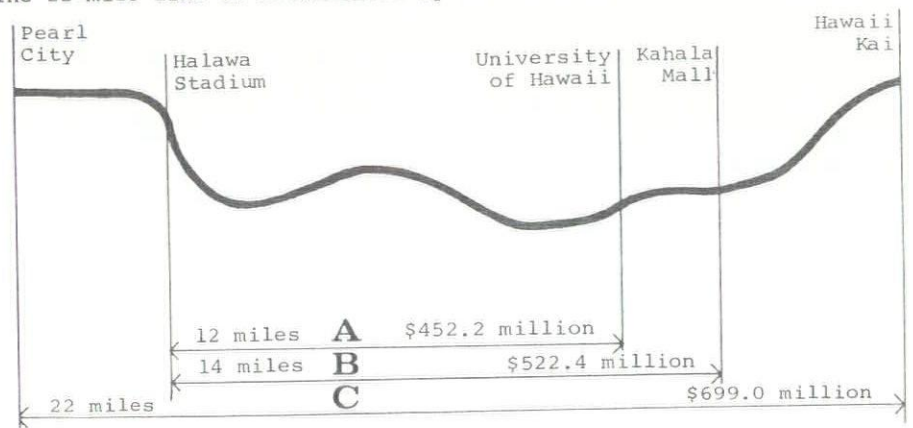
### COSTS

a summary of the estimated costs in millions of dollars for the trunk-line system in three lengths:

	A 12-mile system	B 14-mile system	C 22-mile system
Fixed Facilities & Equipment:			
Trunk-line and Stations	\$115.1	\$131.6	\$188.5
Power and Control Systems	32.5	41.9	57.0
Trainyard and Shop	15.4	15.4	16.5
Vehicles	31.3	37.0	52.2
Subtotal	\$194.3	\$225.9	\$314.2
Rights-of-way and Relocation	84.2	92.2	95.6
Administration, Engineering, Construction, Management and Pre-operating Expenses	25.3	29.4	40.8
Subtotal	\$109.5	\$121.6	\$136.4
Contingency	45.6	52.1	67.6
Escalation	89.9	107.7	159.1
4% State Excise Tax	12.9	51.1	21.7
Subtotal	\$148.4	\$174.9	\$248.4
Grand Total	<u>\$452.2</u>	<u>\$522.4</u>	<u>\$699.0</u>

### TRUNK-LINE ALTERNATIVES

A comparison of the 12, 14, and 22-mile lines studied by DMJM. The 22-mile line is recommended by DMJM.



The next segment would be the subway portion located beneath Hotel Street, with following segments located in the Ward/Ala Moana district and the Pearl Harbor area. These early segments involve little relocation of residents.

Later portions of the initial increment would be in the Kalihi area, makai of Dillingham Boulevard; and the segment at the Waikiki station, which would involve some residential relocation. The final sections of the first increment would be the link to Halawa Stadium and the segment from the Waikiki station to University station. The latter section involves a substantial amount of residential relocation.

The remainder of the system is programmed to complete the segment through Kaimuki to Kahala Mall, then the segment to Hawaii-Kai, and last, the segment from Halawa Stadium to Pearl City.

### Cost Estimate

It is significant that DMJM includes in its cost estimate: (1) a contingency fund; (2) an escalation allowance; and (3) the 4 per cent State excise tax, none of which are customarily publicized in connection with freeway or highway projects. Surprisingly, these three items account for about one-third of the total project cost.

### Financing

DMJM assumes that the local share of the total project cost would be one-third, or \$150 million for the minimum 12-mile system, up to \$233 million for the entire 22-mile system.

The consultants conducted a bond financing analysis based on the issuance of general obligation bonds by the City & County. Certain basic assumptions were made with respect to such bonds. It was noted that the incurring of additional funded debt by the City by as much as \$233 million would be within the maximum legal debt limit set by the State Constitution. However, that would preclude other City capital expenditures during the period. Therefore the consultants recommend that one-half of the local matching share toward the federal funds should be defrayed by the State. Several types of financing sources and a range of tax sources to assist that financing are listed in the DMJM report.

### Other Forms of Rapid Transit Considered

Although much discussion has appeared in the press lately questioning the consideration given to other forms of Rapid Transit, the DMJM report analyzed: (1) Waterborne Transit System (Hydrofoil); (2) Dual-Mode System (operated both on road and on a fixed guideway); (3) Personalized Rapid Transit (small cars — like ski area gondolas); (4) Extended Bus System; (5) Auto. The basis for comparisons were: (1) The system must be technologically available now — no gambling on magic innovations to take place sometime in the future. (2) The system must be able to be operational by 1980 — we don't have forever. (3) Initial cost.

Continued on Page 10

## Mulling it over with...



# MOLLY MOLENhoff

Get set for changes.

I mean changes that are more than just frills and fancies with little functionality. Changes like new and proven methods for waterproofing barriers for decks, ramps, roofs and walkways.

It's worth your time to let me tell you about a product called *Hydro-Ban* the reinforced vinyl elastomer membrane that is ready for any weather and such frictional displacement loads as diesel truck tires or the stresses of power steering systems. This *Hydro-Ban* membrane resists swelling or softening by gasoline, lubricating oil, automotive brake fluids and — battery acids. In addition, it's fire resistant, and has an inherent resistance to black fungus, as well as other fungi and bacteria.

To illustrate a severe short time hazard to a roof deck covering, a test was performed a while back simulating the spiked heels women used to wear. Now days woman's shoes are not unlike the WAC issues of WWII. But, to duplicate the "spiked heel" effect a quarter inch diameter steel rod with flat ends was placed on top of the *Hydro-Ban* covering (Polyvinyl chloride with a neoprene rubber laminate with a 0.030 thickness) under which was half inch plywood. Progressive loadings of 100, 300, 500, 750 pounds were applied using a Baldwin Universal Testing Machine. The load in pounds and the corresponding psi are: 100=2,037.49; 300=3,056.23; 500=10,187.45 and 750=15,281.17.

Here are the results: At 100 lbs. a slight indentation in the plywood substrate, the *Hydro-Ban* showed no scuff marks or cut through; at 300 lbs. there was permanent deformity of the plywood but the material showed no scuffing and cut through; at 500 lbs. the rod penetrated into the plywood 3/32" causing permanent deformation. There was no damage to the membrane. And at 750 lbs. which results in a stress level of 15,281.17 psi, the membrane was not penetrated or cut and still would have acted as a water barrier.

So for a membrane-type roofing cover which provides a weather tight seal against rain and moisture and resistance against heat, wind and sunlight in addition to the heavy vehicular or pedestrian traffic, call me and I'll fill you in on the specifications of *Hydro-Ban*.

Thanks for your time.

## HONOLULU ROOFING CO., LTD.

TILE • FLOORING • ROOFING

Showroom and Offices

738 Kaheka St.

Honolulu • Phone 941-4451

BC-1077

Continued from Page 9

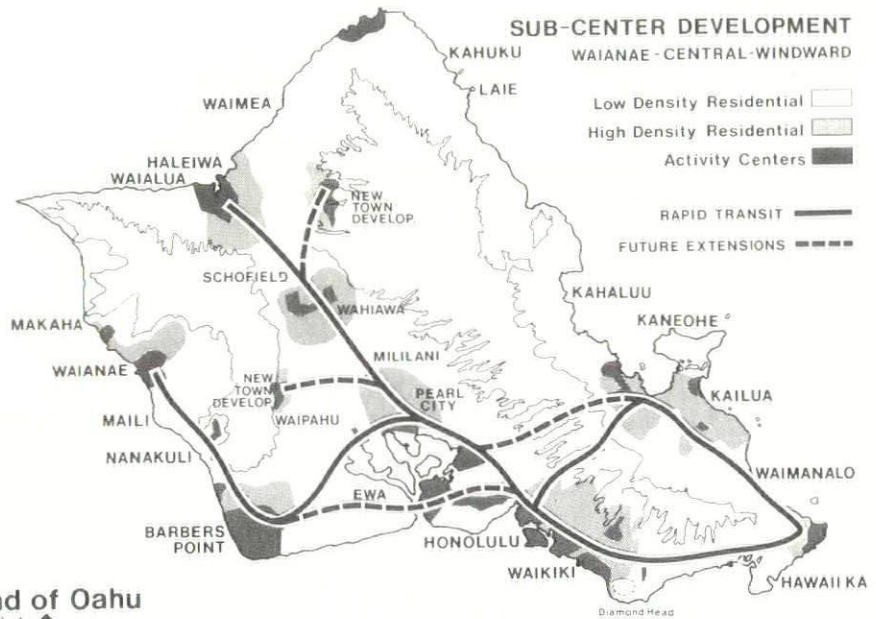
(4) Operational cost. (5) Impact Cost (Environmental and Social). (6) Service.

It is difficult to determine the accuracy and depth of the comparisons without extensive research and experience, but the evaluations appear to be logical, reasonable, and conclusive. None of the alternatives was even very close.

Similarly, it is difficult to determine the accuracy and depth of the overall study without extensive experience and research. The list of subject matter considered, however, indicates that the report was well done. The Environmental Impact Statement is three volumes. Thirty-four other secondary reports cover subjects from "Evaluation of Transit Concepts and Vehicles," "Patronage, Operations, and Revenue," "A Financial Plan for HRT," "Land Use Impact," "Economic Impact," three volumes of Route Planning Studies, to an "Airport-Waikiki Express Study," "Progress Report on Geologic and Soils Engineering," "Island-Wide Alternative Growth Pattern Maps," and "Rapid Transit System Goals and Objectives." It all seems to be there, and from a quick overview, it seems logical and reasonable.

### Island of Oahu

### HONOLULU RAPID TRANSIT SYSTEM



The most important question is "What now?" Now comes the period of politics. The decision makers in the City Council, the State Legislature, the Governor's office and even Washington need to be convinced that we want and need this system. Faced with a \$700 million investment, they are going to take a lot of convincing. It's going to take some

very brave people to say "OK - Let's do it." They will be a lot braver if we lend our full support to the plan. As architects, the planning issues are clear. Suburban Sprawl vs. Disciplined Growth. (Development will take place around the stations, and along the line of the system.) More roads and parking vs. mass transit. (Is mass transit really a

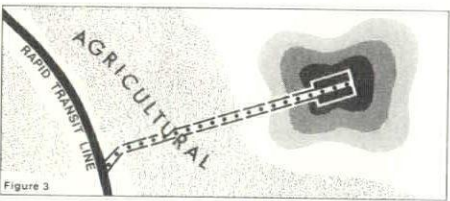
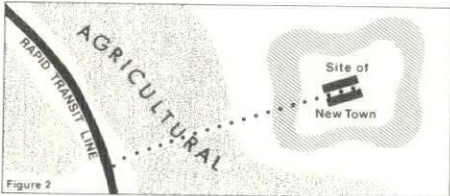
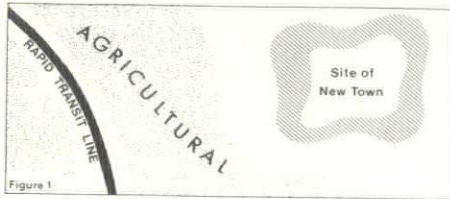
SUMMARY SHEET  
TOTAL PRESENT WORTH COST FOR ALTERNATIVE SYSTEMS  
(\$ THOUSANDS)  
(O & M Period - 30 yrs.)

	Fixed Guideway	Bus & Auto	Busway "A" 22-Mile System 40' & 60'		Busway "B" 19-Mile System 40' & 60'		1-A	1-B	Waterborne 1-C	System 2-A	2-B	2-C
<b>Capital Costs</b>												
Initial Costs	\$ 518,240	\$ 14,100	\$ 461,080	\$ 468,620	\$ 408,550	\$ 415,240	\$ 715,047	\$ 290,709	\$ 186,112	\$ 691,675	\$ 271,925	\$ 164,622
Add. & Replace.	59,540	38,200	76,570	80,470	73,860	78,540	220,700	86,249	58,831	213,200	81,807	54,390
Total	577,780	52,200	537,650	549,090	482,410	493,780	935,747	376,958	244,943	904,875	353,732	219,012
<b>O &amp; M (Rapid Transit)</b>												
Total	\$ 512,250	-0-	\$ 676,500	\$ 603,150	\$ 612,700	\$ 546,300	\$2,299,160	\$ 763,005	\$ 439,740	\$2,299,160	\$ 763,005	\$ 439,740
<b>O &amp; M (Feeder System)</b>												
Total	\$ 559,500	\$ 486,000	\$ 559,500	\$ 559,500	\$ 601,500	\$ 601,500	\$ 506,460	\$ 254,820	\$ 223,080	\$ 506,460	\$ 254,820	\$ 223,080
<b>Private Auto Ownership &amp; Operating Cost<sup>2</sup></b>												
Total	\$ -0-	\$1,700,000	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$ -0-	\$1,470,000	\$1,700,000	\$ -0-	\$1,470,000	\$1,700,000
<b>GRAND TOTAL</b>	<b>\$1,649,530</b>	<b>\$2,238,200</b>	<b>\$1,773,650</b>	<b>\$1,711,740</b>	<b>\$1,696,610<sup>1</sup></b>	<b>\$1,641,580<sup>1</sup></b>	<b>\$3,741,367</b>	<b>\$2,864,783</b>	<b>\$2,607,763</b>	<b>\$3,710,495</b>	<b>\$2,841,557</b>	<b>\$2,581,832</b>
<b>System Patronage (riders/day)</b>	<b>484,000</b>	<b>188,000</b>	<b>484,000</b>	<b>484,000</b>	<b>484,000</b>	<b>484,000</b>	<b>484,000</b>	<b>226,000</b>	<b>185,000</b>	<b>484,000</b>	<b>226,000</b>	<b>185,000</b>

<sup>1</sup> These busway costs should be compared to an equivalent 19-mile Fixed Guideway System whose total present worth cost is \$1,597,570,000

<sup>2</sup> To place all the alternative systems on a comparable basis, for those systems which are carrying less than the maximum patronage of 484,000 riders/day, the cost of owning and operating private autos by those people who are no longer diverted to transit should be added into the total present worth cost.

loss of individual freedom if the alternate is 10 more lanes of freeway chock full of cars?) Act now vs. wait until manana. The situation is perfectly clear. There can be no question of if — only of when.



Note: The sections on Phasing Costs and Financing are from the ODC Planning Issues — Winter 1973.

Illustrations are from "Draft Environmental Impact Statement — Honolulu Rapid Transit Preliminary Engineering Evaluation Program." Volumes 1, 2 and 3 by Daniel, Mann, Johnson & Mendenhall, September, 1972.

# The advantages of central gas water heating can be translated directly into dollars for developers of multi-family dwellings.

First cost, operating, maintenance, and replacement costs are lower for a central gas system than for an equivalent electric system. And central gas water heating produces all the hot water your building requires, when it is needed. Call 548-5368 to get the specifics on central gas water heating.

COMING NEXT MONTH

—AIA INVOLVEMENT  
IN THE LEGISLATIVE  
PROCESS

—MORE ON PLANNING  
AND LAND USE

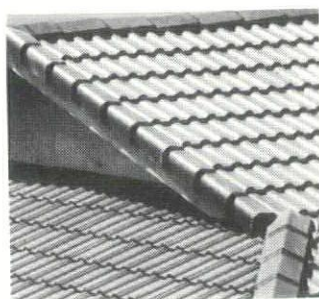
February, 1973



**THE GAS COMPANY**

ISLE GAS DIVISION, GASCO, INC.

HONOLULU • HILO • KAMUELA • KONA • KAHULUI  
LIHUE • LANAI CITY • KAUNAKAKAI



**Why buy  
Monier Roof Tiles  
when for about the  
same money you can  
get an ordinary  
shake roof that will rot  
and warp and absorb  
water and attract  
termites and even  
catch fire?**

Why not? Monier Roof Tiles will protect you from all these evils — and more — because they're made of lifetime concrete. And they require no more structural support than a shake roof! Monier Roof Tiles are available in a variety of attractive colors.

**Properly installed, a  
Monier Roof will never have  
to be replaced!**



**Monier Roof Tiles**

91-185 Kalaeloa Blvd.  
Campbell Industrial Park  
Phone: 682-4523

HAWAII CHAPTER  
AMERICAN INSTITUTE OF ARCHITECTS

# DESIGN HONOR AWARDS

## 1972





AND SUPPLY INC.

911 Halekauwila St. Ph. 538-6727

Fast Pickup  
and Delivery for

BLUELINE  
BLACKLINE

MYLAR  
SEPIA

SEPIA CARDSTOCK

XEROX 1860 REDUCTIONS

XEROX 7000

COPIES

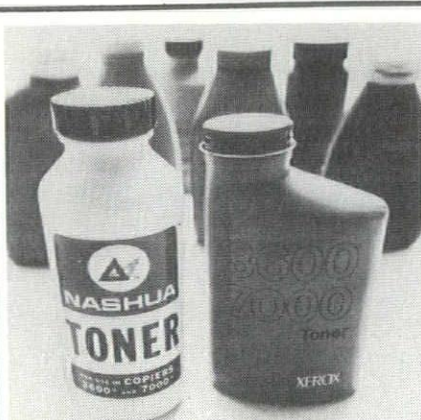
REDUCTIONS

COLLATED SETS

COMPUTER RUNOFFS REDUCED

AND

*Friendly Service*



## Ahead of all others.

How can you make sure the xerographic toner you use will give good copies while keeping your machines in top running order?

You can use Xerox's own toner. And get consistently good results. Or you can use Nashua toner. Get just as good or even better results. And save hundreds of dollars in the bargain.

P.S. Nashua also makes the only full line of developers that, along with Xerox, are ahead of all others.

*Distributed by:*

on Oahu—

Webco Honolulu, Inc. 521-3491

on Maui—

Maui Office Machines, Inc. 244-7902

on Hawaii—

Office Things, Inc. 935-5401



## DESIGN HONOR AWARDS

Continued from Page 13

C. Brewer Administrative Office  
Building, Hilo, Hawaii

Client: C. Brewer, Ltd.

Architect: Vladimir Ossipoff and  
Associates

Waiakea Village Hotel, Hilo, Hawaii

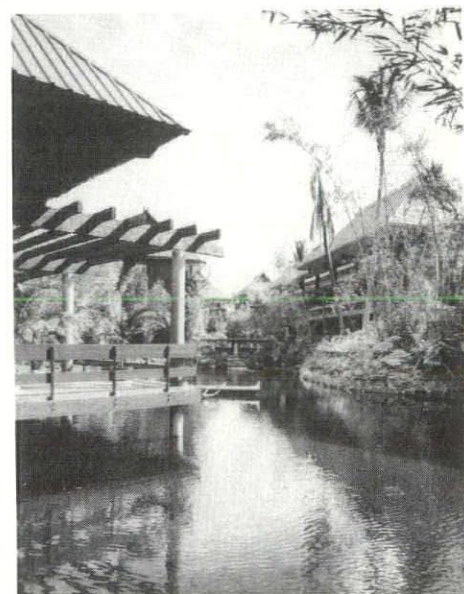
Client: C. Brewer, Ltd.

Architect: Au, Cutting, Smith &  
Haworth, Ltd.

Waterfront Village Shopping Center

Client: Kaiser-Aetna

Architect: David Stringer & Associates



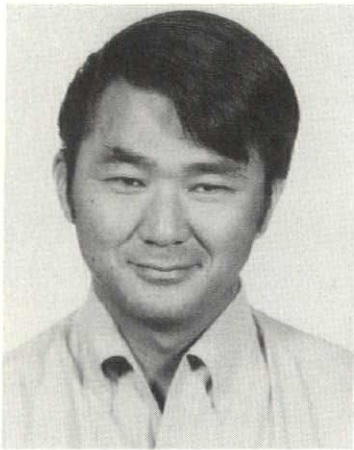
(Continued on Page 16)

Hawaii Architect

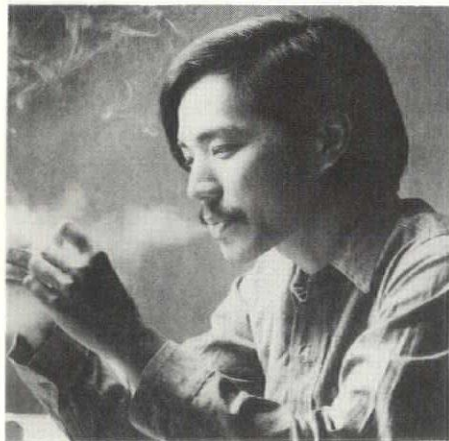
## New Members



**DONALD C. BERNSHOUSE**, Corporate Member. Employed by Donald C. Bernshouse, Architect. Licensed Hawaii and New York. Graduate of University of Oklahoma. Married (Karin), one child (Jill-6).



**KENJI FUJISATO**, Corporate Member. Employed by Alfred Yee & Associates. Graduate of University of Illinois.



**NATHAN LUM**, Associate Member. Employed by Charles R. Sutton & Associates. Graduate of Syracuse. Married (Lorene), one child.



## HAWAII APARTMENT SERVICE & SUPPLY, CO.

Apartment Maintenance, Cleaning & Repair

*No job too small*

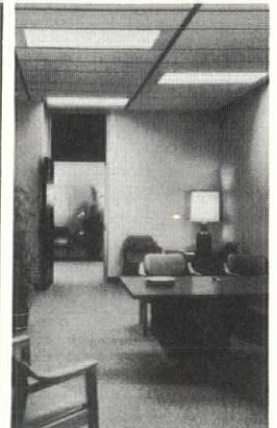
Ralph A. Schrader, Pres.  
Pat Edwards, Mgr.

**Phone 235-2711**

24 hours

## Armstrong Ceiling Systems Resilient Floors Carpets

For information contact Gerry Evenwel  
Armstrong District Office, King Center Building, Honolulu  
Phone 946-5929



## GREIG ASSOCIATES, INC.

### INVESTMENT COUNSEL

Total commitment to personalized financial counsel means more than simply providing a needed service. It is the willingness to furnish a quality investment product for accounts in the important \$10,000 to \$50,000 portfolio range. Serving since 1958, our staff has continuously been developing financial strategy and successful implementation thereof through money management.

#### GREIG ASSOCIATES, INC.

Suite 1920, AMFAC Building / 700 Bishop Street  
Honolulu, Hawaii 96813  
Telephone (808) 531-2722

#### JAMES F. GREIG CONTINENTAL, INC.

1474 Campus Road  
Los Angeles, Calif. 90042  
Telephone  
(213) 257-3844

## Keeping Hawaii Plastered (THINK THIN)



Picture a wall only two inches thick, but capable of standing up to any kind of punishment. From a temper tantrum to an earthquake. Now imagine that the same wall could also be lightweight, economical, easily installed and maintained, and able to contain a fire for hours on end.

**Impossible?** Not at all. Metal lath and plaster two-inch solid partitions meet all these criteria — and then some. They're easy to estimate. Go up fast. Weigh only about 18 lbs./sp. ft. (Under 9 lbs. with lightweight aggregate) And they've been subjected to temperatures reaching 2000 degrees F. for over five hours with no signs of collapse.

**Metal lath's** mechanical keying action and uniform reinforcement make them practically impervious to impact forces. Or, to paraphrase an old saying, neither hurricanes, nor floods, nor angry tenants have been able to inflict serious damage.

Call us for more information on creative economics with metal lath and plaster.

Plaster Information — Don Morganella

**PACIFIC BUREAU for  
LATHING & PLASTERING**

765 Amana St. — Rm. 304 — Ph. 946-6114

## WHEN IT'S TIME



To place a professional  
announcement  
...about an office move,  
addition of new personnel,  
change in partnership...

Place it where it will  
do the most good...

In Hawaii's Only Business Newspaper



**PACIFIC  
BUSINESS  
NEWS**

P.O.Box 833 / Honolulu 96808 / 521-0021



## DESIGN HONOR AWARDS

Continued from Page 14

**Children's Barn, Honolulu, Hawaii**

**Client:** Honolulu Zoo

**Architect:** EDW, Inc. / Lewis Ingleson

**Yacht Harbor Tower, Honolulu, Hawaii**

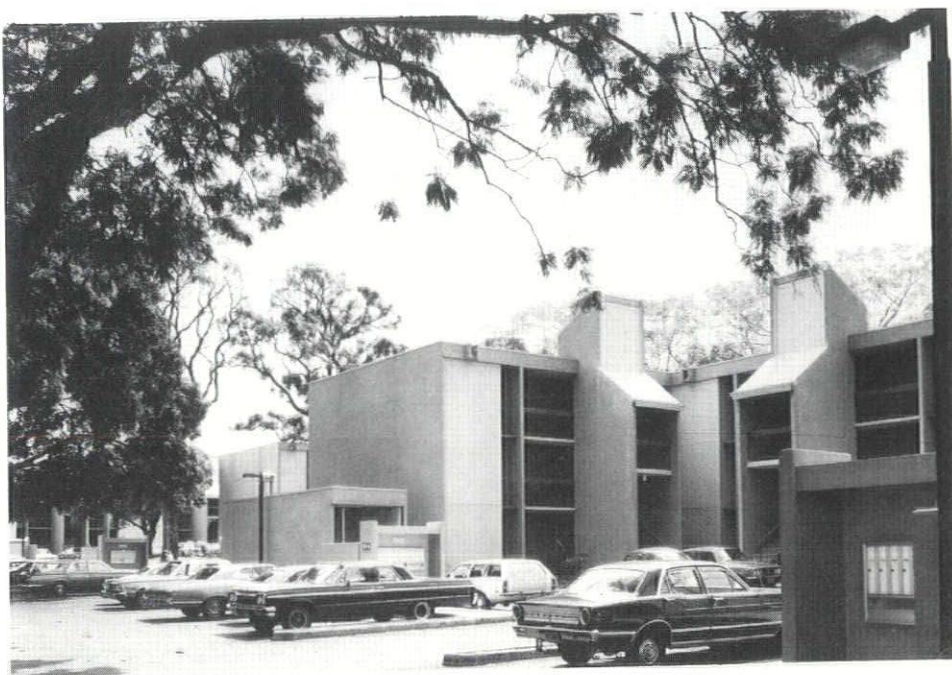
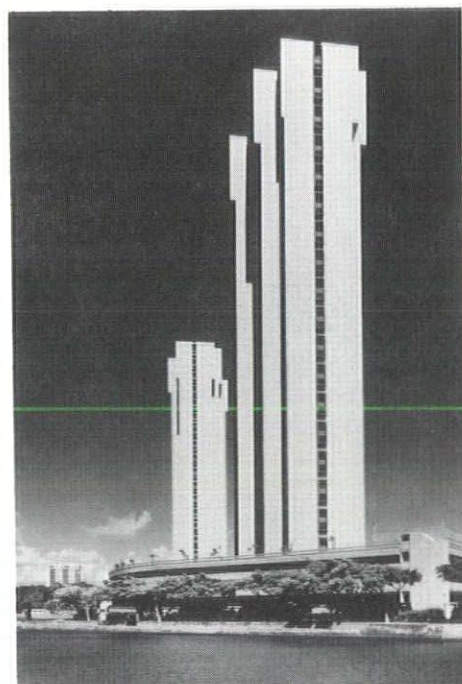
**Client:** Stark, Ltd. Sheridan Ing, Congen Properties, Inc.

**Architect:** Boone & Brooks, Inc.

**Student Housing, Hilo, Hawaii**

**Client:** University of Hawaii

**Architect:** EDW, Inc. / Lewis Ingleson



## NEW MEMBERS



**CLIFFORD RALPH STUCKMAN**, Associate Member. Employed by DMJM. Graduate of University of Oklahoma. Married (Joan).



**JANIS YIM**, Associate Member. Employed by William Pereira Associates. Graduate of California Polytechnic. Single.

## LICENSE SEMINARS

The College of Continuing Education and Community Service and the Department of Architecture, University of Hawaii, joined the Hawaii Chapter of the American Institute of Architects in announcing the 1973 PROFESSIONAL ARCHITECTURE LICENSE SEMINARS. These noncredit refresher courses in Architectural Design, Site Planning, Architectural History and Theory, Building Construction, Structural Design, Professional Administration and Building Equipment are designed to help candidates preparing for the State architectural licensing examination.

The tuition cost for each course is \$55.00 per student, plus the cost of course materials.

For more details, call the College of Continuing Education at 948-8582. A flyer is available upon request.



**FULLER PAINTS. A MATCH FOR EVERY COLOR.**

Perfect matching is a custom with Fuller Paints & Glass. Let Fuller help you spec any color you want, for any size job.




**FULLER PAINTS & GLASS**  
770 Ala Moana Blvd. / Phone 537-6902




**FOR YOUR  
FINISH HARDWARE  
SPECIFICATIONS**

**Hardware Trends Hawaii, INC.**  
THE OLDEST RUSSWIN DISTRIBUTOR IN HAWAII  
OWNED BY ISLAND PEOPLE

1370 Kapiolani Blvd. / Honolulu, Hawaii / Phone 949-1616 — 949-8355

UNIJAL                      HALEAKALA                      KONA KAI

FENTRON                      MERCER

## ALUMINUM PRODUCTS HAWAII, LTD.

- \* Sliding Glass Doors & Windows
- \* Jalousie Windows
- \* Window Walls
- \* Aluminum Shingles & Gutters

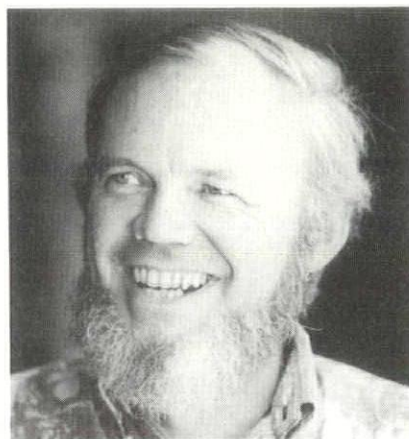
Titanalloy, Copper and Aluminum Sheets

669 Sheridan Street  
Honolulu, Hawaii  
Phone 946-4861

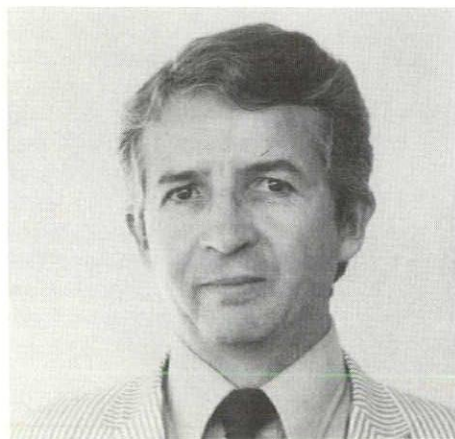
## Firm Changes Its Name



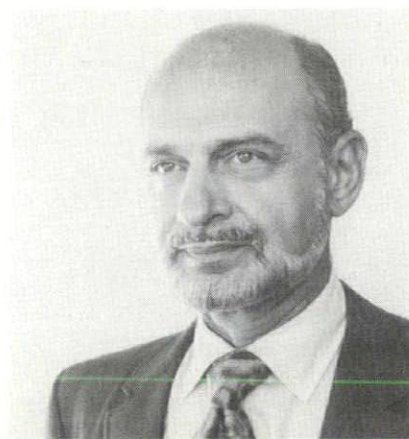
Ossipoff



Snyder



Rowland



Goetz

Vladimir Ossipoff announced that as of January 1 the firm's name was changed from Vladimir Ossipoff and Associates to "Ossipoff, Snyder, Rowland, and Goetz, Architects." Ossipoff opened his architectural office in Honolulu in 1935 and, except during World War II when he worked in Pearl Harbor, has main-

tained a continuous practice since that time. The inclusion of Snyder, Rowland, and Goetz into the firm as principals is, says Ossipoff, "a recognition of the long association these men have had with the firm and is a forward step in the continuing development of our architectural practice."

## WHAT'S HAPPENING?

### Continued from Page 3

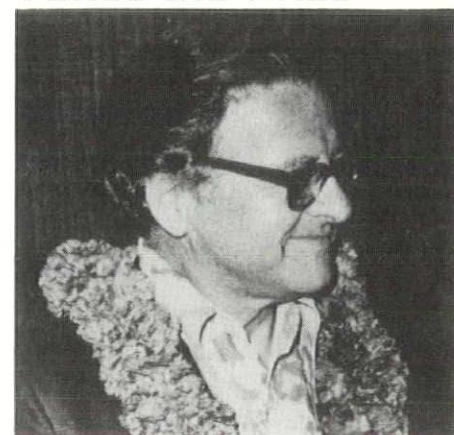
the Ylvisaker speech is being continued at a series of meetings at the beginning of February with William L. Slayton, executive vice president, AIA, National Task Force on Growth Policy Statement; Jacqueline Robertson, FAIA, also of the National Task Force on Growth; Jack Robin, Ford Foundation; and Fred O. R. Hayes. The chief goal of bringing these guests here is to advise us on how to make the AIA more effective in the community.

**MILLWORK INSTITUTE:** Responding to the encouragement of the AIA, the CSI, and the GCA, the Millwork Manu-

facturers of Hawaii have formed an industry organization similar to the California Millwork Institute. The chief benefits for us will be the use of industry standard specifications and details. This will help us both in specifying and in enforcing the specs. Don Chapman and Ted Candia deserve our mahalo.

**OFFICE PRACTICES TASK FORCE:** George Woo is chairman of a task force working to produce a comprehensive set of office practices. They are currently working on the area of working drawings — on symbols, abbreviations, and schedules. There is no reason for each

## Alfred Preis Takes the Prize



Preis

Alfred Preis, director for the State Foundation on Culture and the Arts, took the "preis" for special meritorious service to the community at the Makaha Inn bash sponsored recently by the local chapter of the AIA for his untiring efforts in raising the level of culture and arts in our community. His plaque read, "In recognition of his contribution in enhancing the environment as Director of the State Foundation on Culture and the Arts."

## ASA

Ruby Shupper of Mackinlay, Winnacker, AIA & Associates was installed president of the Hawaii Chapter, Architectural Secretaries Association, at their annual banquet held on January 26, 1973, at the Oceania Floating Restaurant. Other officers are: vice president, Genevieve Baker of David G. Stringer & Associates, Ltd.; secretary, Kay Okazaki of Belt, Collins & Associates, Ltd.; treasurer, Addie Duke, of Ossipoff, Snyder, Rowland & Goetz. The directors are: Sylvia Lee of Wong & Wong Associates, Inc.; Peggy Nakasone of Walter Leong & Associates, Inc.; and Thelma Chun of Edwin T. Murayama & Associates, Inc.

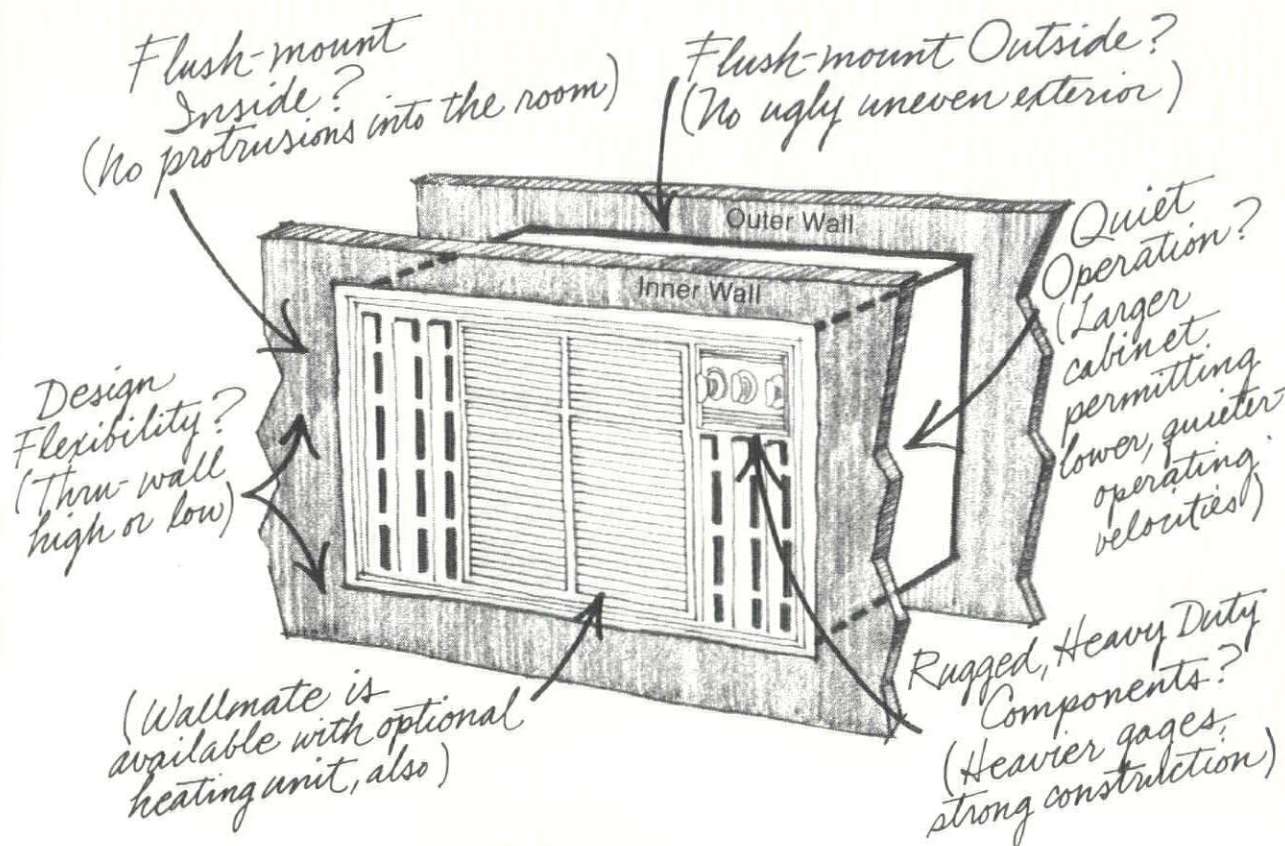
The Association includes secretaries of architectural, engineering, and planning firms and others in allied professions.

office to "reinvent the wheel." Shared experience will not only make our work easier, but raise the level of completeness and descriptiveness for all.

**NOTE:** Hawaii Architect intends to continue this column of "What's Happening" within the AIA. It will let all of us know what the various committees and task forces are doing.

# ARCHITECT:

What characteristics do YOU require  
in your Unitary Air Conditioning Design?



## Meet: **THE Carrier** WALLMATE

NOT an ordinary room air conditioner . . . **THE CARRIER WALLMATE HAS MANY FEATURES YOU WANT.** Please call for brochure, details, etc.

YOU ARE CORDIALLY INVITED TO VISIT THE CARRIER SHOWROOM  
at our new convenient offices. Hours: 7-4:30 Mon.-Fri. • Plenty of free parking.

CALL 847-6511\*



# AMERICAN EQUIPMENT



1602 Kananui St. (Mauka of Nimitz Hwy., opp. Pier 40) / Honolulu, Hawaii 96819\*

\* On and after Feb. 15, 1973

• Full Service Carrier Dealers On All Islands •

CROSSROADS PRESS, INC.  
P. O. Box 833  
Honolulu, Hawaii 96808

Geo. Pattengill, Hon. AIA  
AIA Library  
1735 Mass. Ave. N.W.  
Washington, D.C. 20036

BULK RATE  
U.S. POSTAGE  
**PAID**  
Honolulu, Hawaii  
Permit No. 778

## WE'LL FLOOR YOU.

You'll be covered in glory with a carpeting choice from our spectacular line of quality materials. Rich wool carpeting from New Zealand and modern, wear-resistant synthetics. In hues that are vibrant or soft. In designs that are creative and tasteful.

In patterns to fit any decorating concept.

Call Honolulu Roofing Co., Ltd., 738 Kaheka Street, Phone: 941-4451.

