

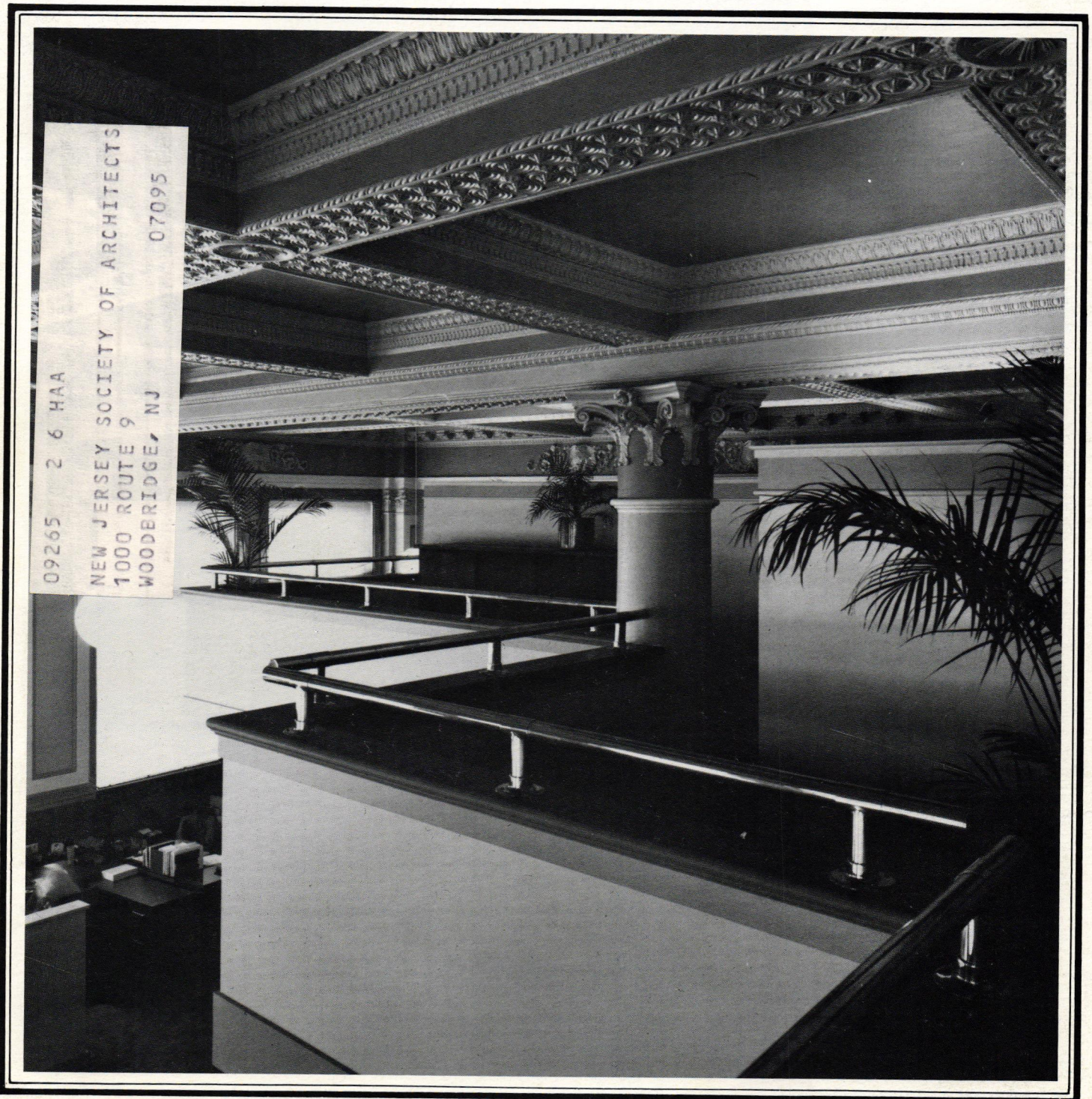
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HAWAII ARCHITECT

June, 1983

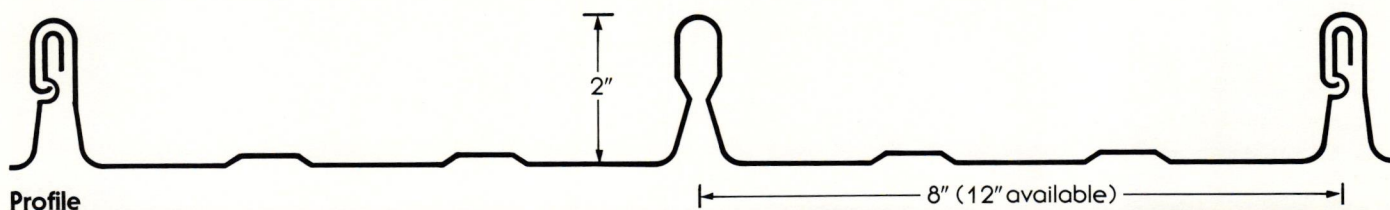
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Volume 12, No. 6

June, 1983

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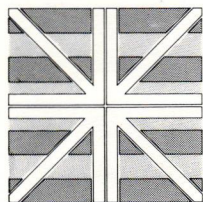
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Headlines

Revising the CZC

by Lewis Ingleson
President, Hawaii Society/AIA

Over the past several months the Department of Land Utilization has been in the process of revising the Comprehensive Zoning Code (CZC). The primary purpose of this work is to make the code consistent with the new General Plan and Development Plans. A concurrent benefit is the opportunity to update the CZC and make it consistent with other state and county land use policies and controls.

The department has, to its credit, established a CZC Advisory Committee made up of interested citizens to assist in this effort. This committee is small in size, and consists of people from the community who have detailed knowledge of the present code and can bring the citizen's viewpoint to the process. Two of your colleagues, Howard Wong, AIA, and myself, sit on this committee. During the course of our deliberations, almost all elements of the CZC have been discussed, analyzed, dissected, re-analyzed and our views recorded. The process has been enlightening for members of the committee as well as to the department staff assigned to the project.

Topics of discussion have included legislative intent, format, flexibility, public health, safety and welfare, design review procedures, density controls, and energy conservation among others.

Legislative intent, as stated in the code, is perhaps one of the most important elements in that it sets forth the purpose of each section and the expected results of the detailed regulations that follow. It is my feeling that it is too often ignored by both the designers of projects as well as those assigned to administer the code. If a conflict arises between a design proposal and a detailed regulation, it seems that the final test of the proposal would be whether it meets the legislative intent of the particular

section in question. In this manner, some flexibility in the administration of the code might be achieved. Of course, this presumes training of the code administrators as to intent, as well as allowing them some degree of flexibility in interpretation.

It is hoped that the format of the revised code will be an improvement over the present one. Although nearly impossible, I wish that the code was written on one chart containing all major regulations. However, short of that, I believe the inclusion of more visual aids would be very helpful. In addition, omitting the current practice of back-referencing is essential. I'm sure all of you have been frustrated turning pages back and forth to determine what is a permitted or conditional use in any particular district.

The term "public health, safety and welfare" is, to my way of thinking, used all too often to justify greater governmental control and interference. I feel that there needs to be a clear definition of what constitutes "public health, safety and welfare." Then each proposed reg-

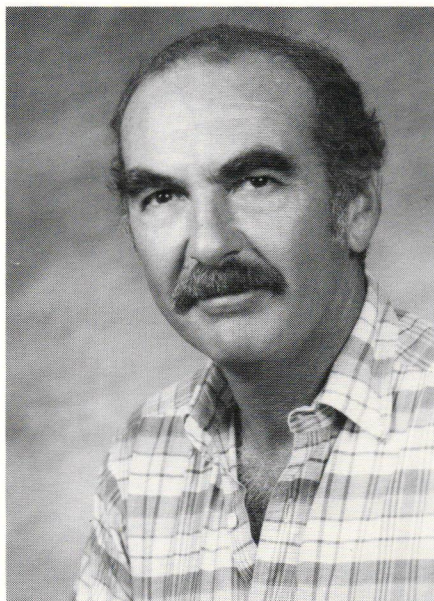
ulation should be tested against that definition.

Design review procedures clearly need amending. This process has become one of the most vexing for architects, particularly with respect to clusters and planned developments. Although the HS/AIA strongly supported the apparent flexibility that these procedures would allow when the present code was adopted in 1969, few of us could foresee that the absence of clearly stated criteria would lead to dissension rather than cooperation between the staff and the project designer.

Density control is another area where revision appears necessary. The present method of floor area ratio has its advantages, and also its disadvantages, particularly in the definition of floor area. The recent omission of lanais and other amenities from apartment buildings is indicative of this problem. Perhaps a system utilizing units per acre, bedrooms per acre or similar method would achieve more livable densities without the loss of amenities.

Somewhat related to the floor area question is that of shading devices in order to conserve energy. It is hoped that the new code will permit the inclusion of solar shades without a concurrent penalty in floor area. Other means of energy conservation should also be encouraged in the revised code.

The first draft of the newly revised CZC will probably be released late this summer. I'm certain that it will cause a lot of conversation in the architectural community. I hope you will review it very carefully and make your thoughts known. If you have any ideas now about revising the code, please jot them down and send them to the DLU staff working on the project. HA



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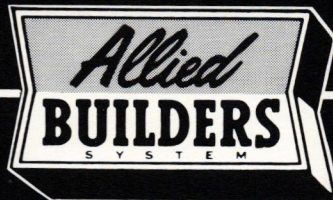


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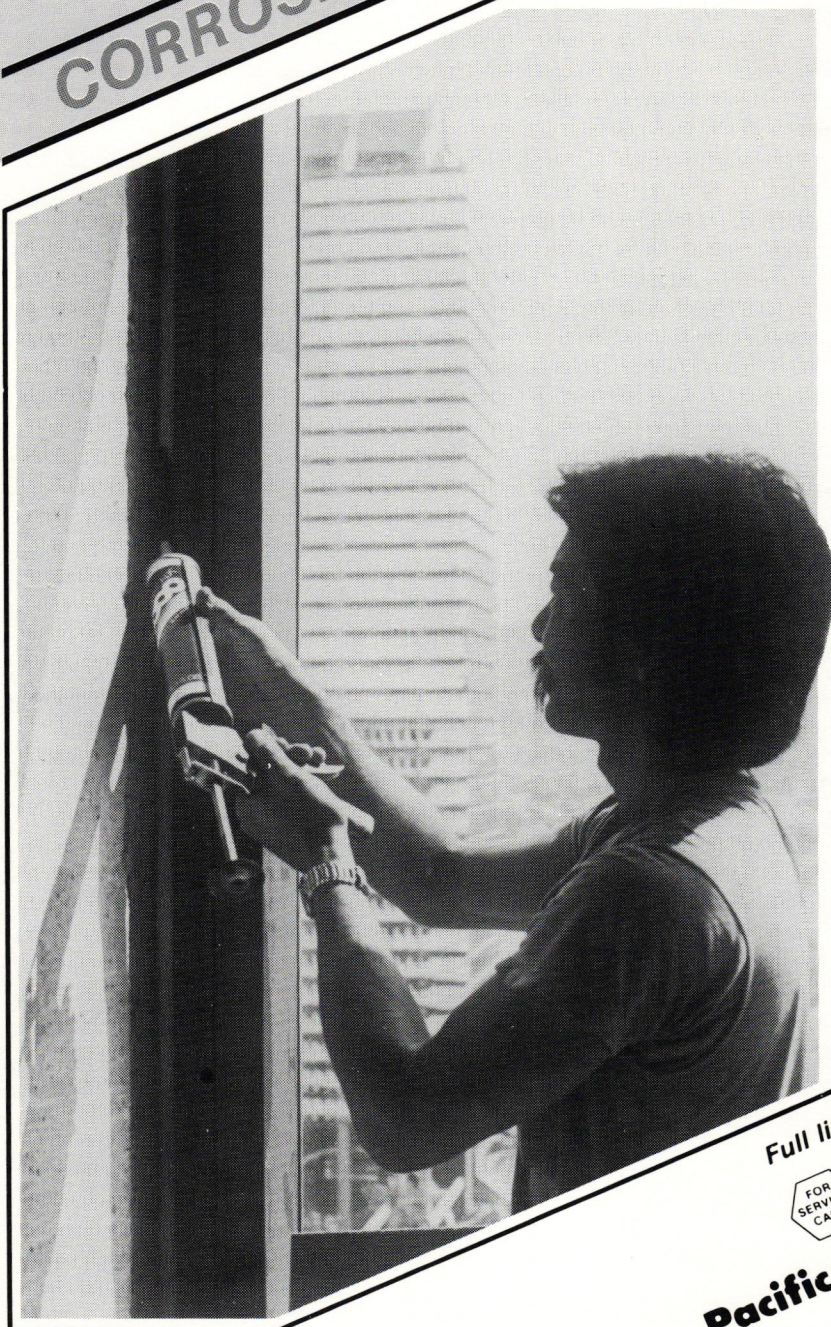
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HS/AIA

1983 Design Awards

by Nicholas M. Ybl, AIA

Nick Ybl, AIA, is currently the chairman of the HS/AIA's Design Award Program. From 1975 on, he has chaired the HS/AIA and Student Design Award Programs four times. He received his Bachelor of Architecture degree from the University of Southern California and is registered to practice architecture in three states. He is vice-president of the architectural firm, Kimura/Ybl & Associates, Ltd., and is actively involved in every phase of the firm's architectural practice.

The Hawaii Society/AIA 1983 Design Awards Program was part of the annual effort to recognize and stimulate superior design quality in building and planning projects.

It is difficult to establish the exact date when the "Hawaii Chapter" of the AIA started to recognize significant projects with awards, but there is evidence pointing to the years of 1955-1956. Since then, the awards program has followed a more or less systematic pattern of being conducted either in the spring or fall of each year.

This year's program was announced on February 1, 1983, and entries were invited for the following categories:

ARCHITECTURAL AWARDS:

- Excellence in Architecture
- Excellence in Architecture for Extended Use

SPECIAL AWARDS:

- Outstanding Craftsmanship Award
- Civic Enrichment Award

The awards program, as stated, was open to all HS/AIA members in "good standing" as of March 1, 1983, for architecture, urban design, and interior design projects completed since January 1, 1978. Projects primarily concerned with historic preservation, additions, and remodeling were to be submitted in the Extended Use category.

The Special Awards were open to those whose work impacting and benefiting the built environment had been completed since January 1, 1978. Outstanding Craftsmanship Award was offered to an artist, craftsman, contractor, or subcontractor who, through his or her direct involvement in build-

ing improvements, had made a significant contribution to the built environment.

The Civic Enrichment Award was offered to a developer, lending institution, public interest group, or government agency which, through its efforts, had generated or implemented a policy, concept, and/or physical environment which significantly benefited the built environment.

In response to the program announcement, 44 entries were received through March 10, 1983. There were 41 submittals in the Excellence in Architecture category

and three submittals in the Excellence in Architecture for Extended Use category. There was one submittal in the Special Awards—Civic Enrichment Awards category, and none for Outstanding Craftsmanship.

Meanwhile, a jury was selected composed of four design-oriented architects and the Director of the State Foundation on Culture and the Arts.

For the Architectural Award Program, the jurors were: Sarah Richards, executive director, State Foundation on Culture and the Arts; Kenneth K. Akiyama, AIA;



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"... strong dynamic contemporary complex."

choose the best meritorious projects as candidates for another type of award. In this session, a consensus of the jury agreed to cite five projects that were found to be particularly meritorious.

In summary, the jury recommended Excellence in Architecture Awards and the creation of Merit Awards. Award certificates for three Excellence in Architecture, two Excellence in Architecture for Extended Use, and five Merit Awards were presented at the Awards Banquet at the Waikiki Yacht Club on April 21, 1983.

In reviewing the entries, the jury commented that the overall quality level of the entries was very high. Since the nature of the projects submitted varied extensively, the jury was not influenced by comparative standards. Each entry was judged for the success with which the project had met its individual requirements. Entries were weighed individually—not in competition with each other—and the size of a project in no way limited its eligibility.

Judging was three-dimensional in relation to user needs and goals, and the design contribution to the physical, social, and economic conditions of the immediate and community environments—how well they serve the community and to what extent they recognize and include human values. These factors included spatial design concept and the use of advanced technology.



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Charles J.W. Chamberland, AIA; Pravin Desai, AIA; and Louis A. Fulton, AIA.

For the Special Award Program, the jurors were: John Hara, AIA; Francis Oda, AIA; and Dwight Lowrey, AIA.

The Special Award Jury reviewed the sole submittal for the Civic Enrichment award and found it non-qualifying for this special category.

The Architectural Award Jury reviewed all 44 submittals in one afternoon and evening session. As was originally intended, only "Excellence" awards were to be granted. "Excellence," as the jury was to discover anew, meant different things to different people. Therefore, the jury agreed that in this context, "Excellence" would be defined as a consensus of the individual jurors' perception of each submission.

To determine this consensus, each juror individually scored each of the 44 submittals, as follows: one point for excellent; two points for meritorious; three points for work less than outstanding.

When the scoring of the four voting jurors was tallied, the jury found: 40 excellent votes; 40 less than outstanding votes; 96 meritorious votes.

The jury was unanimous in its judgment of excellence for only one project, The Branch Banking Facility of the American Security Bank, designed by Franklin Gray & Associates. A second consensus of the jury, after a long session of discussion, found four additional submissions as excellent.

Since there were so many other projects considered as meritorious, the jury, with the encouragement of the Awards Committee, set another date for a final debate to

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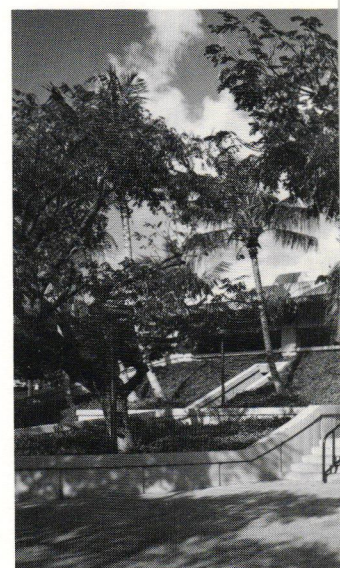
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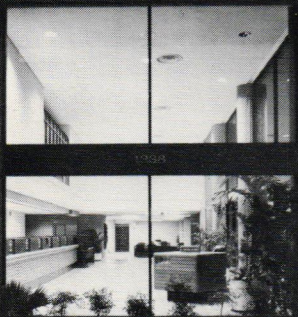
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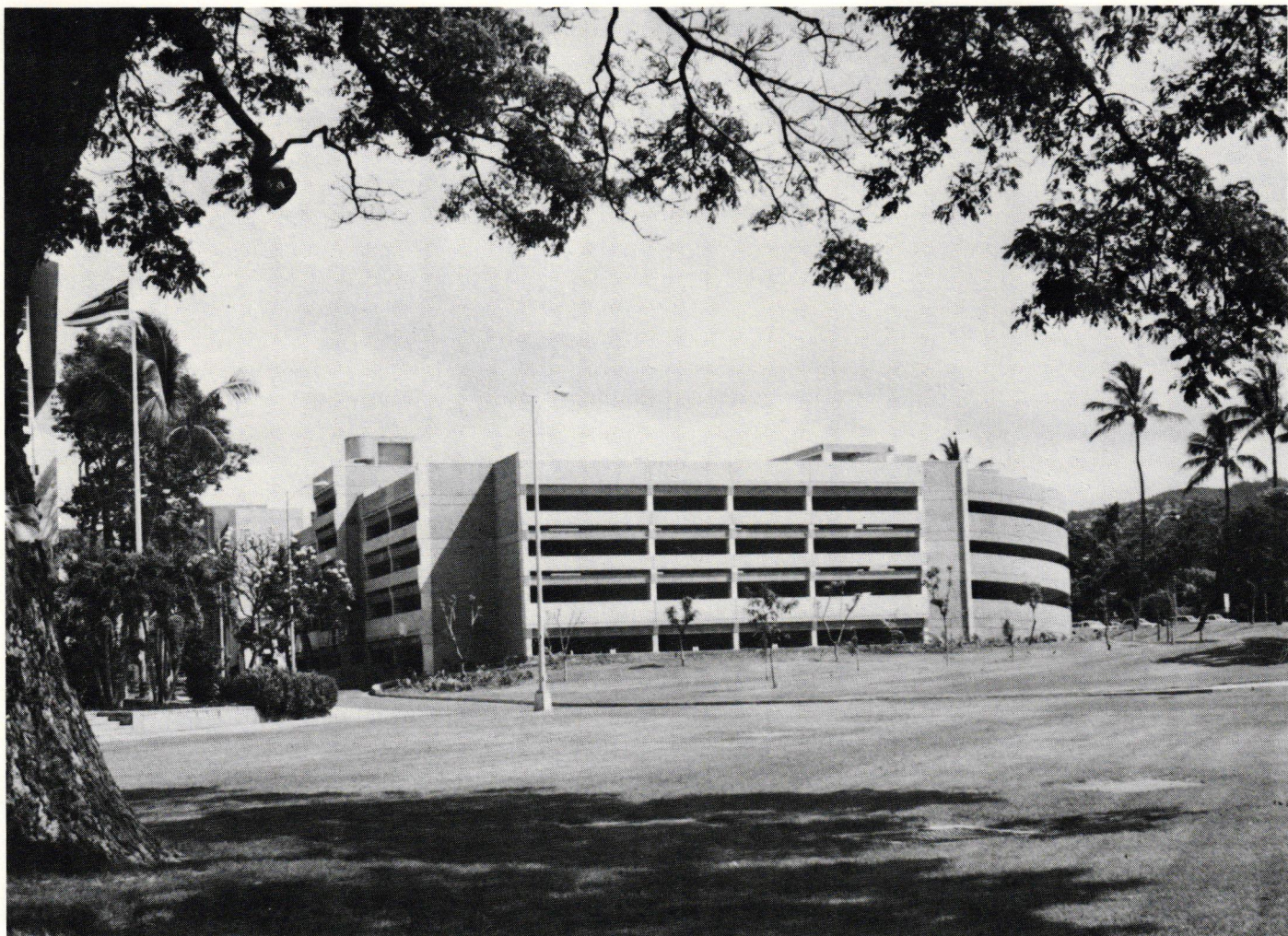
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Architectural Review: The Vineyard Street Parking Garage

by Alfred Preis, FAIA/ME

Parking structures are not normally among building types that warrant architectural reviews. There are, however, two in the Hawaii Capital District which do: the Municipal Garage mauka of the Municipal Building, and the Vineyard Street Parking Garage at the corner of Vineyard Boulevard and Punchbowl Street. Both grew out of the Warnecke Honolulu Civic Center Master Plan of 1965, and both serve as prominent entrances into the Civic Center, contribute significantly to the civic-center-as-great-park concept, and generate major open spaces to interact creatively with the landscaping.

It is the Vineyard Street project

alone, however, I will discuss at this time.

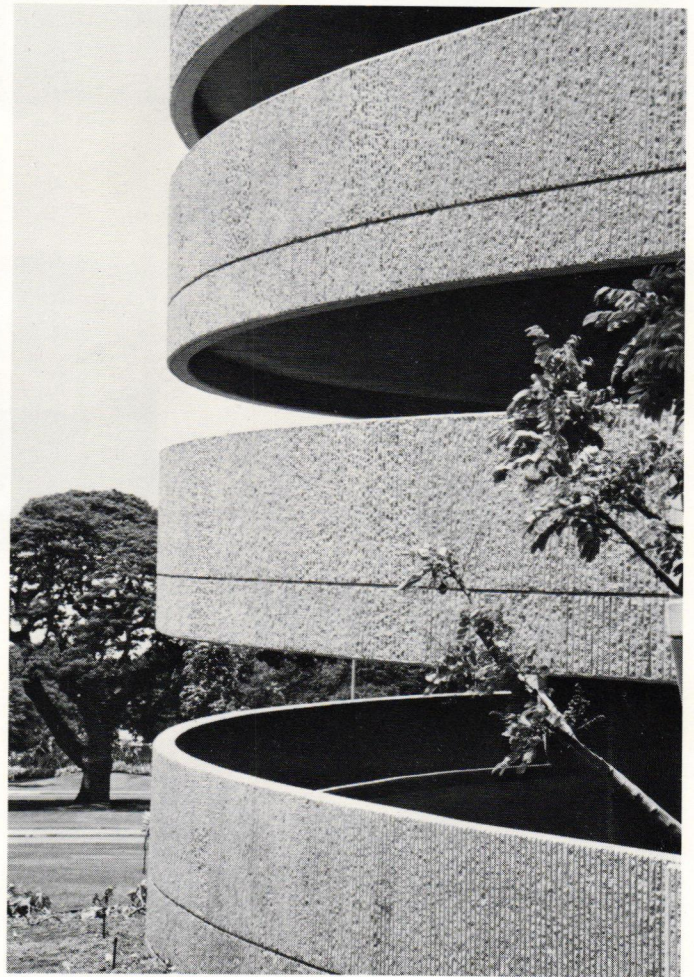
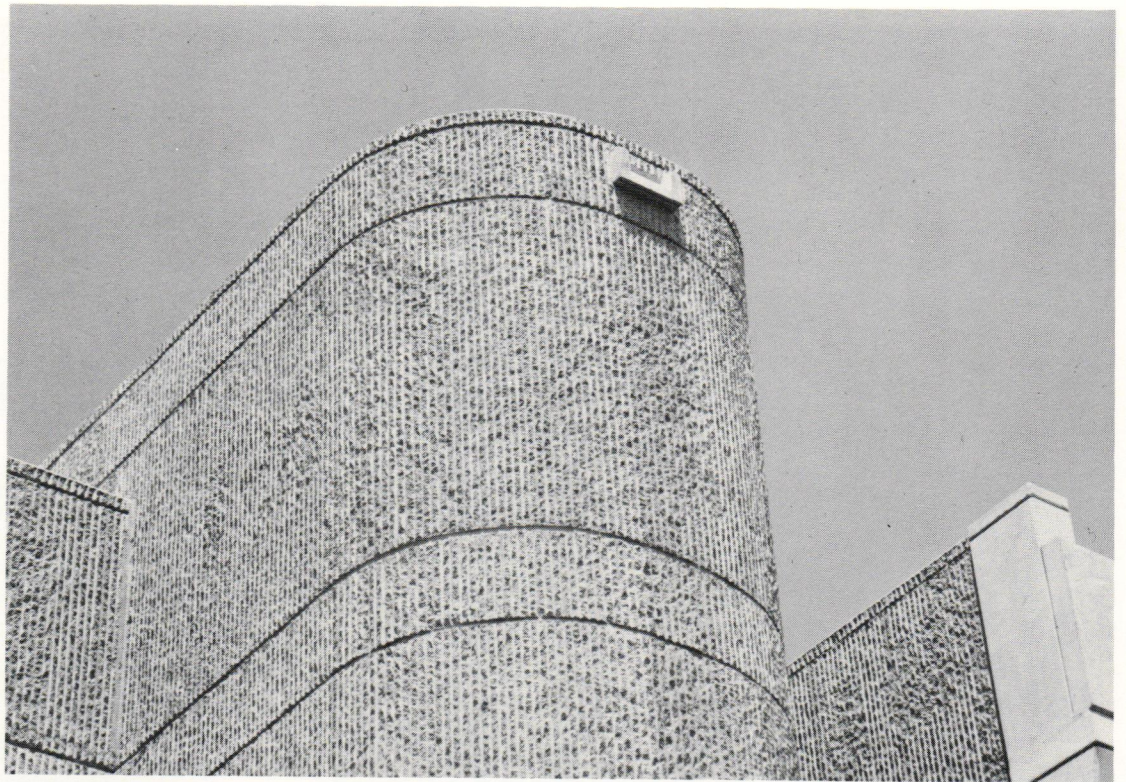
The architects were contracted to house within the garage all cars currently parking around Iolani Palace, the cars which previously occupied the building site, as many of the cars as possible parked mauka of Kinau Hale, and to also provide metered parking for the general public.

They were to site-plan a group of new dwellings for residents who had to vacate the building site. They were to respect the existing underground utilities on Vineyard Street, and to provide access to and from all directions, but not directly to or from Vineyard Boule-

vard.

And importantly, they were to create between Vineyard Boulevard, Punchbowl Street, and the mauka side of Kinau Hale the largest possible unified open space, landscaped to embellish and screen the parking structure and Liliuokalani Building with foliage, and to link them with the Capitol by a walkway. They were to retain all important trees and to focus vistas on the Capitol for people approaching the Civic Center on foot or by vehicle.

The architect, in order to consolidate all available land into a continuous open space, placed the parking structure nearest to Vine-



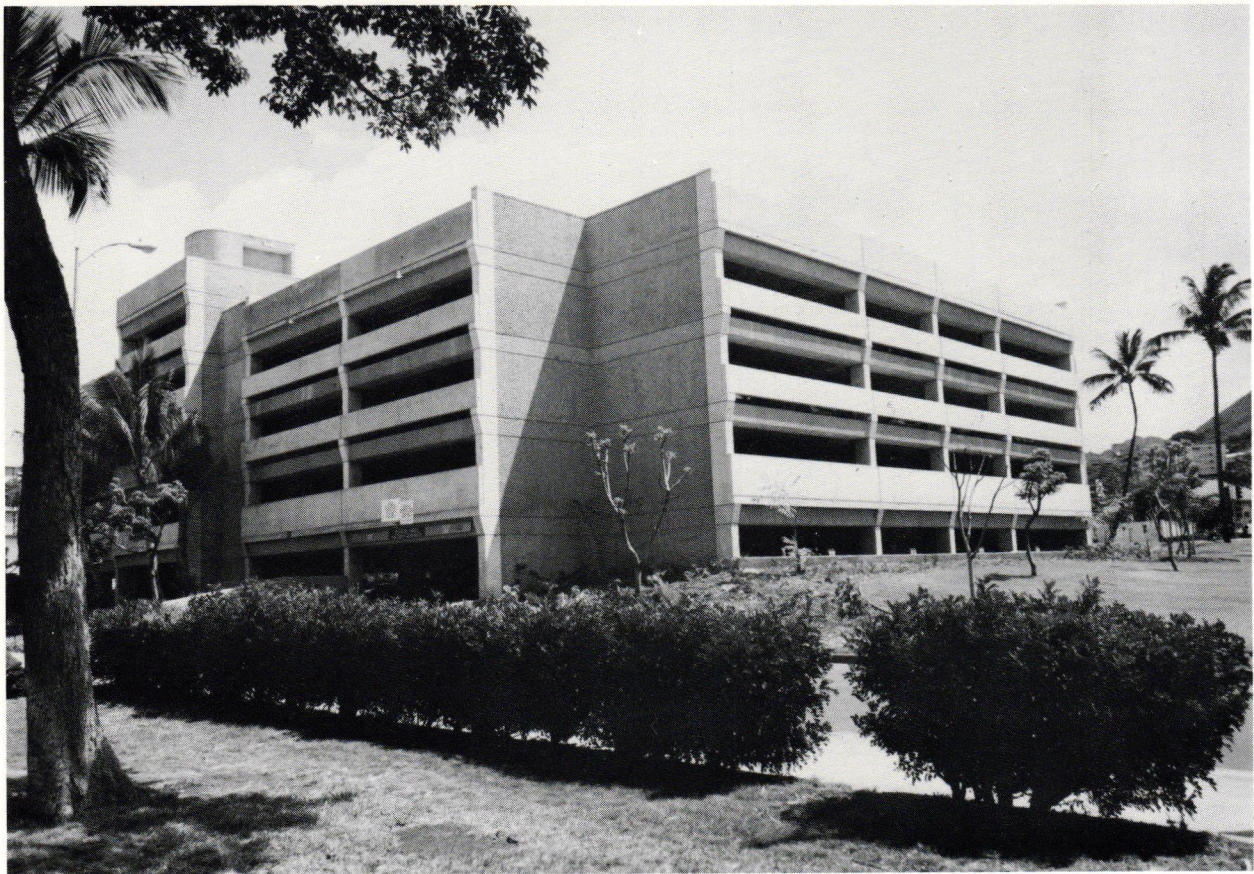
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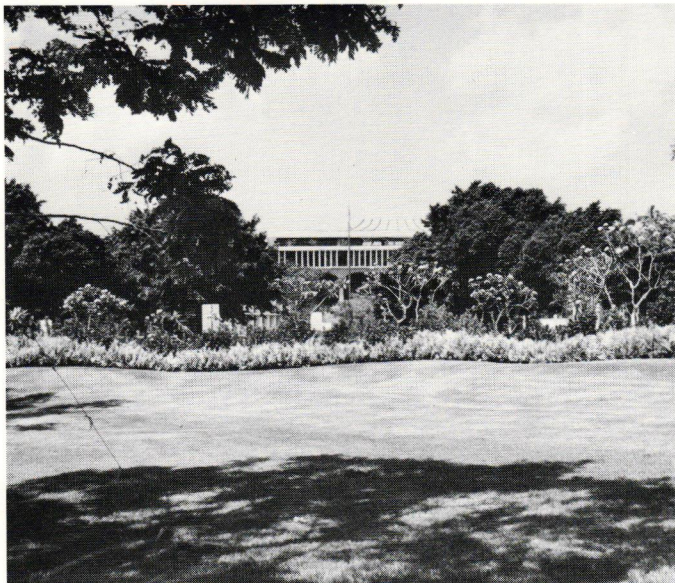
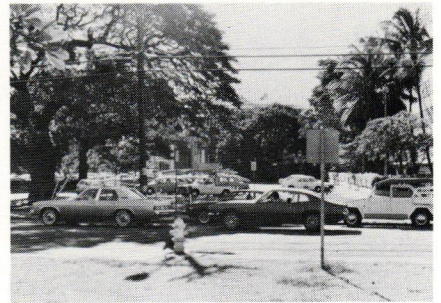
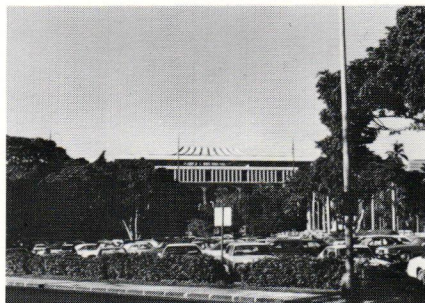
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At right and below: before and after.

Photos by Max Raksasat



yard Boulevard, and the group of displaced residents' homes on the makai side of Vineyard Street, both next to existing buildings. They eliminated through traffic on Vineyard Street but used it for access from the Ewa side, and they provided new access to Punchbowl Street. The much reduced number of surface-parked cars at Kinau Hale were concealed behind planted earth berms.

With the same intent to enlarge and to enhance the uninterrupted open space, the five-story-high parking garage occupies its lot in the most compact manner, without intruding into Historic, Cultural and Scenic District No. 1, enacted for the Hawaii Capitol District.

The corners of the building are folded inwards, perhaps not so much to avoid the usual unusable, unsightly spaces where blocks of parking stalls meet at different directions, but to embrace the landscape pressing against and into the building, or, as the architects call it, "in order to develop an interface of landscape and structure."

The walls of the indented corners, the circular stairwell on the mauka side and the semicircular planting boxes at the makai stairway are made of crenelated, "bushhammered," poured-in-place concrete. The enclosures along the car stalls consist of elongated plank-railings pre-cast into smooth-surfaced concrete. They screen the parked vehicles from the outside. They project beyond the floor edges and are spaced at different distances between floor and ceiling, flooding the garage interior with daylight and fresh air. They add a playful, rhythmic refinement to this building detail.

The garage, providing 63 stalls on the ground floor for public parking and 366 places on the upper decks for state employees, is basically rectangular in outline, except for the inverted corners and the outward-curved ramp at the Punchbowl Street/Vineyard Boulevard corner.

The architects succeeded by an effective design concept, good scale and proportions, careful detailing, and by selecting appropriate appurtenances, to present an architectural statement very much in keeping with the demands of the Civic Center, which is seen

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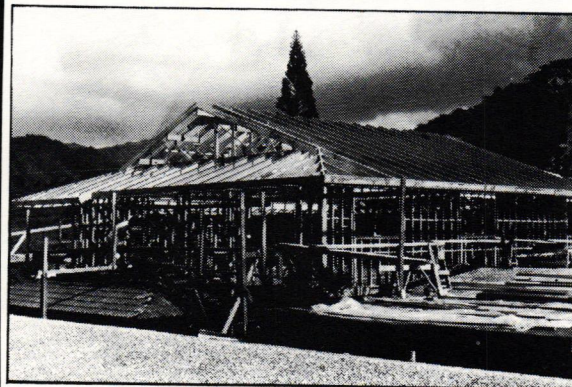
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They took advantage of the existing slope of the land, burying the mauka edge of the walls in shaped and planted earth fills. The split-level arrangement of the parking decks allowed for the raising of the mauka-most, pergola-covered half-story of the fifth floor to the apex of the structure, making it appear as if growing out of the soil like the trees which surround it.

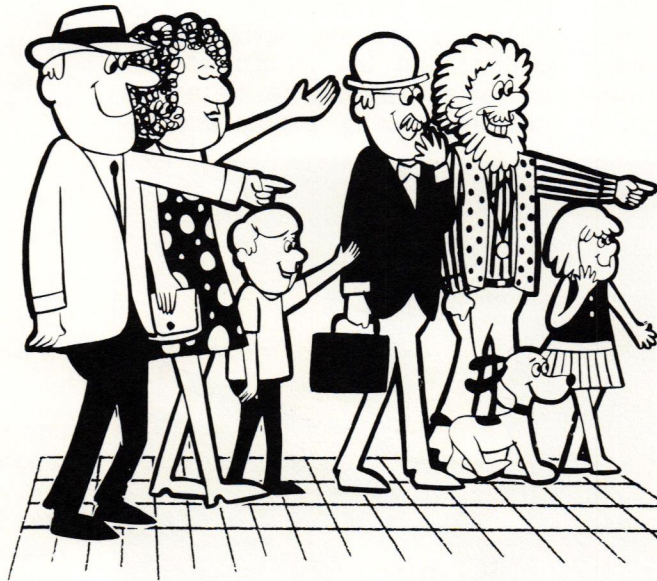
There is just one area in which I sense an unresolved struggle for prevalence between the industrial and the civic role of the building. The pre-cast concrete planks and beam covers have been allowed to merge at their corner junctions into each other and into columns with flattened, amorphous, indistinct contours. This solution was undoubtedly more economical and structurally more "honest," but, had the railing members been permitted to butt against independent, flat-surfaced columns, their configuration would have imprinted clearly legible profiles against them. This may then have avoided the cutting of the horizontal grooves—seemingly desired for the visual extension of the horizontal lines of the railing members—across the vertical crenelation of the concrete walls, and may have preserved the powerful juxtaposition of the vertical and the horizontal building elements.

It is also regrettable that the using agency chose to attach additional warning signs above, and in part over, the attractive graphic work over the garage entrances. These could still be relocated on the insides of the entrance walls, facing oncoming vehicles.

Compared to the major achievement, the loyal and imaginative implementation of the "Warnecke Plan," these are indeed minor flaws. State Comptroller Hideo Murakami is to be credited for the determined and skilled guidance with which he led the project through the many pitfalls to which public projects are exposed. We hope he will be equally successful in the ultimate inclusion of the already state-owned land between Punchbowl and Miller streets needed for a broader view to the Capitol and for an appropriate entrance gate to the Civic Center.

HA

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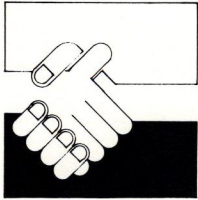
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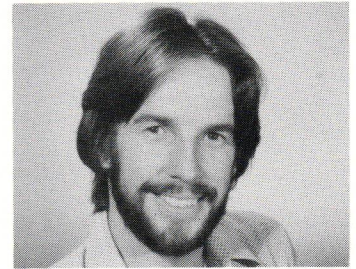
Ron Baers, AIA, is director of planning at Community Planning, Inc., a firm specializing in land planning and development. He received his B.Arch. in 1966 from UC Berkeley, and his M.Arch. in 1968 from UCLA. He and wife Sandy have two

children, Mike (15) and Jennifer (14). He is also a member of AICP (American Institute of Certified Planners), Historic Hawai'i Foundation, and the Downtown Improvement Association. He enjoys furniture making, biking, and Ci-



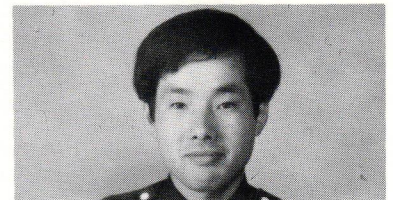
troen car restoration.

Ewan Cleave, Associate member of HS/AIA, has been employed at Chapman, Cobeen, Desai, Sakata for four and one-half years. Born



and raised in New Zealand, he attended Auckland Technical Institute, and has his NZCD in Architecture. He and wife Josie have a two-year-old son named Isaac. Cleave's interests include golf and sailing, and he is currently enrolled in a data processing course at Kapiolani Community College.

Akira Kawabata, AIA, is a partner in the architectural firm of Suzuki, Kawabata & Associates, Inc., established in 1982. He received a Bachelor of Engineering degree from Kyoto University, and a



M.Arch. from the University of Hawaii in 1979. He and wife Keiko have two daughters, Ayako (nine) and Junko (seven). He enjoys tennis and golf.

James ("Jimmy") T. Nakata, Associate member, has been employed at Geoffrey G. Patterson &



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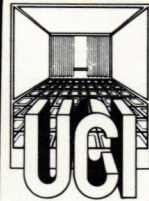
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