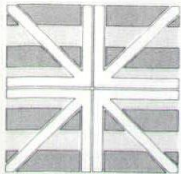


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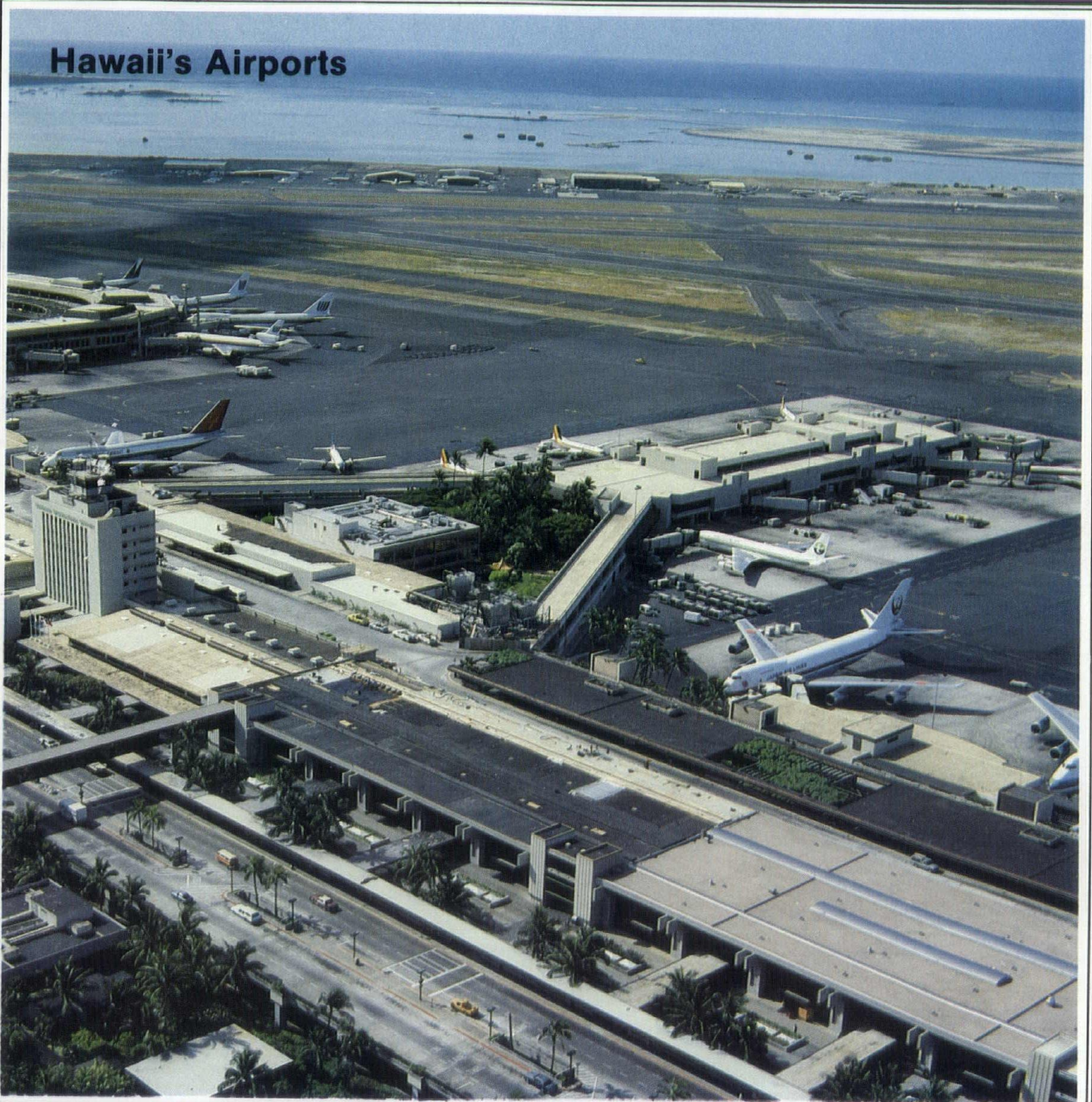
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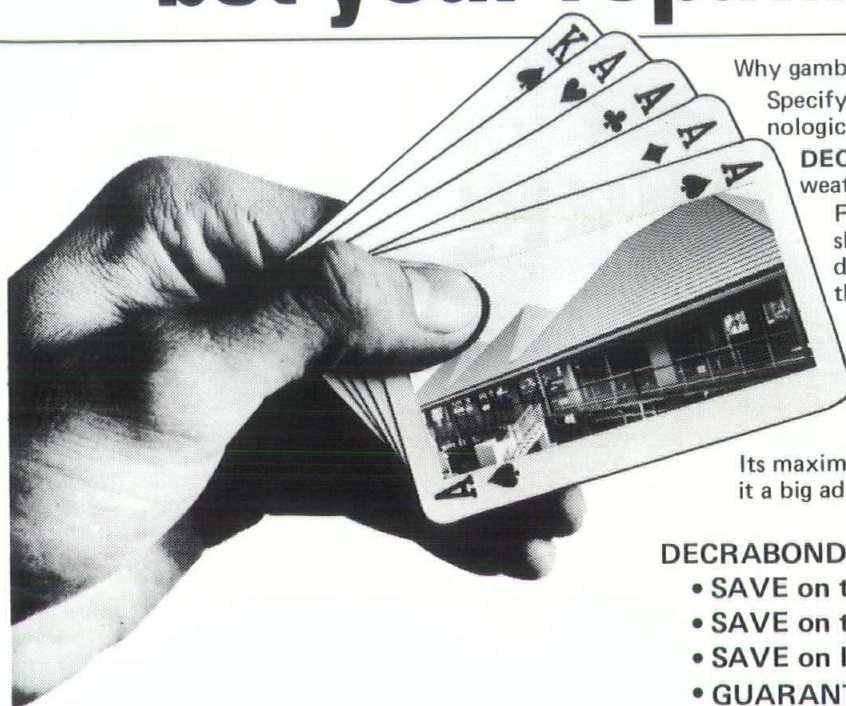
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Hawaii's Airports



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Headlines

En Route to Phoenix

by Chris J. Smith
President, HS/AIA

Realizing that this issue of *Hawaii Architect* is focusing on "Airport" design, I decided to take my assignment very seriously. So seriously that my normal procrastination and impatience mode has dictated that I compose this article while in transit to Phoenix for the AIA Convention.

Writing while traveling rather jaundiced this "reporter's" view of airports in general. Everything seems to run on panic time — not rational time, not late time, just p-a-n-i-c. Naturally, everybody is in a moving state. There seems to be an inclination for travelers to become involved with what I call the "salmon effect." This is similar to watching a salmon run, where 2,000 fish try to madly squeeze into a small stream. My comparison, of course, is related to cramming 350 people into a 100-ton piece of machinery that somehow magically flies, while I do my psychic part in keeping it in the air, with white knuckles clutching my armrests.

The red-eye (which I normally use because I can't stand to lose daylight time) is a real test of endurance. I'll tell you, sitting for five hours, trying to sleep in a space definitely not meant for anybody over five feet, let alone 6 foot 2 inches, is a true lesson in endurance. I also marvel at the scale of the lua; why do I feel they were designed to train future astronauts!?!

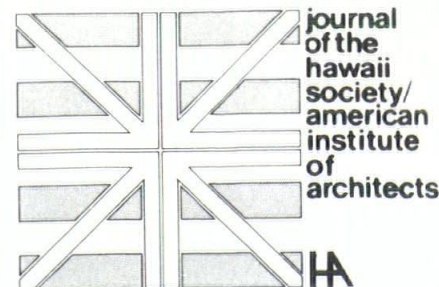
Arriving at Los Angeles early in the morning, you try to pry your eyes open, find your luggage, and learn to breathe smog again. A real assignment. Not being one to admit my potentially right-brain leaning, I still find that preparing for travel tends to unsettle me—usually—organized, alert, and cognitive mind. Thus, while making my Superman change in

the men's room, I discover that yes, I have packed my running shoes and yes, I have packed my climbing shoes, but no, I have not packed my dress shoes. So there I was—three piece suit, breakfast meeting at 7 a.m.—in my climbing shoes. What a way to start off a positive image. Fortunately the meeting was held in the Beverly Hills Wilshire area next to Rodeo Drive—where handkerchiefs start at \$150.00—so I stopped off to buy a pair of dress shoes. (I explained to the salesperson that this was the latest Hawaiian casual look.)

The gateway to Phoenix was by way of San Francisco, a city that continues to appeal to me and, incidentally, is the site of next year's AIA convention. I've enjoyed viewing the different types of art that periodically change along the walking concourse. This airport has real class; even your luggage arrives on time.

On to Phoenix. The trip from San Francisco to Phoenix was filled with lots of architectural chatter. Phoenix's airport (and its climate) definitely does not rank as one of the great marvels of the world. The ride into the downtown area was swift and painless—there is no downtown. The city is like a transformed L.A. No center, no theme, no focus.

The heat was unbelievable. Each time I had to walk from the safety of my hotel room to the convention center, the fillings in my teeth melted! Fortunately, we started off the convention with the Dodge-Sweets party, *Cinco de Mayo* (Mexican Forth of July). It was a super party held for all the architects and their closest 5,000 friends. Next day we took a quick hike up Squaw Peak (2,000 feet above sea level) and discovered—you guessed it—good ol' smog. HA



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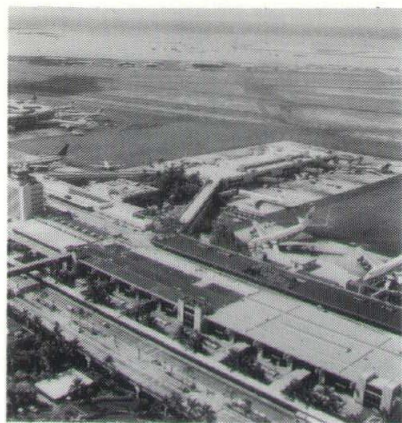
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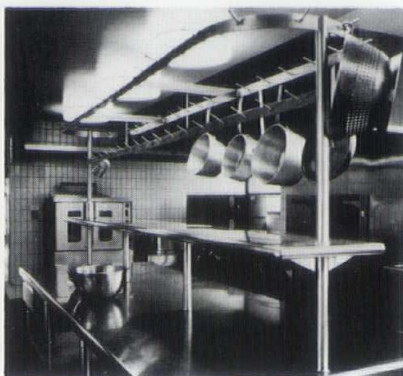
Cover: The Diamond Head Extension is one of many ongoing improvements at Honolulu International Airport. See story on page 8. Photo courtesy of State of Hawaii Department of Transportation.



6. 1984 Award Winner



18. Ke-ahole photo feature



36. Kitchen design

FEATURES

Hawaii's Airports

- Honolulu International Airport 8
by Benjamin B. Lee, AIA, M & E Pacific, Inc.
- Honolulu's Interisland Terminal 10
by Ruth E. Pratt, KFC Airport, Inc.
- New Lihue Airport Terminal 14
by Paul M. Nishizaki, Aotani & Associates and Michael M. Nunokawa, AIA, Murayama, Kotake, Nunokawa & Associates, Inc.
- Kona's Ke-ahole Airport 18

Kitchen Design

- Designing the Commercial Kitchen 36
by Sheryl Seaman, AIA, Group 70 and Irvin Mizo, Yasutake, Mizo & Associates, Inc.
- A Kitchen Designer's Kitchen 41
- Designing the Residential Kitchen 43
by Kathy Saito, Group 70

DEPARTMENTS

HEADLINES

- Airports—En Route to Phoenix 4
by Chris J. Smith, President, HS/AIA

LAURELS

- HS/AIA 1984 Design Award Winner—Media Five Ltd. 6

LEX SCRIPTA

- The Community's Role in Reviewing Major Development Plans ... 20
by Ali Sheybani, AICP
- Honolulu's Award of Merit to Development Projects 24
by Leigh-Wai Doo, Chair, Planning & Zoning Committee, Honolulu City Council
- Design Professional Conciliation Panel 30
by Paul Alston, Paul, Johnson & Alston

- NEW MEMBERS** 22
by Lyna Burian

NEWS

- Deguchi Named Associate at Architects Hawaii 26
- Parade of Homes Scheduled for September 26
- Federal Contracting Workshop Announced 26
- Architects' New Businesses 28
by Michael S. Chu

- ADVERTISERS' INDEX** 43

- NEW PRODUCTS** 34

Media Five Ltd.

Pavillion at Ward Centre & RoxSan's Patisserie

Architect:
Media Five Limited

Client:
Victoria Ward Limited

Photographer:
Augie Salbosa

The Pavillion is a specialty shopping complex located within the Ward Centre on Ala Moana Boulevard. RoxSan's Patisserie is a continental specialty cafe and bakery shop located within the Pavillion.

The design problem was to develop a retail concept which allowed for leasable spaces of approximately 650-700 sq. ft. at approximately 85% efficiency. A bay depth of 70 feet is difficult to market with retailers, because the Ala Moana Center is nearby and large retail spaces were simply not in demand.

An additional challenge was to design a retail food and dining establishment located in the Pavillion. Due to the unique and exquisite character of the food products served, the design challenge was one of designing an environment that functioned for the preparation, display, and sale of specialty food products, as well as providing a memorable dining experience.

The plan-organization concept began with the idea of having more uses than just retail shops. Food establishments were introduced to enrich the design program. Food shops tend to generate greater foot traffic and can better draw people into the deep bay space. This organization suggested exhibiting appropriate kitchen areas and demonstrating food preparation along the exterior walk areas.

With the creation of an interior



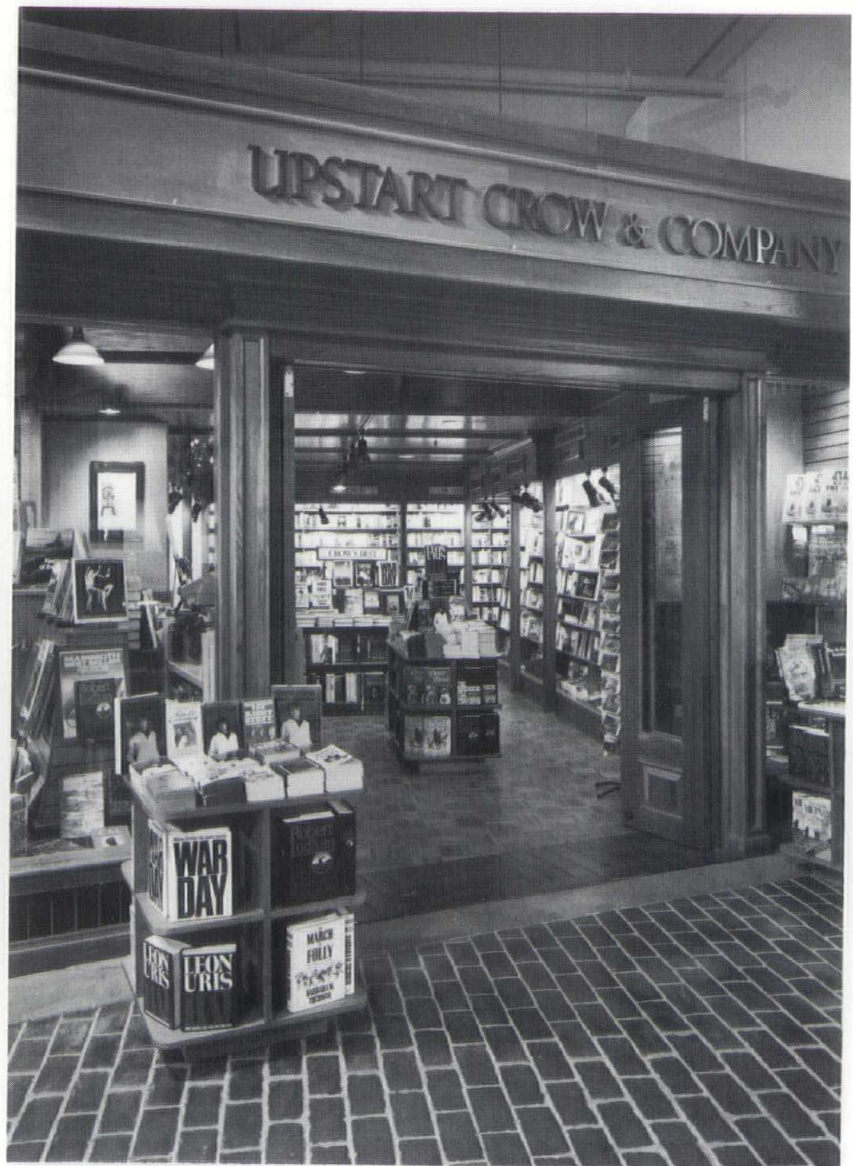
The Pavillion invites shoppers to explore specialty shops and food establishments. Shops open onto the interior walkway.

walk there are two unique concerns which affect the concept of RoxSan's Patisserie: (1) how to draw people into the "gallery" and (2) how to create a place of vitality that would maintain a high interest level once they were inside.

The entries to the shops are along the interior walk. This allows the food and specialty shops to have desired program sizes and the opportunity to promote themselves with the foot traffic drawn into the interior walk space.



Two key ideas formed the basis for the design of The Pavillion and RoxSan's. First, the complex should be festive and visually stimulating, and second, the image should project a sense of sophistication and uniqueness. Shops have the opportunity to display their products along the interior walk. Book displays draw foot traffic into Upstart Crow & Company (right).



Honolulu International Airport

by Benjamin B. Lee, AIA, M & E Pacific, Inc.

Honolulu International Airport (HIA) serves as the gateway to Hawaii for over 16 million travelers annually, over 9 million through the overseas terminal alone. It was rated the 16th-busiest airport in the world by the Airport Operators Council International. HIA can now handle more than twice the number of passengers it could ten years ago, and it will continue to

grow to meet the 140% increase in passenger traffic anticipated before the end of the century. The Hawaii State Department of Transportation's *Master Plan for Honolulu International Airport to the Year 2000* provides the guidelines for its orderly growth and expansion.

The major and most visible improvement currently under

construction is the Diamond Head extension to the main terminal. Designed by Sam Chang Architect and Associates and being constructed by E.E. Black (Phase I) and G.W. Murphy (Phase II), this 600-foot extension will provide 19 check-in-counter stations and additional ticket counters, airline offices, and concession space on the second level, 10 baggage-claim conveyors, ground transportation concession areas, and domestic group tour facilities on the ground level, and outbound-baggage conveyors on the basement level. The project is scheduled for completion in early 1986.

A new commuter terminal and the Northwest Orient Cargo Building were designed and constructed prior to the demolition of their existing structures to clear the site for the new extension.

Although the Diamond Head extension may appear to be a mirror image of the Ewa terminal, the facility will have many subtle design differences that improve passenger flow and convenience. Some of these features include curbside baggage-check-in facilities manned by United Airlines and American Airlines, a

Phase I and Phase II construction on the Diamond Head Extension is scheduled for completion in early 1986. Photos by Mike Lum of M & E Pacific, Inc.





paving pattern designed to visually complement and assist in directing passenger flow, a new flight-information and signage system, and a 100-foot-long baggage-claim conveyor capable of accommodating all the luggage from a full 747 aircraft.

Other, less-noticeable major improvements have been made or are being designed. These include the installation of additional loading bridges at twelve boarding gates to provide dual access to wide-bodied planes and increasing the capacity of the chill-water system for the existing terminal and new areas by 30 percent.

Support systems currently being designed to improve the overall efficiency of airport operations include new video-monitoring access control, energy management and control, airfield lighting, and improved fire-alarm and telephone systems.

Additional space and new baggage-return conveyors for reboarding passengers to the mainland have been completed at the ground level of the international arrivals building. The "pay-to-use" baggage carts, introduced in January 1984, are now allowed to exit customs facilities, greatly improving passenger flow and convenience while reducing the number of lost carts.

The one-way revolving exit

Interiors (above) will be finished with plaster, tile and resilient flooring, terrazzo and carpeting. Phase I construction is being done by E.E. Black and Phase II by G. W. Murphy. A new paving pattern (below) will facilitate passenger flow through the check-in areas of the Diamond Head Extension. Loading bridges will be added at boarding gates to provide dual access and expedite loading of wide-bodied planes.

doors currently under construction on the ground level will maintain pre-board security while minimizing the need for security guards.

Several other projects that will further improve passenger flow and enhance the comfort and welfare of the users of the overseas terminal are in various stages of planning and design. These include alleviating present congestion at the international arrivals area with the construction of a new foreign-group-tour facility on the second level. Long-term plans for the expansion of the Ewa end of the terminal and provisions for additional holding rooms are being studied.

Planning for modification and reassignment of concessionaire spaces to better serve the public is currently being conducted.

FAA staff have been relocated to the newly completed control tower. Space planning and interior improvements will be required for the vacated spaces at the administration tower.

Preliminary plans for improvement and standardization of the signage and graphic system for HIA are being drawn up. This standard will be used at all airports in Hawaii. **HA**



Honolulu's Interisland Terminal

by Ruth E. Pratt
KFC Airport Inc.

To expand without enlarging may seem like a Zen riddle, but it's a very real problem in Hawaii.

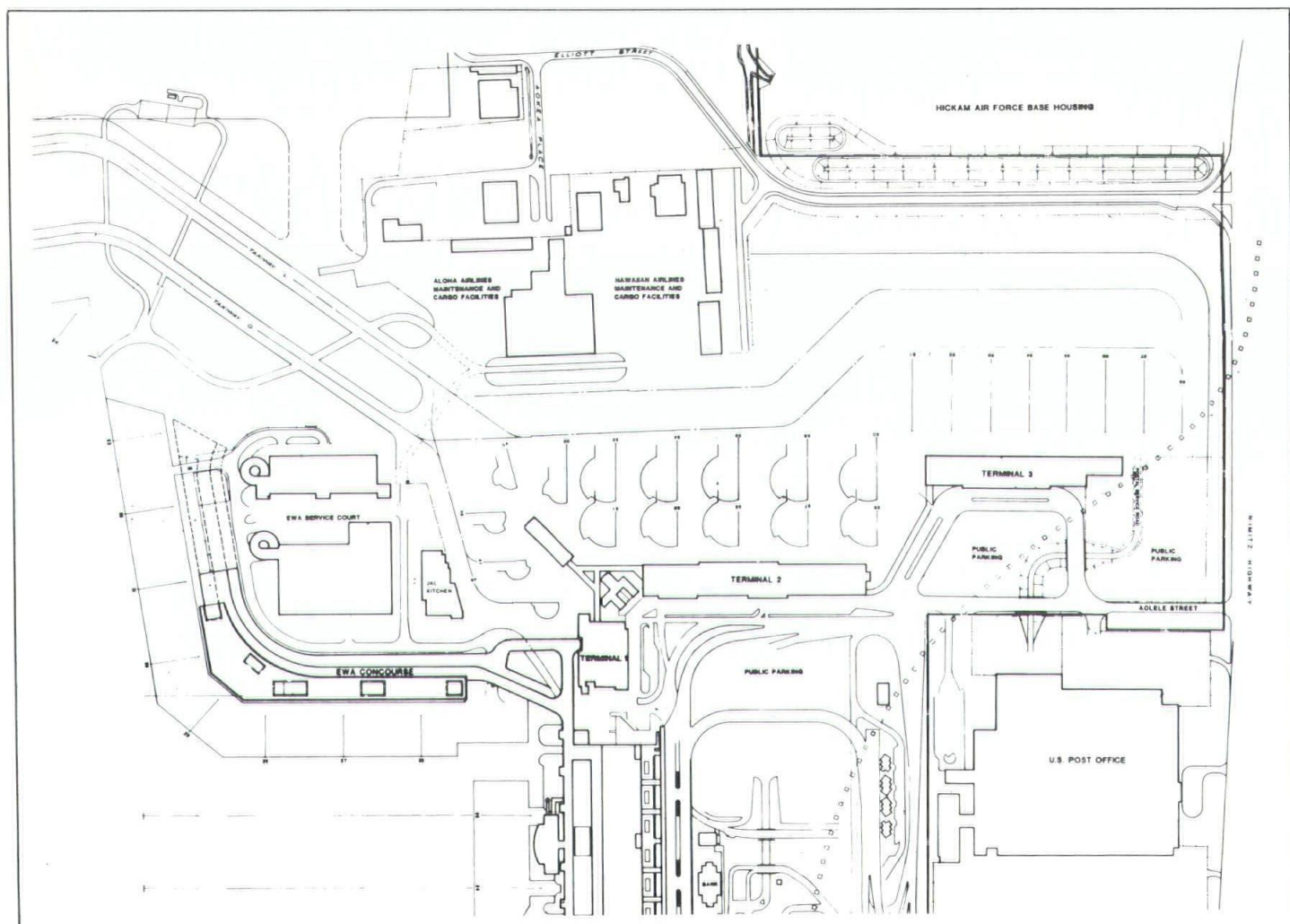
In the case of the interisland terminal at Honolulu International

Airport, the Department of Transportation (DOT) was faced with the fact that three million passengers enplaned last year through terminal facilities designed in the early 1960's to handle fewer than one million people. Modifications were made in 1970 to extend the terminal's life and delay new terminal construction until 1980. Forecasts predict that 4.7 million passengers will be flying by 1990 and 7.2 million by the year 2000. The problem has been exacerbated by the addition of a third interisland carrier.

Expansion was the obvious answer, but the interisland

terminal area is bounded by Hickam Air Force Base, Nimitz Highway, the international terminal, and taxiways. The constricted site is further limited by various interisland maintenance and support facilities.

A plan based on the principle of expansion within the constricted limits was therefore developed. By building up in two areas and rerouting roads in others, the plan comfortably accommodated a third airline and projected increases in passengers and aircraft through the year 2000. At that time, however, it became apparent that funding for the

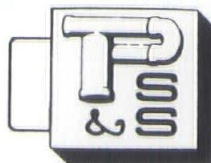


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project would be limited because the airlines had suffered depressed revenues in recent years. It therefore became a question of: (1) selecting those elements considered absolutely necessary for immediate construction and (2) designing these elements to conform to future use as established in the master plan.

The main design priority was, of course, safety. Airfield safety requirements included apron expansion for additional aircraft and a dual taxiway to improve efficiency of aircraft maneuverability. Two roads at the mauka end could be rerouted to accommodate taxiway length, but expansion in an Ewa direction would have created untenable sound levels for housing at Hickam Air Force Base. Design determined that an earthen berm, 30 feet high and 1,200 feet long would effectively reduce sound and that low-maintenance landscaping would provide a pleasant view. The berm also

"Expansion may not mean enlargement."

provided an economical solution for the disposal of excavated materials resulting from airfield construction.

To solve the immediate problem of serving a third interisland carrier, a new terminal facility has been designed to satisfy both present and future needs since it will be constructed along the axis of the future mauka holding room of the master-planned interisland terminal. Because the future axis is Ewa of the existing facilities, the new terminal will be connected to the existing terminals by a diagonal walkway which provides twice the existing curbside space and twice the current parking space.

Building expansion of the present terminal is being achieved by the reorganization of existing space. From the point of view of passenger flow, visual access for enplaning passengers is being created by breaking up large curbside walls to permit curbside visibility of ticket lobbies, holding rooms, and baggage claim areas in both terminals. Long, dark hallways are being eliminated by

the consolidation of building elements along the ends and apron sides of the terminals.

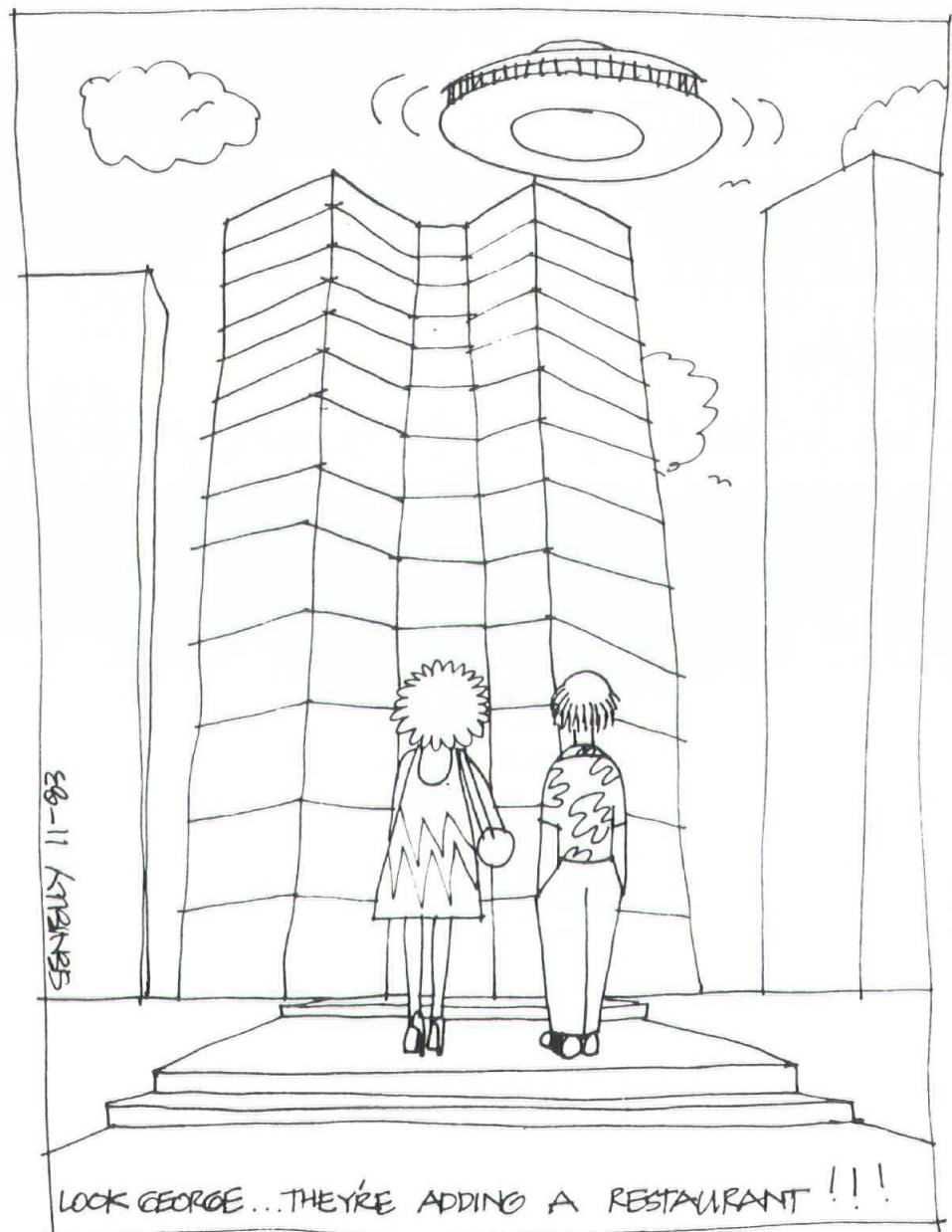
While building elements that either protrude into or free-stand within walkways may be dimensionally small, they effectively "kill" usable space around them and block visual access. Expansion is being achieved by the removal of those elements and by simplifying lines in general. The primary activities of ticket purchasing, aircraft access (holding rooms), and baggage claiming are highlighted, while amenities are grouped in less significant areas.

Doubled parking capacity adjacent to the third terminal building is safer since enplaning

passengers do not have to cross the multilaned overseas-terminal access roadways. Curbside safety has also been increased by the addition of a through lane which will be inherited from the overseas-terminal access-roadway system after the completion of the new second-level enplaning roadway this year.

Access to and from the interisland terminal is being expanded by the extension of a roadway to create an entrance at Nimitz Highway.

Future expansion will also proceed along the lines established in the master plan, which is based on the axiom that expansion does not necessarily mean enlargement. **HA**





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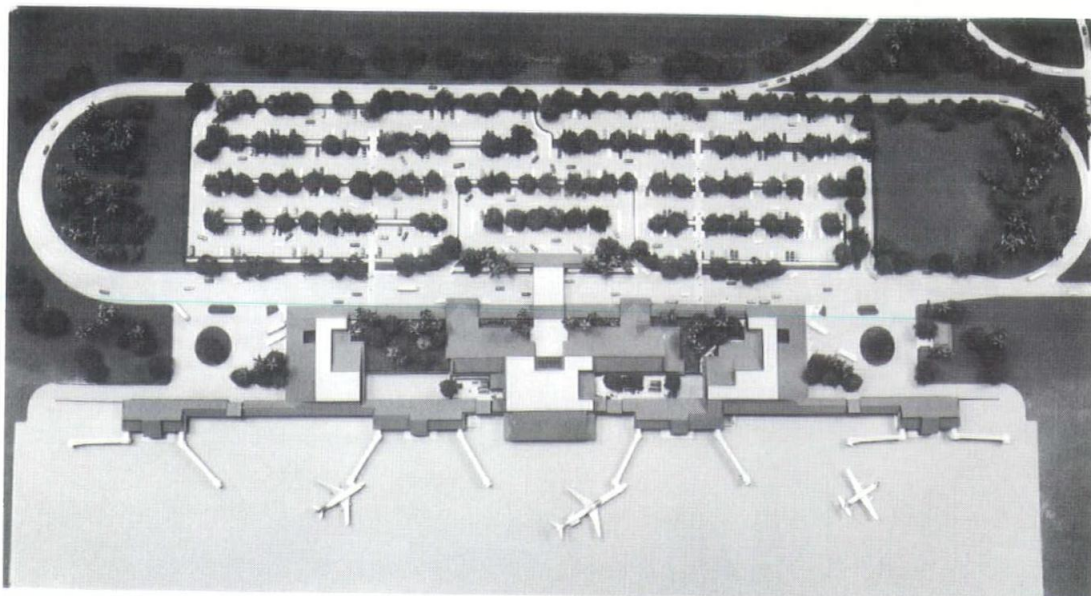
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Aircraft-parking positions will extend for a length of approximately 1,500 feet. The central lobby, ticketing/check-in, and baggage-claim areas will be separated by landscaped courts.

New Lihue Airport Terminal

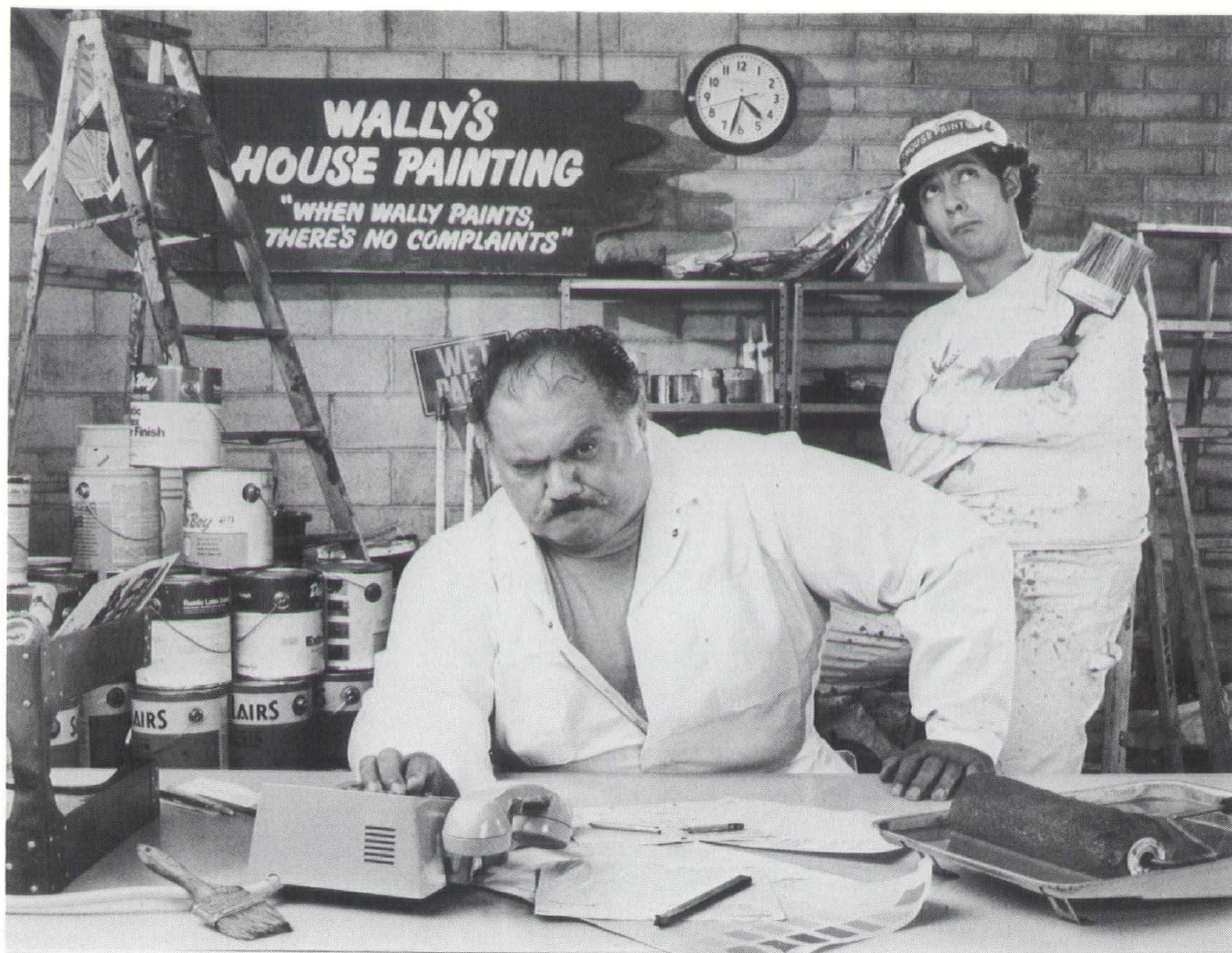
by Paul M. Nishizaki
Aotani & Associates
and Michael M. Nunokawa, AIA
Murayama, Kotake, Nunokawa
& Associates, Inc.

Surprisingly, the compact airport complex at Lihue, Kauai is the 57th-busiest airport in the United States. Lihue Airport is currently undergoing major improvements to update facilities and aircraft-handling capabilities to meet year 1990 and 2000 projections. The project is being handled by the State of Hawaii, Department of Transportation-Airports Division (DOT-A); Group Architects Collaborative, Inc. (GACI), overall project manager; and numerous design consultants. *The 1995 Airport Master Plan Study* established the framework for the construction of an entirely new terminal facility to be situated on the Nawiliwili side of the existing terminal building. Design of the new terminal facilities has been completed and construction will begin soon.

The team of Aotani and Associates, Inc./Murayama, Kotake, Nunokawa and Associates, Inc. Joint Venture was faced with the challenge of achieving an acceptable balance between



Passengers will go from curbside to aircraft-loading bridges on the upper level. Hip, gable and shed roof profiles will provide visual interest.



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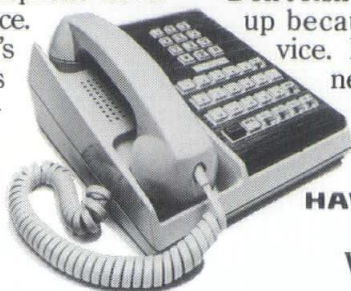
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passenger convenience, operational efficiency, facility investment, and aesthetics. Through an orchestrated effort with DOT-A and GACI, the design team interfaced with the various user agencies and advisory committees in identifying and analyzing their needs.

Design Constraints and Opportunities

A natural embankment/grade differential running parallel to the existing runway offered the opportunity to create a split-level arrangement of functional areas. Passenger flow from curbside to

aircraft-loading bridges will be restricted to the upper level. Through the use of conveyor systems, baggage make-up and related activities will occur at the same level as the aircraft parking apron.

The building is very expansive longitudinally due to the lineal layout of the aircraft-parking positions. This is especially evident in the concourse/holding-room elevation, which extends for a length of approximately 1,500 ft. This mass was delicately separated into smaller volumes by pulling the holding-room and restaurant areas away from the longitudinal axis of

the concourse. Roof lines will create focal points at the gate positions and restaurants. In this manner, the connecting walkways between holding rooms were deemphasized and read as a background/secondary element. The central lobby, ticketing/check-in, and baggage-claim areas were segregated into three separate masses with landscaped courts between, allowing the penetration of light and natural ventilation. The mixture of hip, gable, and shed roof profiles will create visual interest in these large masses without jeopardizing the overall design continuity.

Various Kauai groups wanted the facility design to emulate the vernacular architecture of the island. To achieve this, the design team utilized building materials such as preformed metal roofing, redwood siding, koa accent panels, and CRM walls.

Ticketing/check-in and baggage-claim areas are generally depicted as pavilion-type spaces,

"Kauai groups wanted the design to emulate local architecture."

open at the sides, in an attempt to create an informal, relaxed atmosphere. To further promote the character and imagery that is unique to Kauai, the architects, together with the State and selected citizens of the island, will initiate procurement of integral displays and artwork for the new complex.

State-of-the-art systems and equipment will be provided for the new terminal. Such equipment includes a computerized energy-management control system which will be installed to regulate energy consumption during off-hours. In addition, the system is designed to update security procedures at the airport and facilitate fire detection throughout the complex.

Total cost of the new terminal facilities will be approximately \$22 million. The construction contract for the building has been awarded to Harvis Construction. The anticipated completion date is late 1985.

HA

CONCRETE



Left: Central Pacific Plaza, Downtown. General Contractor, Hawaiian Dredging; Architect, Ernest H. Hara & Associates, Inc. Right: Entrance to The Colonnade at the Ward Centre, Kakaako. Contractor, Robert M. Kaya Builders, Inc.; Architects, Chapman Cobein Desai and Sakata, Inc. and Media Five Limited.

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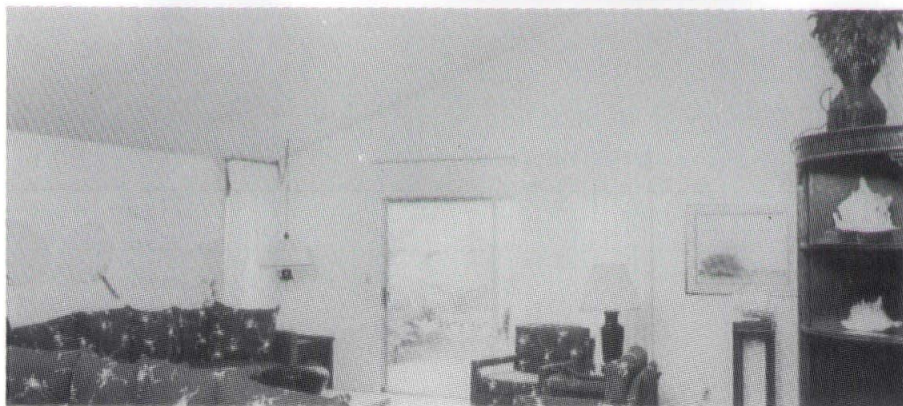
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Hawaii's Ke-ahole Airport was blasted out of a lava field by three million pounds of dynamite. The field was honeycombed with lava tubes up to 40 feet in diameter. Lava was used as a construction material for jet-blast-absorbent walls and compacted aa was used as fill material. Photos by Julius Shulman.



Kona's Ke-ahole Airport

Thanks to
Edward Aotani, AIA, Aotani & Associates
for providing information for this article.



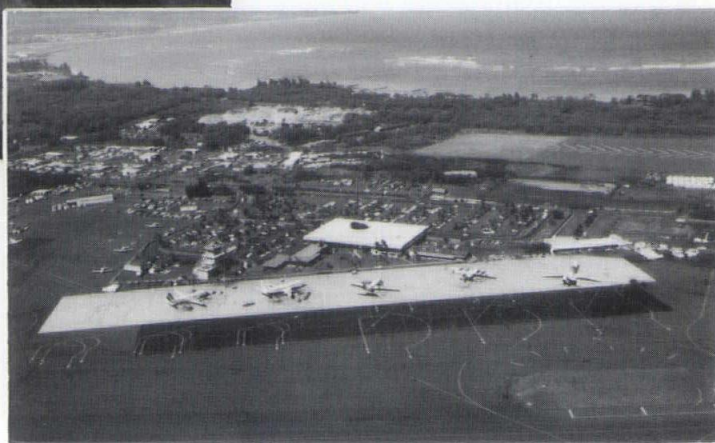
Kona's mild climate permitted the design of open-air terminal buildings (left). Eight- to 15-mile-an-hour trade winds cool this area where temperatures range from 70 to 85 degrees. Average annual rainfall is only 12-15 inches. Opened in 1970, Ke-ahole Airport looks like a Polynesian oasis in the midst of a lava field (above). The award-winning airport was constructed in just 13 months. Architect for the project was Aotani & Oka Architects, Inc.



A construction system was devised to use available labor skills and materials indigenous to the area (left). Only two roof sizes were used. The use of laminated beams in the framing of roof trusses permitted large spans to be supported by pin connections at the tops of concrete columns. Beams were pre-cut at the factory for assembly at the site. The goal of Ke-ahole's design was to create a Hawaiian village-like environment (above). Emphasis was placed on eye-level interest and human scale. Natural materials were used extensively—shake roofs, wood beams, lava rock walls. Landscaping was also designed with acoustical consideration.



Travelers to and from Maui can look forward to improved airport facilities. An expanded terminal for Kahului is in the development phase. Photos courtesy of State of Hawaii Department of Transportation.



Kahului, Maui

The Community's Role Reviewing Major Development Plans

by Ali Sheybani, AICP

Almost all development projects require multiple agency review and approval by a lead agency or the City Council. The revised charter of Honolulu calls for increased citizen participation in the decisions of the city, and for this purpose it authorized in 1973, the formation of neighborhood boards. So far, of the 33 designated neighborhood areas, 28 have active boards. Neighborhood boards are yet to be established for the Airport, Moanalua Gardens, Waipahu, Wahiawa, and Mokapu areas. The neighborhood boards have acted as liaisons between government agencies and residents and in that capacity have given city agencies and public officials valuable information on community concerns about various development proposals.

The community's participation in the review of major development projects is through public hearings, agency informational meetings, and correspondence to the agencies and public officials. Those agencies and officials who are required by law to hold public hearings and/or informational meetings on major development projects include:

- State Land Use Commission for redesignation of state land

uses, and special-use permit applications for nonagricultural developments on state agricultural land.

- The City Council for amendments to the general plan, development plans, and zoning and building codes; rezoning; hospital plans; subdivision ordinances; the capital-improvement program; and special-management-area permit applications.

- The Planning Commission for state special-use permit applications and amendments to the general plan, development plans, and zoning code; rezoning; and the subdivision ordinance.

- The Zoning Board of Appeals for zoning variances and grievances from the director of the Department of Land Utilization.

- The Department of General Planning for preparation of the general plan and of development-plan amendments.

- The Department of Land Utilization for special-management-area permits; conditional-use permits; planned-development housing; cluster developments; and significant projects in the historic cultural and scenic, and special-design districts.

By far the most important document guiding the development of any neighborhood is the area development plan. "No public improvement or project, or

subdivision or zoning ordinance shall be initiated or adopted unless it conforms to and implements the development plan for that area." (City Charter section 5-412.3)

These are some of the obstacles in the way of community participation:

- Some major projects do not require a public hearing or informational meeting.

- The neighborhood boards' level of participation varies from board to board. Some boards have professional members who can evaluate a proposal and articulate their views on planning issues, while others lack the expertise to communicate the residents' position on a proposal to appropriate agencies.

- In some instances two neighborhood groups in a district have opposing points of view neutralizing each other's recommendations.

- The bulk of citizens input consists of expressions of concern rather than constructive advice.

- The agencies' methods of public notification have not been satisfactory. Many residents are not informed—at all or in time—of public hearings or informational meetings on projects affecting their properties.

- The time and location of some public hearings or meetings make it difficult for working residents to attend them.

- Residents are not aware of what is permitted under the existing development plan or zoning designations.

- Not all communities have group representation (neighborhood boards or community associations) and not all neighborhood boards represent the majority of residents in the neighborhood.

- The agencies and neighborhood boards technical or legal errors are often corrected at the applicants' costs, which are transferred to the consumers in the long run.

To alleviate some of the deficiencies of the present system, the following actions could be considered by residents' groups and agencies:

- Addition of building-code amendments to include criteria for

significant and non-significant buildings and the requirement of a public information meeting by the department for significant applications. The subdivision ordinance could be similarly amended to require an informational meeting for significant subdivision applications.

- Presentation of a unified point of view by the community at public hearings or meetings. The boards of adjacent neighborhoods should form a unified stance on development projects and planning issues.

- Assurance of the community's

fairness and reasonableness in its recommendations on proposed public or private projects. Attempting to modify a proposal is often more fair and reasonable than trying to halt a project.

- Improvement of the public notification process. The charter requires that the people of the city living in an area likely to be affected by a development plan under preparation by the chief planning officer shall be given reasonable opportunity to present facts and arguments relative to the matter under study. The effectiveness of the present

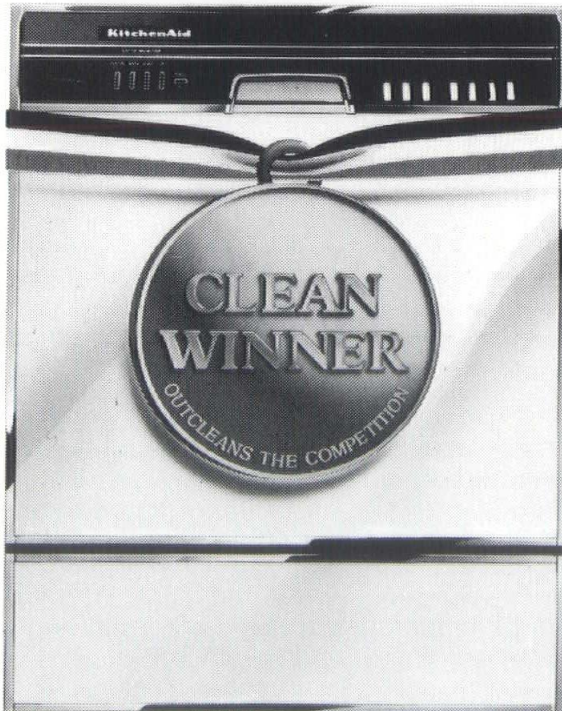
method should be examined by the community and the Department of General Planning based on past experience.

- Provision of adequate funding and appropriate staffing by the agencies to prevent errors rather than remedy them after their occurrence.

- Active participation by residents in the city's capital-improvement programming. A better understanding of the city's fiscal limitations would result in better recommendations on planning and development projects.

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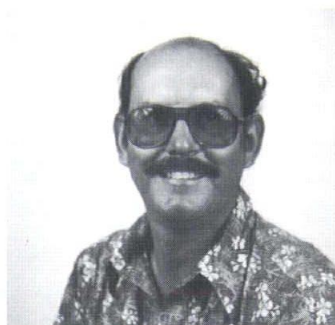
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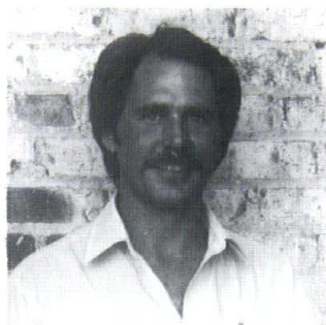
Art Lucio



Jim Nishimoto



Hal Hallonquist



Roland Libby, Jr.

New Members

by Lyna Burian, AIA

Terrance J. Cisco, AIA, holds a Masters in Architecture degree, and is currently employed at George Heneghan Architects. He is married to Carmen Gonzales. His hobbies include snow skiing, windsurfing, and watercolors.

Wayne S. Date, AIA, received his Bachelor Fine Arts (Architecture) from the University of Hawaii. He and his wife Virginia have a one-year-old daughter, Laurie. He enjoys golf, tennis, and fishing.

Nancy B. Goessling, Associate Member, is employed at the CJS Group Architects. She received her Bachelor of Arts degree from Washington University and her B. Arch. from the University of Hawaii. Nancy and her husband, Jim, have a daughter, Annie. She enjoys travel, tennis, jogging, and skiing.

Normand (Hal) A. Hallonquist, AIA, received his Bachelor of Science in Architecture from the University of Houston, and is working for Equity Builders. He and his wife, Frances, have two children, Koi and Lauren Marie. He enjoys yachting.

Francis Johnson, AIA, received his Bachelor of Arts in Architecture from the University of Hawaii, and is currently employed at Robert Smelker and Associates. He was born and raised in Honolulu and graduated from Kaimuki High School. He and his wife, Maryanne, have a three-year-old son, Michael.

Roland D. Libby, Jr., AIA, received his Bachelor of Arts in Environmental Design from the University of Washington and works at Aotani and Associates, where he recently was promoted to vice president. He has lived in Hawaii for 18 years and graduated from Punahou School. He and his wife, Sandie, have a four-year-old son, Ryan. His hobbies include racquetball, body surfing, and Porsches.

Arturo M. Lucio, AIA, is a project manager at Architects Hawaii, Ltd. He received his Bachelor of Science in Architecture from the University of Santo Tomas in Manila, Philippines. He also is a registered architect in the Philippines. He and his wife, Evelyn, have three children:

Sharleen, Arvin, and Karina. He enjoys photography, swimming, and listening to all kinds of music.

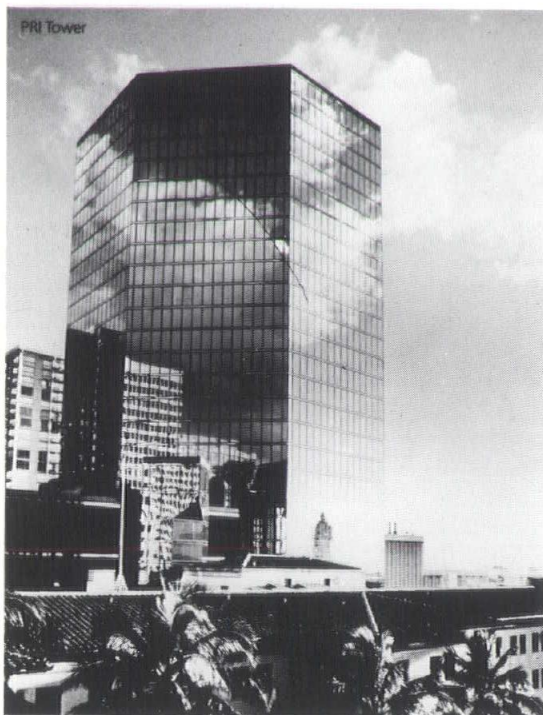
Jim Nishimoto, AIA, is currently employed at Architects Hawaii, Ltd. He received his Bachelor of Arts in Architecture from the University of Hawaii. Born and raised in Honolulu, he graduated from Farrington High School. He and his wife Gail have a nine-year-old daughter, Nicole. He enjoys jogging and tennis.

Kim Steven Waltz, Associate Member, graduated from the California Polytechnic State University with a Bachelor of Science in Architecture degree. He is founder and president of the Pierce College chapter of the AIA Student Council, and was representative to the Southern California Architectural Schools Student Council. His interests include interior design, aviation, and backpacking.

Val Akito Yanagihara, AIA, received his Bachelor of Science in Architecture from the University of Hawaii and is currently employed at Robert Smelker and Associates. He was born and grew up in Honolulu and graduated from Roosevelt High School. He and his wife, Debbie, have a son, Chaes. He loves to play golf, tennis, and basketball.

Lt. John W. Zink, Associate Member, received an AA from Catonsville Community College, and a Bachelor of Architecture from the University of Idaho. He works at PACDIV, and is the Aide to Admiral Howard Haynes, Commander, Naval Construction Forces-Pacific. He has been in Hawaii for five years, two of which he spent on Kauai. He enjoys golf, surfing, sailing, and diving. He also likes to raise parrots and build private homes from scratch. **HA**

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Honolulu's Award of Merit to Development Projects

by Leigh-Wai Doo, Chair
Planning & Zoning Comm.
Honolulu City Council

Building the physical structures of our city of Honolulu is a joint effort of government and the building industry. Each development will enhance or drain our city in the future. To recognize the outstanding merit of a development project that fulfills our city's goals as set forth in our plans and

regulations, that follows good procedures, and whose aesthetics are our monuments for the generation yet to come, our city is proposing the Honolulu Award of Merit.

The development Project Award Program is jointly sponsored by the Office of the Mayor and the City Council of the City and County of Honolulu. This award program serves to recognize the fact that land development is a joint public-private enterprise to

provide for a desirable physical environment for residents, visitors, and generations to come.

The program acknowledges that there are civic-minded and responsive members of industry and the community whose contributions to the enhancement of the living environment should be periodically identified, and some form of merit award given for their contribution to the community. The focus of the award is on the built environment. It is aimed at projects that fulfill basic community needs as expressed in our city policies, reflected by the General Plan of Oahu and its companion Development plans and attendant land-use policies.

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The objectives of the award program are fourfold.

Projects should illustrate the relationship of city policies, including the General Plan of Oahu and the several development plans, to projects that actually were implemented under these plans;

Projects should focus on the importance of relevant, well-designed and well-executed projects within our built environment;

Projects should fulfill community needs by fulfilling basic city needs within existing rules, regulations, and policies

governing land development;

Projects should show respect for Hawaii's natural environment and energy dependence.

The Development Award Program would cover all land-development projects that have been constructed on the island of Oahu since the adoption of the General Plan of Oahu (1977) and its several development plans. The Primary Urban Center and Ewa plans were adopted in 1981, while the remaining plans were adopted in 1983.


Nomination of Development Projects. Organizations and institutions will be asked to

nominate development projects that merit review for a possible award.


Review of Nominees. A nominating committee will be formed representing a cross section of interests and viewpoints. The principal responsibility of this committee will be to review all projects nominated for an award.

Presentation of the Award by Resolution. A resolution, co-signed by the Mayor and City Council members, proclaiming the award of merit will be presented to participants responsible for the development project selected.

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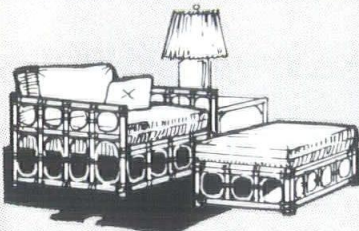
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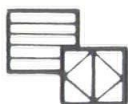
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News

Deguchi Named Associate at Architects Hawaii

Architect Wes Deguchi was recently named an associate of Architects Hawaii Ltd.

In announcing the promotion, Francis S. Haines—company president and a Fellow in the American Institute of Architects (FAIA)—praised Deguchi's design skills.

"He has done many of our firm's important designs since he joined us in 1977," Haines said.

Deguchi, who especially enjoys preparing renderings, is a member of the University of Hawaii faculty where he teaches a delineation (renderings and drawings) class at the School of Architecture.

For the past several years, Deguchi has been integrating his rendering skills with computer graphics, a process which he believes permits "a better feeling for space . . . a three dimensional view of design concepts."

Parade of Homes Scheduled for September

The 1984 Parade of Homes has been scheduled for the last three weekends in September. Open houses will be held starting Saturday, Sept. 15, and ending Sunday, Sept. 30.

Now in its 28th year, the Parade of Homes is the major annual event of Hawaii's building and real estate industries. Co-sponsors are the Building Industry Association of Hawaii and the Honolulu Board of Realtors.

Applications for entry are available from the Building Industry Association, 1727 Dillingham Blvd., Honolulu 96819. Information can be obtained by calling the BIA at 847-4666. Entries may be submitted in the following categories: single family, highrise, townhouse, multi-family, ohana, and remodeled homes.

Ian Macdonald, vice-president

and secretary of Home Properties, Inc., is chairman of the 1984 Parade of Homes.

This year's theme, "For a Good Time, Come to the Parade of Homes," was chosen to highlight the role of the home as a family gathering place and center of leisure activity.

PMP Company, Ltd. will be publishing the annual Parade of Homes Guide for the fourth consecutive year. Twenty thousand copies will be distributed, one to each parade attendee.

Federal Contracting Workshop Announced

A workshop on "The How-To of Federal Contracting" will be conducted by SCORE/ACE of Hawaii Inc. and the U.S. Small Business Administration on Thursday, July 12, 1984 from 7:45 a.m. to 4 p.m. at the Ala Moana Americana Hotel. The Service Corps of Retired Executives/Active Corps of Executives (SCORE/ACE of Hawaii, Inc.) has designed this program to inform owners and managers of small businesses on how to procure contracts or orders from Federal Agencies with emphasis on dealing with the military services.

Separate sessions will be held concurrently for those persons interested in Construction, Architectural and Engineering Consultation and Design, and Supplies and Services. In addition, appropriate labor laws, prompt payment information, bonding and pre-award procedures will be discussed.

Interested persons should call the SBA office at 546-8901 or 546-5154 for further information and registration procedures. The registration fee of \$15 includes lunch and coffee or tea. Deadline for registration is July 6, 1984. **HA**

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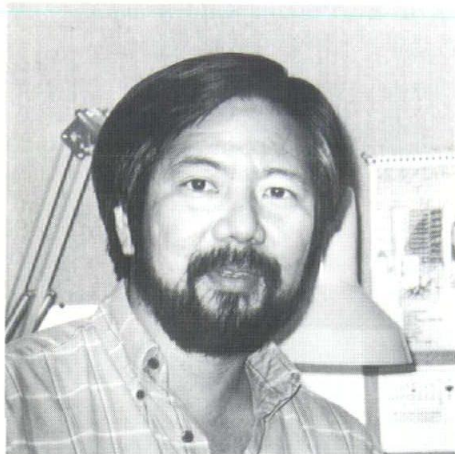
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Architects' New Businesses

by Michael S. Chu



Jeff Nishi

Nishi & Associates

Jeffrey Nishi and Associates/Architects, is the latest addition to the architectural business community. The firm is located in downtown Honolulu on Bethel Street and is housed in The Friend Building along with two other architectural firms.

Nishi is a graduate of Punahou and the University of Arizona (1971). He has over 15 years of professional experience and prior to the establishment of his own business was associated with the office of Norman Lacayo. He presently serves as an advisor to *Hawaii Architect* and was formerly chairman for the ethics and membership committee for the

Hawaii Society AIA.

As the head of the company, Nishi stresses a strong commitment towards high standards of professional practice. He views architecture as a vibrant profession providing a needed service to the community. He advocates appropriate and efficient design and pursues progressive building technology.

Urban Works, Inc.

Urban Works, located in Kakaako, consists of five young architects, Paul Louie, John Ida, Lorrin Matsunaga, Dee Crowell, and Bruce Teramoto. The members of this newly formed architectural firm were most recently employed at Au, Haworth & Tsuruda and Group 70.

The members of Urban Works share similar goals and aspirations regarding their work and the future of the profession. Together, they complement each other's strong points and special areas of interest. For example, the firm provides in-house cost estimating and value engineering, along with architectural, urban-design, and interior-design services.

The firm plans to remain small initially and then grow to a medium-sized firm of 10-12 persons. The intent is to maintain direct partner involvement to

facilitate decision making and foster good communications with clients. "All of us put in time on the boards as well as doing PR," says Paul Louie. "It is important that our clients know that their projects, regardless of size, are receiving our fullest attention and care."

Duane Cobeen, Inc.

After 18 years with the firm of Chapman, Cobeen, Desai, Sakata Inc. Duane Cobeen has announced the formation of Duane Cobeen Inc., Architect. AIA in August of 1983. The new firm is purposely located at the Ward Plaza in Kakaako. As Duane explains it, "I envision this area, Kakaako, becoming very busy soon. I want to be right here when that begins to happen." He also points out that many of his clients have an interest in the area.



Duane Cobeen

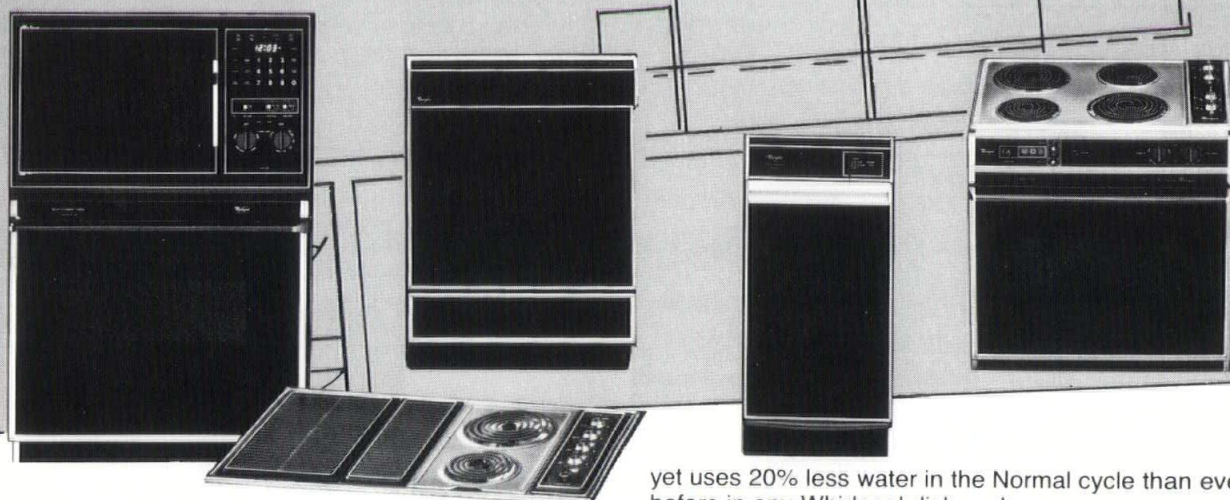
Duane Cobeen is a 1963 graduate of the University of California, Berkeley. His firm employs a staff of four: Steve Swanson, Dave Tsuchida, Brian Shiraki, and Cobeen's wife Gretchen, who acts as office manager. Cobeen has been an active AIA member for many years and has served two terms as treasurer and director of the local AIA chapter. He also served on the chapter's code committee for 16 years and was a juror for the 1982 AIA design awards.

Cobeen takes much pride in his work and client relationships and points to several repeat clients who have followed him to his new firm. This he claims is the result of "good design, thorough work and response to the client's needs." HA



Left to right: John Ida, Paul Louie, Lorrin Matsunaga and Dee Crowell of Urban Works.

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Design Professional Conciliation Panel

By Paul Alston
Paul, Johnson & Alston

In 1981, the Hawaii legislature created the Design Professional Conciliation Panel (the DPCP) in order to curb unnecessary and frivolous court actions against professional architects, engineers, and surveyors. The Hawaii Society/American Institute of Architects, the Consulting Engineers Council of Hawaii, and the Construction Industry Legislative Organization, Inc. strongly supported the legislation, hoping that the DPCP would minimize the involvement of design professionals in costly, time-consuming lawsuits in which

they are often incorrectly named as parties. This article briefly describes the statutory procedures governing the DPCP's operation. In addition, it examines statistics for the three years of the DPCP's existence and tries to evaluate the DPCP's success in carrying out its intended function.

Hawaii Revised Statutes chapter 682 prohibits anyone from commencing a lawsuit alleging negligence on the part of a design professional without first filing a claim with the Department of Commerce and Consumer Affairs (DCCA). Court actions com-

menced in violation of this rule are subject to dismissal. For each claim a DPCP is formed. It consists of a chairperson appointed by the Chief Justice of the State Supreme Court, a licensed attorney, and, as appropriate, a licensed architect, engineer, or surveyor.

The DPCP must give notice to all named parties within five business days after a claim is filed. The notice assigns a date, not more than 20 days from the mailing of the notice within which the design professional must respond to the claim. It also specifies a hearing date, which cannot be less than five

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days after the deadline for the design professional's response. Unless otherwise agreed, every claim must be heard by the DPCP within 30 days after the date for filing a response.

The DPCP hearing is informal. Rules of evidence applicable to court proceedings do not apply, and the DPCP may receive and consider all types of evidence, expert or otherwise. It may also issue subpoenas to compel the appearance and testimony of witnesses and the production of documentary evidence. The parties themselves, however, may not conduct discovery.

The DPCP must file its written opinion with the DCCA within 15 days after a hearing is completed. The opinion, which is purely advisory, determines issues of liability and decides what damages, if any, are appropriate. If the claimant rejects the panel's decision, he is then free to file a lawsuit in the appropriate court. Similarly, if the design professional disagrees with a DPCP's decision, he can choose not to comply with

it. In that situation, the claimant must file a court action if he wishes to pursue his case.

Since the DPCP's creation in 1981, a total of 84 claims have been filed with the DCCA against design professionals (4 in 1981, 41 in 1982, 26 in 1983, 13 thus far in 1984). Of those 84 claims, 13 were either settled or withdrawn. The DPCP has actually heard only 24 claims in the last three years (2 in 1982, 18 in 1983, 4 in 1984). Most of the 47 outstanding claims have yet to be set for hearing, despite the statutory deadlines. Part of the delay may be attributed to the pendency of settlement negotiations of respondents' requests for additional time to evaluate claims made against them.

Whether the DPCP has performed its function of screening out and discouraging frivolous suits against design professionals cannot be determined without looking at the number of suits filed in state court after completion of the panel process. Such statistics have not been compiled by the DCCA.

However, the fact that the number of claims filed has steadily decreased since 1982 may be an indication of the DPCP's success in this direction. Moreover, most of the decisions rendered by the DPCP have been in favor of the design professional, typically due to the claimant's failure to produce evidence of negligence.

On the other hand, the DPCP's time saving function is undermined to a large extent by its practice of freely granting extensions of time. Additionally, the DPCP does not have jurisdiction over non-design-professional respondents who frequently are necessary parties in actions involving design professionals and whose involvement and culpability may be pertinent to the design professional's case. The DPCP's value as an effective time and cost-saving dispute-resolution mechanism in these situations is thus at least questionable, particularly in view of the fact that the DPCP actually hears only isolated claims against design professionals and no one has much incentive to devote much time or attention to proceedings which are so limited and non-binding.

To the extent that the DPCP's existence facilitates a preliminary examination of the merits of a claim, sharpens the issues and encourages settlement in avoidance of costly litigation, however, the DPCP does perform a valuable service to aggrieved persons and licensed architects, engineers, and surveyors in Hawaii.

The purpose of this monthly column is to provide useful information to architects about laws affecting their practice. Although it is not possible to analyze specific factual situations, I can respond in this column to questions involving issues of general interest to the profession. Any reader who wishes to pose such a question should mail it to:

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KitchenAid Dishwasher

A new line of dishwashers was introduced recently by KitchenAid during a meeting of its distributor organization in Ft. Lauderdale, Florida.

The new KitchenAid KD-21 dishwasher line features an extremely advanced dishwashing system—the new Sure-Clean Wash System. Under development for several years, this exclusive KitchenAid dishwashing system was proven to clean significantly better than its leading competitors in a recent evaluation conducted by Nationwide Consumer Testing Institute, Inc.

The new KD-21 line includes three built-in models and one convertible portable. All four models offer the Sure-Clean Wash System which includes an all-new triple filtration system with Sure-Temp water heating and Sure-Scrub multi-level washing.

The KitchenAid triple filtration system eliminates the need for consumers to rinse their dishes without any sacrifice in dishwashing performance. It filters the water continuously, preventing food soils from being redeposited onto the dishware. The system has been designed with a new high capacity pump with removable stainless steel filter; a removable coarse strainer to catch large objects; an ultra-fine filter and soil collector to capture food soil; and a new stainless steel "hard" food waste disposer capable of grinding up such hard-to-handle food wastes as meat gristle and fruit pits, even small fish and poultry bones. This marks the first time any dishwasher has had the ability to grind up hard food wastes.

An integral part of the new KitchenAid wash system is Sure-Temp water heating. It assures that

the water used during washing is always hot enough to cut through fats and tough food soils, even if the incoming water is as low as 120°F. This system senses the temperature of the water in the dishwasher and, if necessary, heats the first fill to 140°F for optimum cleaning results.

The exclusive Sure-Scrub multi-level washing system is designed

to provide strong dish scrubbing action. Fed by a high capacity pump, water is circulated throughout the dishwasher by a lower 4-way hydro sweep wash arm and through a block-proof middle washing arm—the upper level power wash—to provide "full width" upper rack coverage.

In addition, all KD-21 dishwashers feature the exclusive flo-thru drying system, an energy saver dry option, TriDure® Porcelain-on-Steel Tank and Inner Door, and Vari-Front Panel Pack.

The new KD-21 line has been redesigned for a new look that will complement any kitchen decor. The control panel is angled slightly and has crisp, clean graphics for improved readability. The door latch is now integrated into the control panel to provide a smooth, easy clean surface and sleek appearance. **HA**

New Heat Pump Series

PRI Energy Systems, Inc.'s Energy Products Division recently expanded its product line with the addition of a new heat pump series and an upgraded version of a series already available. PRI is the Pacific Basin's exclusive distributor of commercial and residential hot water heat pumps and heat recovery systems manufactured by E-Tech, Inc., a leading U.S. manufacturer of energy conservation products.

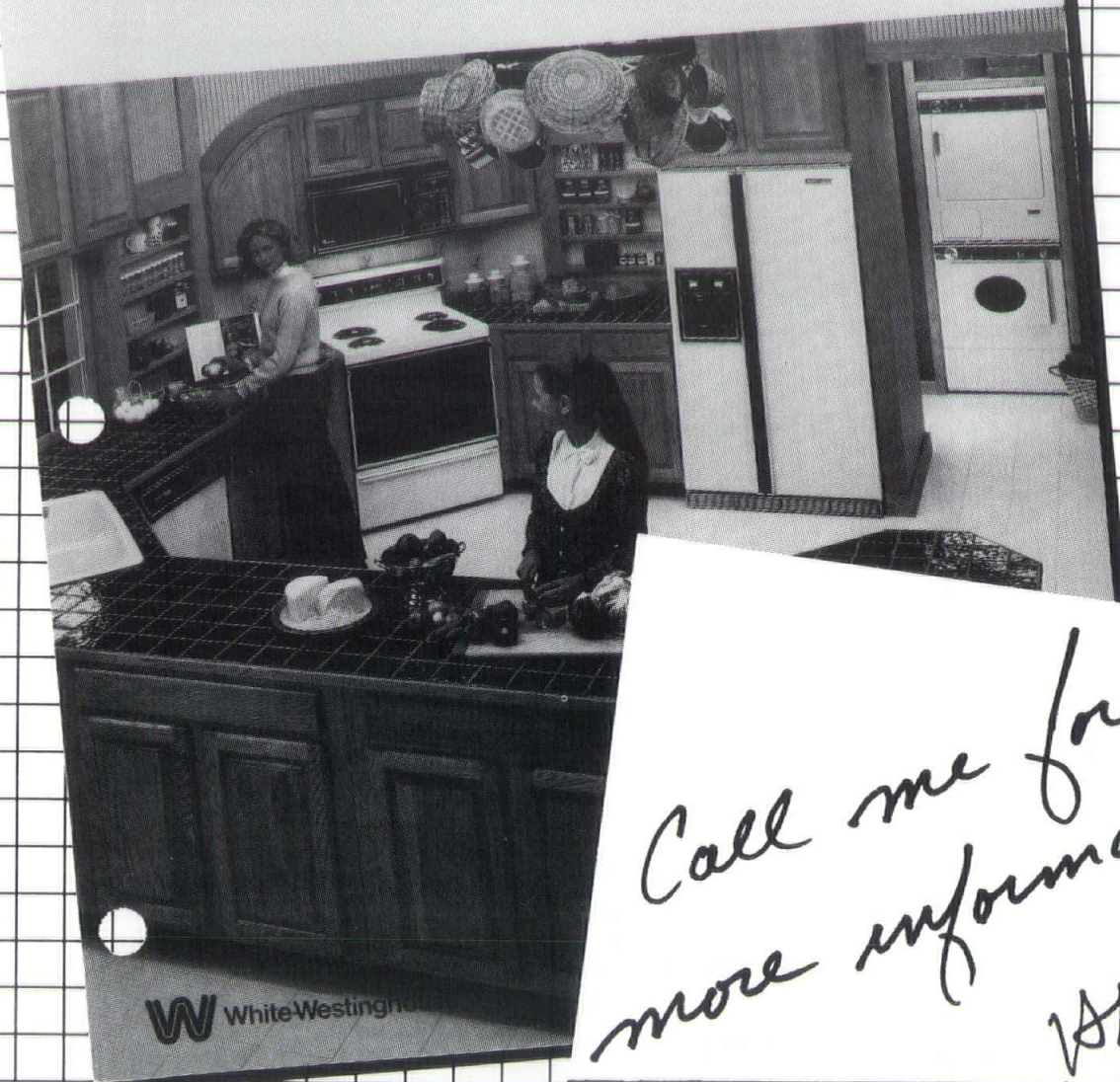
Heat pumps operate like window air conditioners in reverse, pulling hot air from the surroundings and using it to heat water. Because the heat pump process removes moisture, as well as heat from the air, the problem of high humidity in the building or enclosure is also reduced.

PRI's new line of E-Tech heat pumps is for heating pools and spas. The SP-15 (sized and engineered for spas and hot tubs) and the SP-50 and SP-100 (designed for swimming pools up to 1,400 square feet in size)—can save up to 80 percent over standard electric resistance water heaters and 40 percent over gas.

PRI's newly upgraded line of heat pumps for commercial installations—B412, B413, and B414—offer a reliable and cost effective method of heating large quantities of water, saving 50 to 60 percent over other water heating units. New features include: an annunciator panel to show pump operating status; fan speed control to prevent shut-off by high pressure or overload switches when high ambient temperatures occur; elapsed time meter to record actual number of hours the heat pump has operated; and, stainless steel cabinet, with spot-welded construction. These commercial-size heat pumps are recommended for restaurants, laundries, hotels, apartment buildings, and other facilities which require large quantities of hot water.

Hawaii's largest E-Tech heat pump energy system was installed last year at the 345-unit Ala Wai Plaza Condominium. The PRI system utilizes 17 E-Tech commercial heat pumps in five separate and independent zones. Over the next 10 years, it will save \$1.6 million in energy costs. **HA**

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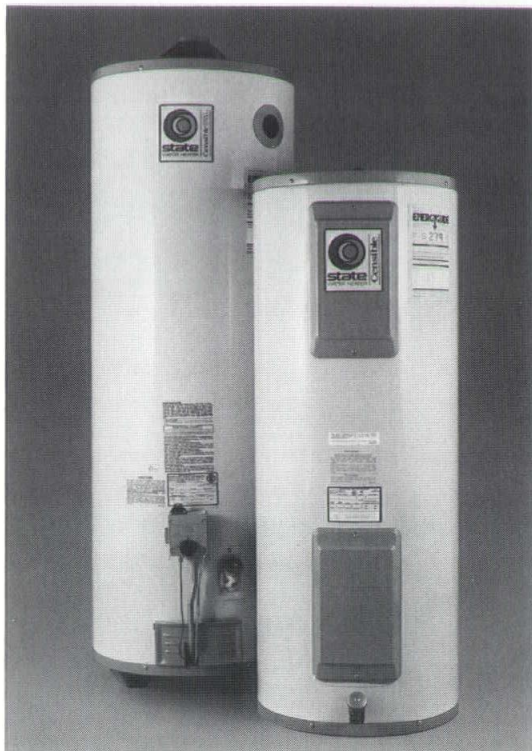
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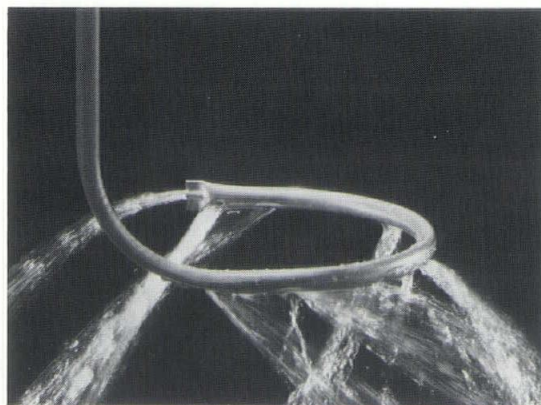
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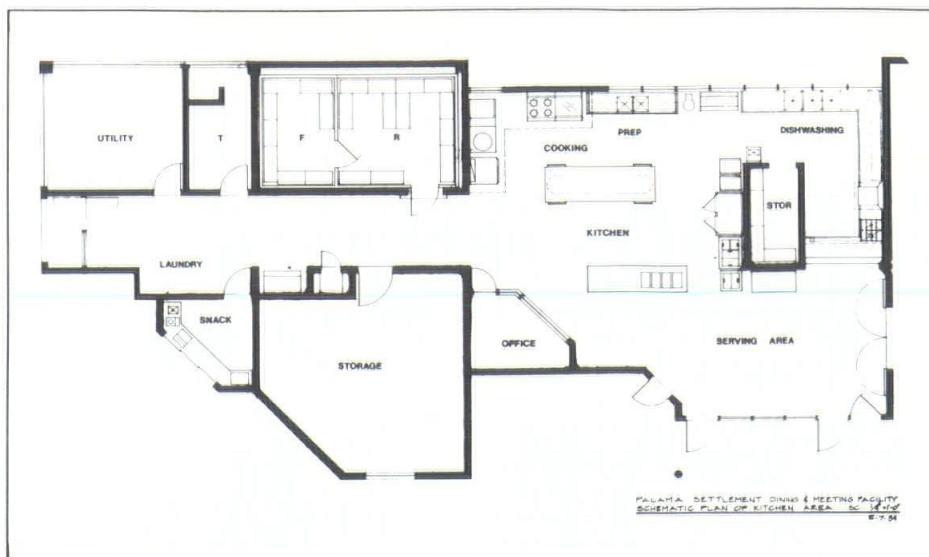


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Schematic plan shows the kitchen area of Palama Settlement dining and meeting facility. See photo on page 36. Courtesy of Ossipoff, Snyder & Rowland.



convection, microwave, or high-temperature ovens; broilers, grills, vats, steamers, cauldrons, and salamanders. Convenient to the cooking area must be an area for the storage of prepared ingredients and for the refrigeration of completed cold dishes. Storage and access is required in this area for hot plates, cold plates, bowls, tureens, and other containers for prepared foods.

This area must have some connection to the dishwashing room for the return of clean dishes.

All of the completed dinners must be quickly and conveniently conveyed to an area for pick up by the servers and there must be an orderly method for relaying orders from the servers to the cooks.

There is a reverse progression of soiled dishes and leftovers, drippings, droppings, trimmings,

and other garbage. Garbage must be taken to a sanitary area convenient to the truck/loading area for removal.

Related to circulation is the progression of employees to and through the kitchen. Areas are needed for checking in, posting of schedules, lockers, toilet facilities, changing areas and a break area. Not all of the employees are cooks, busboys, or waiters. A large

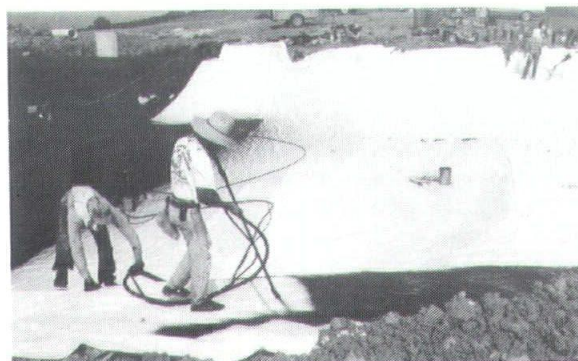


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commercial kitchen needs a clerical and managerial support staff which requires offices and which needs to be convenient to the receiving/disbursing/employee/control points.

Control is the key word in planning the layout of a commercial kitchen. It is sad but true that a major loss of revenue in restaurants is through pilferage. The security of storage areas and the control of inventory are necessary elements in kitchen design. The surveillance of kitchen exits from supervisory offices is desirable.

Sanitation is another major issue in kitchen design. Naturally surfaces must be easily washed and impervious to grease and water. Special consideration must be given to the removal of waste, and adequate areas need to be provided for refuse. An additional area, sometimes outdoors, should be provided for the hosing, washing, and drying of duckboards or rubber mats, garbage cans, and other bulky equipment. In the detailing of the kitchen walls, doors, and ceiling connections, special provisions for caulking and sealing are advised to prevent intrusion of insects.

"Coordination is the key to a successful outcome. . ."

Technical considerations for fire protection, ventilation, lighting, power, and gas are governed by practical needs as well as by strict codes. Unions may have working-condition standards which need to be considered.

In designing the kitchen, the client must determine what kind of menu the restaurant will have, what type of service, and what the estimated project budget will be. The kitchen consultant works with the client to determine the most-energy-efficient type of fuel and to translate menu and service requirements into equipment and storage requirements. The kitchen consultant and the architect work together to optimize the layout, coordinate with the mechanical and electrical consultants, and monitor the project costs.

The primary key to the successful outcome of the kitchen

is coordination. The architect acts as the liaison between the engineers and the kitchen design. It is vitally important that each piece of equipment be provided with all of the necessary plumbing, gas, electrical, or refrigerant hookups. This coordination becomes even more critical during the construction phase. Often the kitchen installer is not covered by the general contract. Pre-bid and pre-construction conferences help to insure that each trade understands its responsibilities. In scheduling the construction, the

kitchen is the most critical area, since owners often request early turnover of the kitchen to begin menu testing. Patience and forbearance are required on the part of the owner in allowing the general contractor and the installer adequate time for field measurement, shop-drawing review, installation, connection, and the testing of equipment.

The end product of the cooperative effort will be a kitchen which is functional, secure, comfortable, and within the project budget. **HA**

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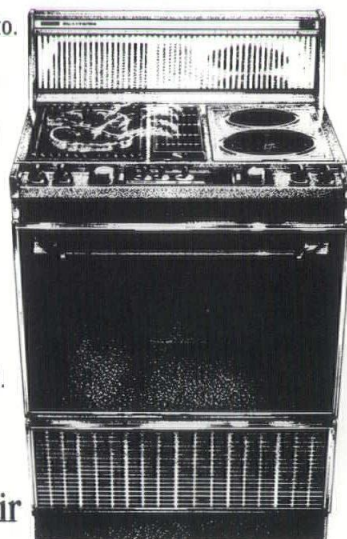
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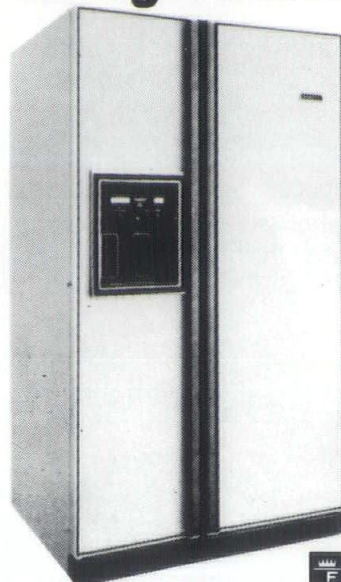
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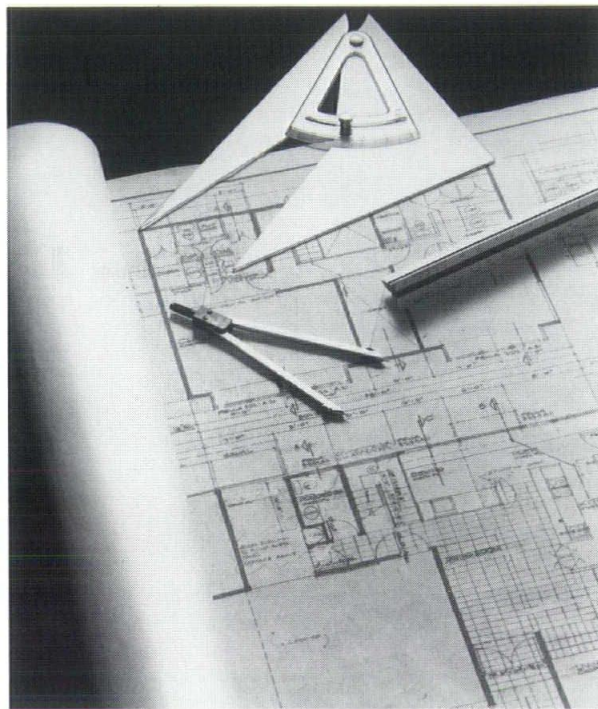
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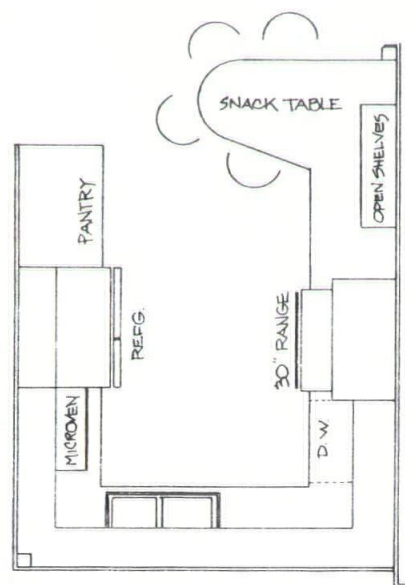
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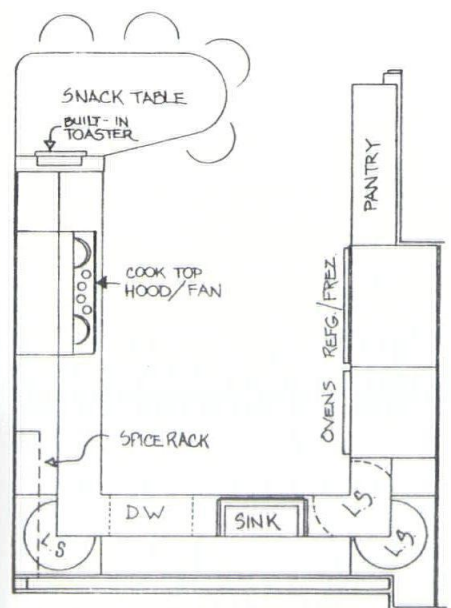
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Because Smith's kitchen was adjacent to a larger-than-needed laundry room, he was able to move a common wall one foot. The roof was raised at one end of the kitchen to add a feeling of spaciousness. Jalousies and

skylights were installed for additional light and ventilation.

Smith used distressed pecan Formica on cupboards, countertops and appliances to make the kitchen more attractive and to blend it with adjacent dining and living room areas. He created a countertop "garage" to keep small appliances handy but out of sight, and enclosed a large spice rack.

Smith's remodeled kitchen is an efficient and attractive place for food preparation and family dining. **HA**

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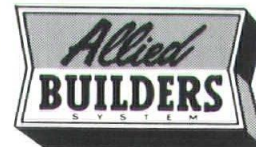
Allied teamwork was more crucial than usual because our clients were in Seattle. And because it was their first business venture in Hawaii, they were understandably anxious about coordination and control on a job site 3,000 miles across the ocean. By the time final plans were in hand, the deadline was just four weeks away. The job required reinforcing the roof and opening the ceiling for

The Team:

Stanford Chur, Project Manager,
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Geoff Patterson, Architect



skylights. The Skippers mainland design had to be adapted to local codes. Inside, a nautical theme was created with porthole-style mirrors, rough lumber, and brass fittings. Allied teamwork came into play with smooth organization, efficiency, and good timing. As we built a restaurant, we built confidence, too. Right on schedule. And we've already completed Skippers number two.



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The compact kitchen in this weekend retreat provides a social setting for the entertainment area. A furniture-like oak central work island features a cylindrical pedestal base for the round stainless steel sink. Recessed lighting accentuates the richness of the maple butcher block countertop. Photo courtesy of Norman Lacayo, AIA.

Designing the Residential Kitchen

by Kathy Saito, Group 70

As designers, we often encounter clients who are dissatisfied with their existing kitchen spaces, which may be small and cramped, overwhelmingly large and non-functional, without adequate work space, or simply not "what I really want." Such kitchens—along with the accompanying client dissatisfaction—can often be avoided if some basic principles in residential kitchen design are observed: client-use characteristics, ergonomics, environmental comfort, and aesthetics.

The first step toward creating a successful residential kitchen is determining the client's needs or use characteristics. Does the client normally do a great deal of cooking? Does the client do specialty cooking (such as wok cookery, baking, etc.)? Will the kitchen be used for day-in, day-out dining? Will the kitchen be used for entertaining? Are there young children in the family who will

require attention at meal-preparation time?

The kitchen should fulfill the spatial and functional requirements of an efficient home. As every cook knows, nothing is more frustrating than a lack of adequate food-preparation space. A claustrophobic feeling can be avoided by allocating enough space within the kitchen to contain all of the functions and equipment that the family needs. Another spatial factor to consider is how the kitchen relates to the family, dining, and living rooms. For many families, the kitchen serves as the family center.

Ergonomics should also be used to guide the design of the residential kitchen. Ergonomics is the study of man in relation to his working environment and the adaptation of equipment to maximize his efficiency. Some ergonomic considerations are the accessibility of cabinets and the height of work surfaces. A more subtle ergonomic consideration is the work-triangle, whose three elements—food storage (refrigera-

ADVERTISERS INDEX

Ala Moana Volkswagen . . .	24
Allied Builder System	42
Alum Glass	26
CCPI	16
Central Pacific Supply . . .	30
Electrical Distributors Ltd./ Whirlpool	29
J. P. Errett	38
Euro Kitchens	3
First Interstate Bank	27
Gypsum Drywall Contractors Association	17
Hawaiian Telephone Co. . .	15
Hawaii Marble & Granite . .	32
Hawaii Ceramic Tile, Marble & Terrazzo Industry Assn. . .	13
Higgins Rattan	26
Hobart	21
Imua Builders	33
Earle M. Jorgensen Co. . .	48
The Kitchen Center of Hawaii	47
Monarch Building Supply . .	2
Pacific Concrete & Rock . .	31
Pacific Industrial Distributors	41
Pacific Resources, Inc. . . .	23
Pacific Resources, Inc. . . .	37
Pacific Resources, Inc. . . .	40
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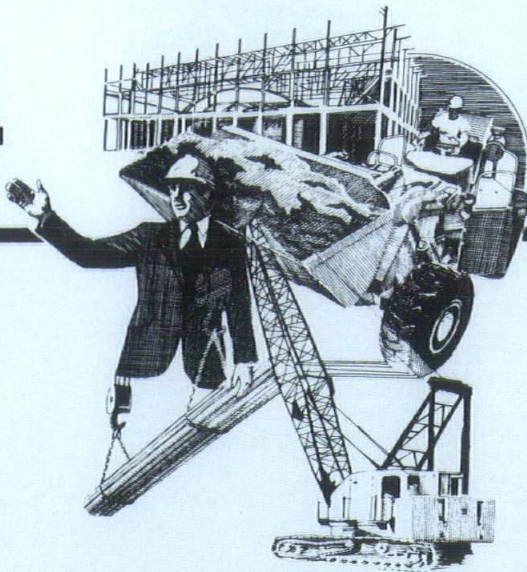
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