

## The American Institute of Architects, Honolulu Chapter Directory of Local Public Policies

(as of April 2014)

The American Institute of Architects, Honolulu Chapter (also known as AIA Honolulu) is guided by the Public Policies and Position Statements of the American Institute of Architects (AIA). (See [www.aia.org](http://www.aia.org)).

Based in Washington, D.C., the AIA has been the leading professional membership association for licensed architects, emerging professionals, and allied partners since 1857. For more than 150 years, the members of the American Institute of Architects have worked to advance our quality of life through design. As a Chapter of the American Institute of Architects, AIA Honolulu serves Architect, Associate and Allied members on Oahu, Kauai and the Big Island.

The following AIA Honolulu local Public Policies serve to further clarify the AIA Honolulu position on local issues affecting members on the geographic islands from which our Chapter membership is based. These local Public Policies were most recently reaffirmed by unanimous vote at the April 22, 2014 meeting of the AIA Honolulu Board of Directors. They serve as the current framework to enhance and support our Chapter's public advocacy efforts.

### I. Professional Practice

1. **School of Architecture** The American Institute of Architects, Honolulu Chapter supports the School of Architecture at the University of Hawaii Manoa campus and recognizes the quality of and the need for its graduates.
2. **Mechanics Lien** The American Institute of Architects, Honolulu Chapter supports the extension of the Hawaii lien law to allow the placement of a lien on real property subsequent to completion of plans and specifications, or partially complete plans if used to obtain necessary permits, such as those required for SMA's, or for general plan amendments.
3. **Architect/Engineer Selection** The American Institute of Architects, Honolulu Chapter supports a selection process by which the professional firm considered for architectural engineering services is evaluated and chosen on the basis of professional experience and competence. In the instance of the contracting entity being a public agency, the selection process should be accessible to public review.
4. **Tort Reform** The American Institute of Architects, Honolulu Chapter supports a process of resolving construction disputes which:
  - A. Protects the rights of all parties.
  - B. Sets a reasonable limit on the exposure of the design professional.
  - C. Provides, upon discovery of alleged error by the plaintiff, for the resolution of disputes in a timely manner.
  - D. Minimizes the cost of resolving disputes.
  - E. Provides an educational function which can help others undertaking similar projects with similar problems in the future.

## **II. Urban Design and Planning**

### **5. Urban Design**

The American Institute of Architects, Honolulu Chapter believes that urban design and comprehensive planning must form the foundation for urban development and change.

We support integrated transportation systems, reduced dependence on the automobile, the reduction and control of urban sprawl through the creation of compact communities with well-defined core areas and urban growth boundaries, and the creation of mixed use communities and neighborhoods that support convivial social activity and preserve the best aspects of our cultural and natural environments.

We support comprehensive community based planning that embraces the concerns, interests, and participation of concerned parties and citizens.

#### Supporting Statement

Urban design and planning should achieve the following objectives:

- A. Identify, support, maintain and improve the human, cultural and natural environment that are vital to our future and unique identity as an island state.
- B. Encourage the regeneration, maintenance and improvement of the physical fabric, infrastructure, and public services of existing neighborhoods and communities with a special emphasis on rebuilding and upgrading neighborhoods with the highest level of need.
- C. Encourage the design of urban public spaces and open space between buildings to foster the sense of community and build upon a sense of place.
- D. Provide a balanced mix of transportation alternatives to improve mobility and reduce congestion and dependence on the automobile.
- E. Creation and improvement of appropriate supporting space and facilities in communities, towns, and rural areas to enhance economic and cultural opportunities.

### **6. Land Planning Regulations**

The American Institute of Architects, Honolulu Chapter supports the simplification of existing land planning and zoning regulations as a more effective method of planning and directing development in the state and counties.

### **7. Land Use Planning by Initiative**

The American Institute of Architects, Honolulu Chapter supports the exemption of land use planning and zoning issues from the initiative process.

### **8. Building Moratoria**

The American Institute of Architects, Honolulu Chapter is opposed to the enactment of building moratoria as contrary to the orderly process of planning and development of our communities.

### **9. Mixed Use Zoning**

The American Institute of Architects, Honolulu Chapter supports the concept of mixed use zoning in urban core areas within cities, towns and suburban communities, as a means of integrating residences with services and opportunities for employment and creating pedestrian oriented environments that are active and appealing throughout the day.

#### Supporting Statement

Pedestrian oriented neighborhoods and town centers with a mix of shops, restaurants, services and residences support important social interchange between residents, promote local business, reduce dependence on the automobile, increase consumer alternatives and tax revenues, deter crime, and maximize the efficiency of infrastructure.

**10.  
Transfer of  
Development  
Rights (TDR)**

The American Institute of Architects, Honolulu Chapter supports the concept of transfer of development rights (TDR) and urges the passage of enabling legislation which would allow the counties to establish appropriate districts within which it can be applied. TDR can be useful for preserving valuable historic properties, preserving views, parks and open space working with, rather than against, market forces.

**11.  
Historic  
Preservation**

The American Institute of Architects, Honolulu Chapter supports the preservation of Hawaii's significant historic buildings, sites and districts, and supports continued development of federal, state, and local programs, grants, and tax incentives supportive of preservation.

Supporting Statement

Hawaii's rich cultural past is represented by the structures constructed by its various population groups over the course of the island's habitation. These physical remains of the past act as landmarks of our history and anchors for our future. Many of these anchors have been lost in the course of Hawaii's rapid changes over the past six decades.

We support and encourage the identification and cataloguing of significant sites and an active program of historical surveys and registration of significant properties.

AIA Honolulu urges the retention of the significant examples of our built environment which, are generally more than fifty years old and satisfy one or more of the following criteria:

- A. Represent or symbolize an important cultural pattern and historic or prehistoric occurrence.
- B. Represent significant work of an important architectural style or designer.
- C. Are significant examples of a material or construction method.

**12.  
Public  
Parks**

The American Institute of Architects, Honolulu Chapter supports a balanced program of maintenance, acquisition and development of public parks and recreational areas.

Supporting Statement

We advocate the upgrading of existing parks through capital improvements and improved maintenance and the timely acquisition of land for future parks as such lands become available.

Open space and recreational facilities should be the primary emphasis in park development. Commercial facilities in public parks should be carefully controlled and limited to facilities geared to serve park activities and users.

**13.  
Housing**

The American Institute of Architects, Honolulu Chapter believes that state and county governments should actively cooperate with the private sector to facilitate the development of new housing. State and county governments should simplify and clarify development standards and the plan review process, encourage higher density development in urban areas, encourage designs that reduce housing cost and promote energy conservation, provide incentives for the development of rental housing and mixed use projects, provide infrastructure and promote alternative housing types to meet the needs of various income groups and changing family make-up.

Supporting Statement

Further, we encourage State and County governments to:

- A. Support the creation of durable aesthetically appealing homes that offer lasting value and dignity at price ranges and rent levels that are commensurate with the economic capabilities of Hawaii's residents.
- B. Support the creation of compact communities and higher density housing development patterns that reduce suburban sprawl and preserve open space, agricultural land, and natural area.
- C. Support a cooperative and complimentary public and private effort to provide a full range of housing options and services for Hawaii's citizens.

- D. Support research and experimentation to assess the impact of housing types, community development patterns and zoning and land use regulations on housing affordability and community viability.

**14.  
Diamond  
Head /  
Leahi**

The American Institute of Architects, /Honolulu Chapter supports the master planning and preservation of Diamond Head as a State Monument and National Historic Landmark and improvement projects consistent with the master plan. We support efforts to:

- A. Preserve and maintain the outer slopes and crater of Diamond Head in their natural state,
- B. Promote visitor usage while maintaining the quality and experience of the natural setting, and to
- C. Preserve views of Diamond Head from prominent public vantage points within Honolulu.

**15.  
Waikiki**

The American Institute of Architects, Honolulu Chapter recognizes the cultural and economic significance of the Waikiki District to our community. A public/private cooperative effort to maintain and improve this important resource is essential. We strongly endorse the implementation of comprehensive planning with appropriate enabling regulations. Master planning and regulations should provide:

- A. Expansion of quality public open space (through incentives such as Transfer of Development Rights).
- B. Provisions for open-air amenities such as sidewalk cafes and lei stands.
- C. Enhanced pedestrian experience and improvement to the area's Hawaiian sense of place.
- D. Low impact transportation alternatives with creative parking provisions to meet visitor and resident needs.

**16. Kakaako**

The American Institute of Architects/Honolulu Chapter supports the development of Kakaako as a pedestrian-oriented urban neighborhood in the heart of Honolulu that connects Ala Moana, Waikiki, Downtown, the waterfront and inland neighborhoods of the city. It supports the implementation of a master plan for Kakaako that includes the meaningful participation of concerned community groups and citizens. It supports the use of zoning codes, including form-based codes that are effective in planning and developing the district to allow residents to live, work and play in close proximity.

**Kakaako Makai**

The American Institute of Architects/Honolulu Chapter supports the development of Kakaako Makai as Honolulu's "gathering place", including parks, public cultural, educational and entertainment facilities, ocean-related retail use at Kewalo Basin and waterfront open space consistent with a "lei of green" concept from Diamond Head to Aloha Tower.

**Kakaako Mauka**

The American Institute of Architects/Honolulu Chapter supports the development of Kakaako Mauka as a mixed-use urban neighborhood. Facilities should include a range of housing types and price levels, retail and commercial office space, and schools and parks for use by current and future residents. Streets should contain attractive pathways for pedestrians, bikers and mass transit to facilitate a lifestyle independent of the automobile.

**Kakaako Planning Process**

The American Institute of Architects/ Honolulu Chapter strongly recommends that planning entities of the City and County of Honolulu be involved in the planning process for Kakaako.

### III. Transportation

#### 17. Transportation

The American Institute of Architects, Honolulu Chapter supports funding and planning to integrate all transportation modes with an emphasis on alternatives to the automobile including mass transit, pedestrian ways, bicycle paths, and water transit so that each region and urban area may choose the most effective and efficient combination of modes for its own needs.

#### Supporting Statement

We encourage the use of social, environment, and aesthetic criteria – as well as economic efficiency – in the design of routes and supporting facilities for all transit modes.

Transportation system routes and facilities should support land use objectives, including urban growth management and efficient transit mode linkages, and respect significant human, cultural and natural environments.

The physical and aesthetic impact of new and improved road systems should be considered by planners. Road widths and infrastructure improvements should be kept to the minimum needed to accomplish transportation and community planning objectives.

Furthermore, transit systems and facilities should achieve the following design objectives:

- A. Protect and enhance mauka to makai view corridors in accordance with the City & County of Honolulu's Primary Urban Center Development Plan (PUC DP) and Land Use Ordinance (LUO). Framed street views of the mountains and the shoreline are significant scenic resources that provide directional orientation to motorists, pedestrians, and visitors alike. Visual and physical access between mauka and makai should be preserved to enhance the connection between the city and the waterfront.
- B. Preserve and enhance historic and cultural districts in accordance with the PUC DP and LUO. The planning and design of transit systems and facilities should complement the visual context of these areas as well as their physical, historic, and cultural value. Significant vistas associated with these structures and districts should also be retained.
- C. Provide safe and healthy environments for transit passengers as well as pedestrians and neighborhood residents along the transit route. Safe and easy accessibility should also be promoted.
- D. Promote sustainable planning, design, and operation. In keeping with sustainable practices, transit systems and facilities should offer the ability to meet present needs without compromising those of future generations.

#### **END, THE AMERICAN INSTITUTE OF ARCHITECTS, HONOLULU CHAPTER PUBLIC POLICIES**

For more information on the Honolulu Chapter of the AIA, visit our web site: [www.aiahonolulu.org](http://www.aiahonolulu.org)  
For information on the AIA, headquartered in Washington, D.C., visit [www.aia.org](http://www.aia.org)

AIA Honolulu  
Center for Architecture  
828, Fort Street Mall, Suite 100  
Honolulu, HI 96913

Contact: Executive Vice President, Amy Blagriff at [amy@aiahonolulu.org](mailto:amy@aiahonolulu.org)