

HAWAII ARCHITECT

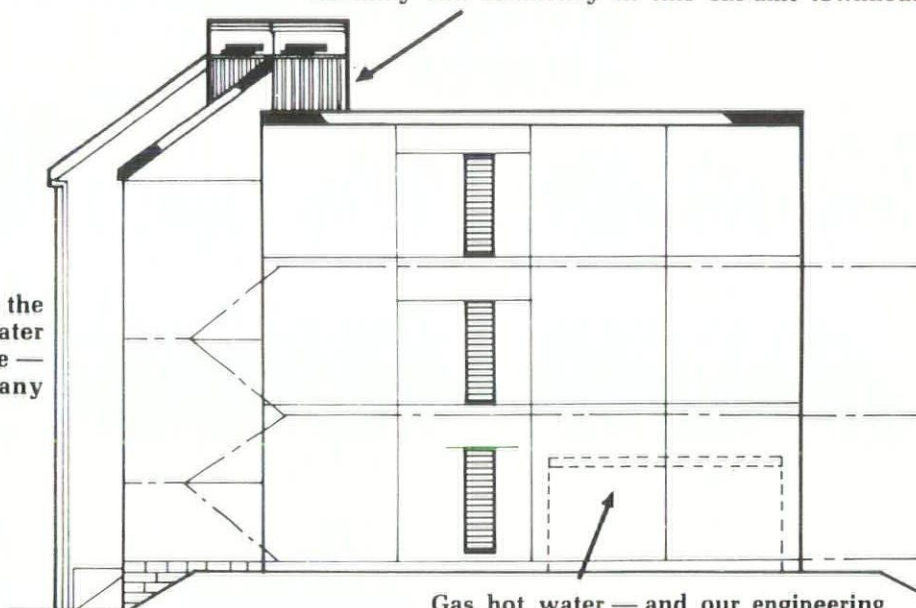
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HAWAII ARCHITECT

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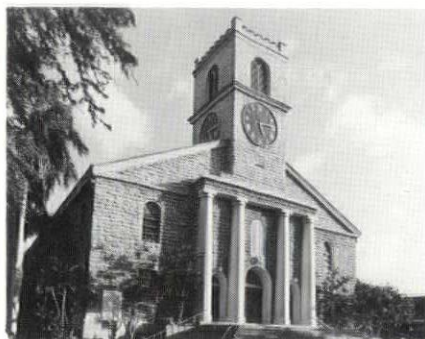
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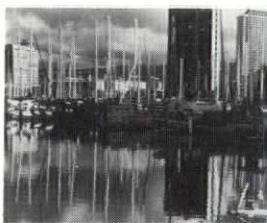
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Hawaii Capital district

by Michael Leinewebber, AIA

A documentation aspect of some recent "Scenic, Cultural, and Historic District" Ordinance research may be interesting to persons concerned with the identification and conservation of the architectural resources of the Hawaii Capital District. Provisions of the City and County of Honolulu enabling ordinance, Ordinance No. 4319, relating to historic, cultural and/or scenic districts, were applied to determine precise plan precinct development criteria for the "Historic Precinct" of the

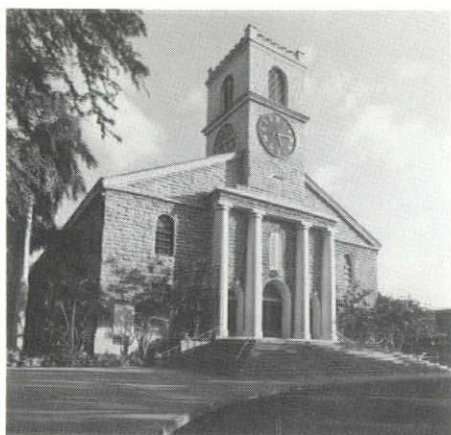
Hawaii Capital District.

Our planning group, Urban 9, inventoried and documented places located within the "Hawaii Capital Historic District." Fortunately for the cultural and scenic values of the precinct, these values are generally embodied in the criteria used to nominate places to the State and National Registers of Historic Places.

Data on places of historic significance, and carried on the State and National Registers, were drawn from sources which included the

Federal Register, the Hawaii Register of Historic Places, the Hawaii Capital Historic District Site Form, **Notes on the Historic Background of Buildings in the Honolulu Civic Center, The Architecture of Honolulu, and Old Honolulu, a Guide to Oahu's Historic Buildings.** These published sources were supplemented by field observations, photographic documentations, and primary source materials, which are too numerous for citation here.

KAWAIAHAO CHURCH AND GROUNDS



The first church structures on the Kawaiahao grounds were four thatched buildings constructed for the Mission between 1821 and 1829. The present church was begun in 1837 using plans prepared by the Reverend Hiram Bingham for a two-story stone building with cellar, galleries, pillars and a bell tower.

The church is a simple oblong structure built in the style of Colonial architecture of the 18th century. It is constructed of coral blocks cut from the nearby reef, and of structural timbers and shingles brought from the Pacific Northwest and Oahu. It was dedicated on July 21, 1842 and was known as the King's Chapel or "Ka Hale Pile"—a house of prayer.

The name Kawaiahao was first used in 1853, and was taken from the name of an ancient sacred spring in the area. Kawaiahao Church, which is closely associated with major events in Ha-

waiian history, is the "Mother Protestant Church of Hawaii. It remains in general use today.

The church grounds were assigned to the Mission in 1820 and were formally deeded by Kamehameha III in 1840. They include two cemeteries, one for the congregation along Queen and Punchbowl Streets and a small Mission burial ground near the Mission Houses. Also on the grounds is the Lunalilo Mausoleum and the Adolphus School House. The church grounds, and mausoleum are all maintained in excellent condition.

Michael Leinewebber is an architect/urban designer with URBAN 9, a planning and research oriented group associated with GROUP ARCHITECTS COLLABORATIVE., INC.

ADOBE SCHOOL HOUSE

The Adobe School House, which is located behind the Mission cemetery, was constructed in 1835 to house the school operated by Mrs. Hiram Bingham, wife of one of the first missionaries. The School House was also used for the annual missionaries meeting. This simple rectangular structure is the only adobe building still standing in Honolulu. It is presently used for Kawaiahao Church offices and storage.



LUNALILO MAUSOLEUM

The Gothic style Lunalilo Mausoleum was designed by Robert Lishman and was constructed to carry out the wish of King Lunalilo to be buried near his people. The six-foot stone wall which once surrounded the entire Kawaiahao Church property still surrounds the mausoleum.

KEKUANA'O'A BUILDING STATE (TERRITORIAL) OFFICE BUILDING

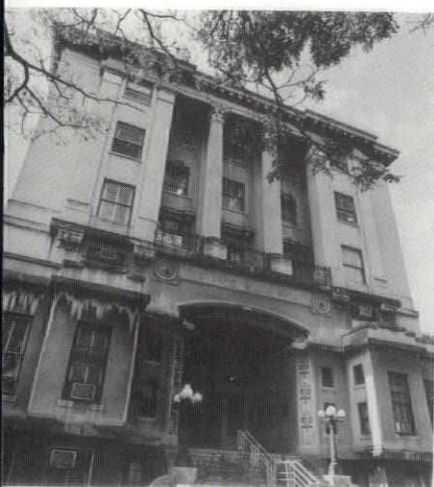
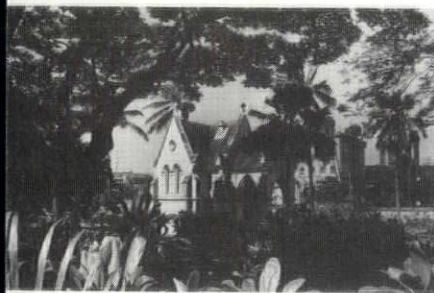
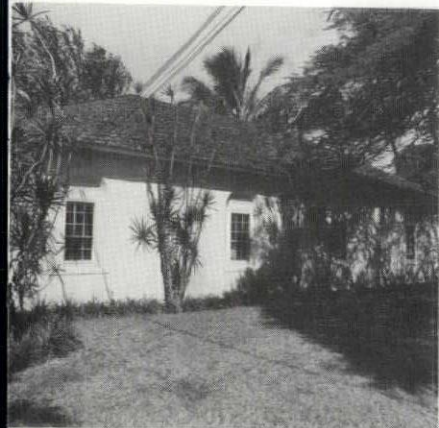
This building was built in 1926 as an office building. It was designed by Arthur Reynolds, a Honolulu architect, to house the Hawaii Territorial administrative offices. The building is six stories high, generally rectangular in plan, and its entry is characterized by a massive stair with double landings.

The significance of the Territorial Office Building to the Capital District is its pivotal location in the district, and its fine relationship to the scale and texture of the district.

KAPUAIWA BUILDING

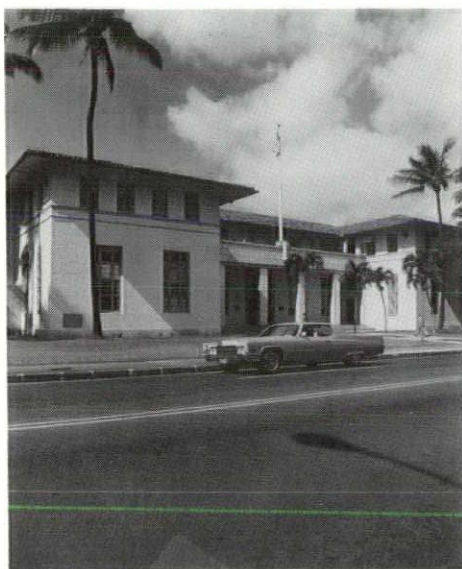
Construction on the Kapuaiwa Building was begun in March 1884 following appropriation of funds by the Legislature in 1882. The building was designed as a fire-proof office structure to house government documents and records.

The historic significance of the Kapuaiwa Building is that it was the third structure in Kamehameha V's projected civic center, and was given one of the King's personal names. In 1927, the building was extensively repaired and in 1930 the Waikiki wing was added. The building presently houses State agencies.



Hawaii Capital District

HALE AUHAU (STATE TAX OFFICE)



The "Hale Auhau" (translated Tax Building) was designed by Harry K. Steward, a Department of Public Works architect, for the State. The building was completed in 1939. Hale Auhau is a three-story reinforced concrete structure characterized by a hipped, tiled roof and concrete grillwork.

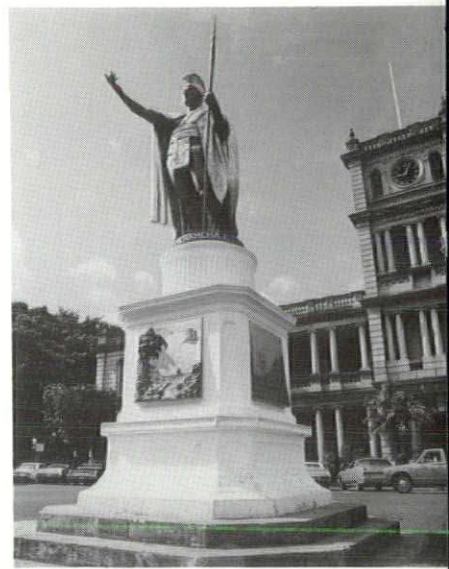
The building is a second generation derivative of the 1920s Capital District Spanish Mediterranean style; its primary architectural significance is that it maintains a close design relationship to the other Spanish Mission and Colonial buildings in the precinct.

ALIOLANI HALE (JUDICIARY BUILDING)



Aliiolani Hale was the first government building constructed in the area now designated the Capital District. The building was named in honor of Kamehameha V. Construction was begun in 1871 and completed in 1874. As originally conceived by an Australian architect, the building was to be a royal palace. These plans were later modified by Robert Shirling to also include offices.

Until the overthrow of the monarchy, Aliiolani Hale housed the courts and parliament, and was also used by King Kalakaua for receptions and dances. After the overthrow of the monarchy in 1893 it became the Judiciary Building. Over the years, the building's interiors have been extensively remodeled, and rear wings were added in the 1940s.



KAMEHAMEHA I STATUE

The statue of Kamehameha I was commissioned in 1878 to commemorate the centennial of Captain Cook's discovery of the Hawaiian Islands. Designed by Boston Artist T. R. Gould, the statue was cast and constructed in Florence and Paris, and shipped to the Islands in 1880. Enroute the ship caught fire and the statue was lost. A replica was erected and was unveiled at its present location in Honolulu in front of the Aliiolani Hale, on February 14, 1883. When the original was raised, it was sited in Kohala, Hawaii, Kamehameha's birthplace.

to be continued next issue

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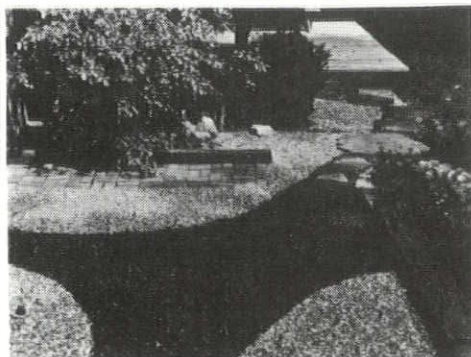
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ALBERT T. MURAKAMI. Professional Associate member; Peter Hsi Associates, Inc. B.Arch., U. of Arizona. Hobby: writing.



NORMAN G. Y. HONG. Corporate member; Group '70 Lab, Inc.; B.A. in Architecture, U. of Hawaii. Wife: Lorna. Hobbies: tennis, hiking, reading, photography.

LYNN S. POMEROY. Corporate member; Pomeroy & Pomeroy; B.Arch., Arizona State U.; diploma in architecture, Ecole de Beaux Arts, Fontainebleau, France; M.Arch., U. of Hawaii. Hobbies: sailing, diving, hiking, ceramics.

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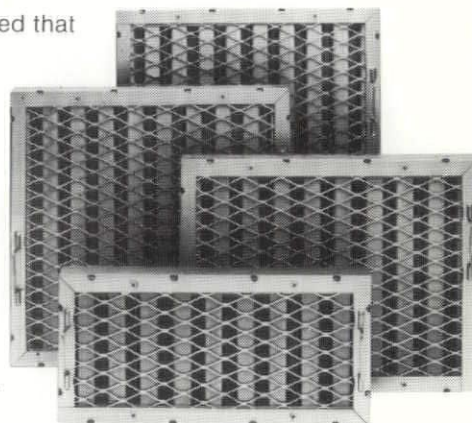
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Charlie looks at architecture

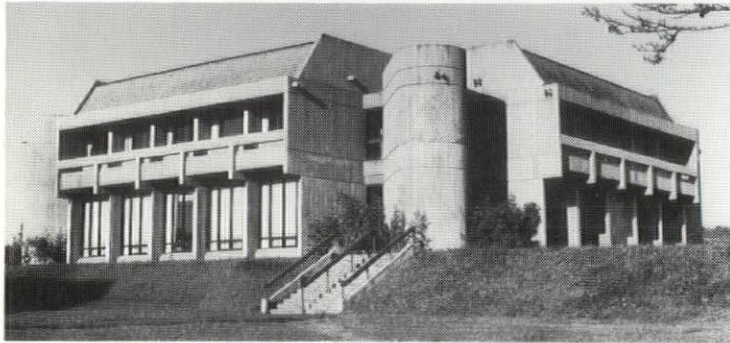
Juxtapositions

by Charlie Madden



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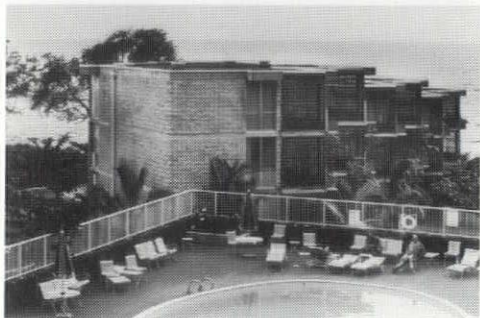
Central Administration Building, University of Hawaii; Hilo, Hawaii



Kahului Building and Central Pacific Bank, Kahului, Maui



Kauai Surf Hotel, Lihue, Kauai



Alii Villa Condominium, Kona, Hawaii

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1975 HS/AIA HONOR AWARD:

Kailua Gardens

EDW Architects



Data

Gardenia Manor

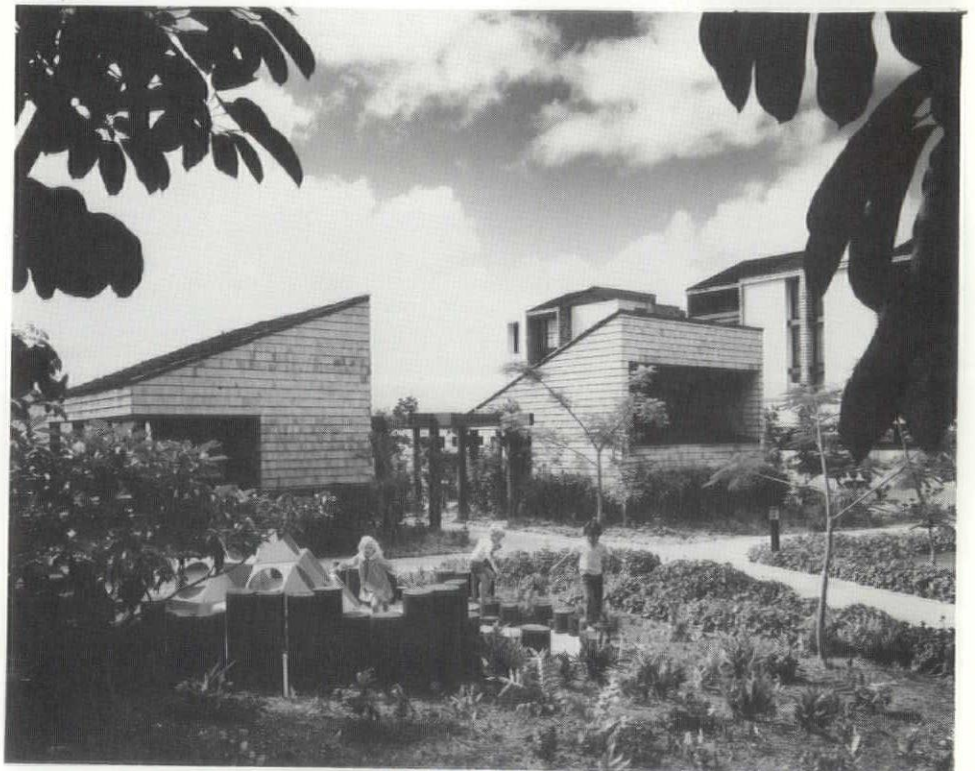
96 units
29 units/acre density
\$2.9 million
Completed 1974

Poinciana Manor

180 units
33 units/acre density
\$6.0 million
Completed 1975

The Program:

1. To develop two medium density (30 units/acre) apartment lots as separate condominiums.
2. To develop an architectural character compatible with the abutting single-family and low density apartment uses.
3. To maximize the amount of landscaped open space.
4. To develop 2-bedroom units with 1 and 1½ baths; and 3 bedroom units with 2 and 2½ baths.
5. To provide an outdoor living space for each apartment
6. To provide two covered parking stalls for each apartment plus additional guest parking.
7. To provide a swimming pool, sundeck, and outdoor entertaining pavilions for each apartment complex.

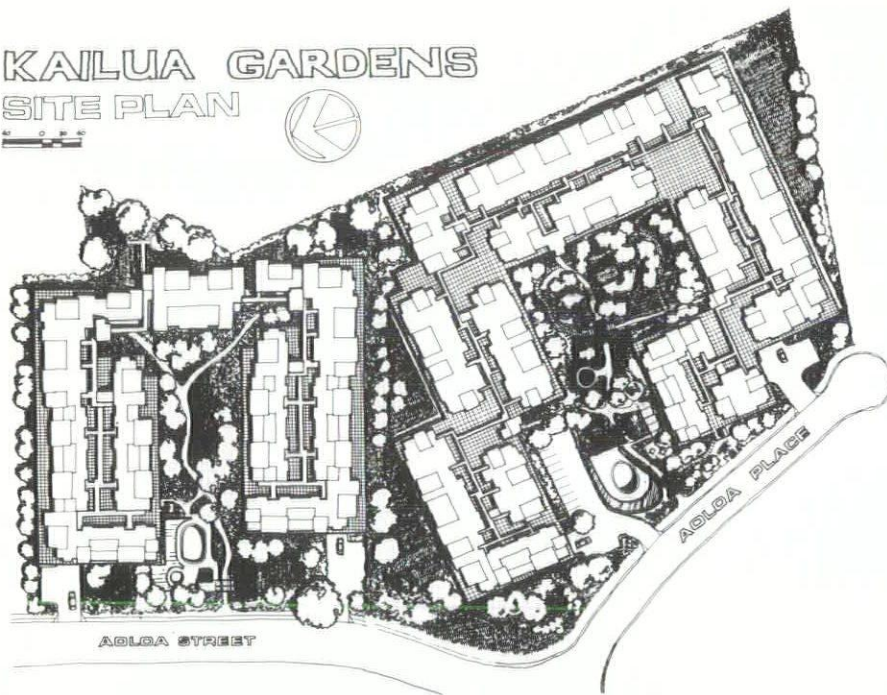


The Site:

1. Both sites are part of Kailua Gardens, a master-planned apartment community, and are located in Kailua, Oahu.
2. **Gardenia Manor** is sited on 3.3 acres of level ground with a large banyan tree that has been retained as part of the landscaping. It fronts on a 56 foot wide private roadway and abuts a private right-of-way on the north, a single-family subdivision on the east and Poinciana Manor on the south.

1975 HS/AIA HONOR AWARD:

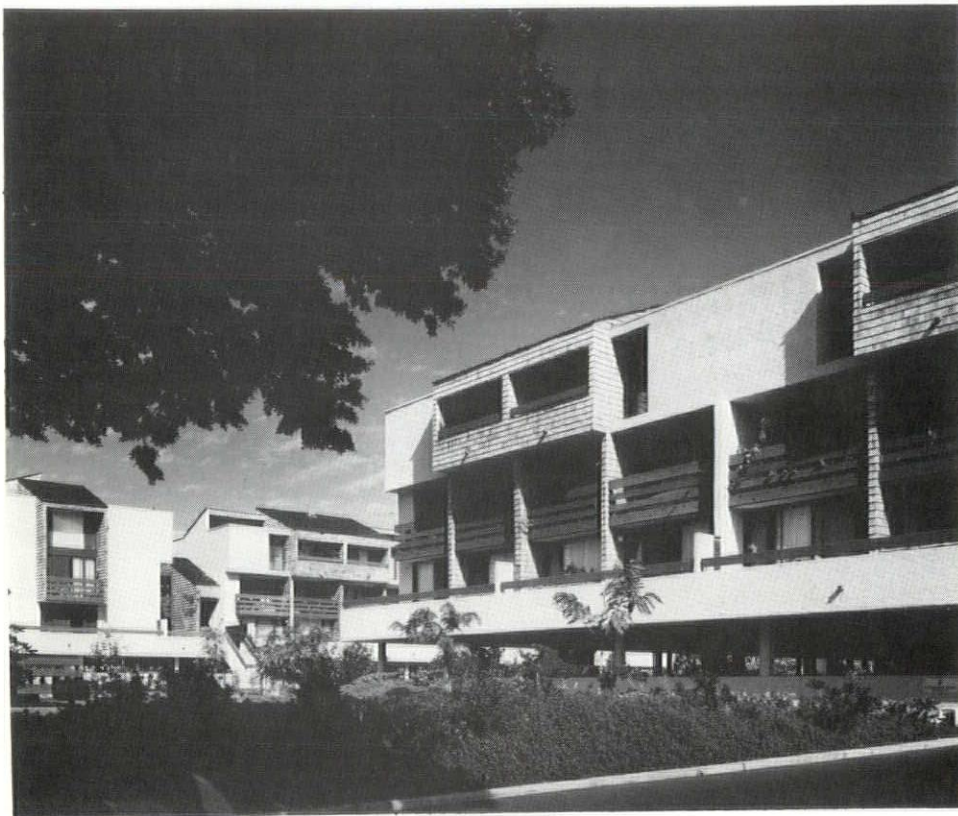
KAILUA GARDENS SITE PLAN



3. **Poinciana Manor** is sited on 5.3 acres of level ground and also fronts on a 56 foot wide private roadway. It abuts Gardenia Manor on the north, a single family subdivision on the east and an undeveloped apartment site on the south.

The Solution:

1. Parking is located along the north and south boundaries of Gardenia Manor and along the north, east, and south boundaries of Poinciana Manor. A post-tensioned concrete deck covers the parking areas and provides the foundation for the wood-frame apartment structures above.
2. A central open space has been developed at the center of both sites. Earth sculpturing and extensive landscaping has been used to screen cars from view and to create a garden setting for various recreational activities. Public entry to each complex is thru this space.
3. The predominantly 3 story apartment structures are arranged along an interior circulation mall with a system of "catwalk" bridges providing circulation to the units on the second and third stories. The spaces within the mall have been designed to provide a variety of spacial experiences - narrow, canyon-like spaces opening onto larger open courts.



4. Each apartment complex combines two-story townhouse type units with typical flat units ranging in size from 825 sq. ft. for the 2 bedroom, 1 bath unit to 1,467 sq. ft. for the 3 bedroom 2½ bath townhouse unit.
5. Every unit has cross ventilation and a minimum of one 6'x14" recessed lanai off the master bedroom and living room. Units on the uppermost level are designed with sloped roofs and large clerestory windows for natural lighting and additional ventilation.
6. Entry lobbies have been located at central points within both complexes and serve a maximum of 60 units each. Every lobby core is designed with a mailbox area, a hydraulic elevator, an open exit stair, and a trash room.
7. The apartment structures are Type V-1 hr. construction. Sound insulation is provided at each party wall with concrete topping at every floor to attenuate vertical sound transmission.
8. The design attempts to break down the massive character of the building complex by creating deep shadows within walls and by breaking the roof line with sloping and flat roof elements. Stucco and shingle siding was selected to further aid in reducing the scale of the building as well as to recall the residential type materials present in the area.

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Ala Wai Harbor



Hawaii has always been inseparably linked to the ocean that surrounds the Islands. Once it provided the only access for commerce. It produced abundant food, tempered the climate, offered sport and recreation, and delighted the eye. It was a dominant force in every Hawaiian's life. There were plentiful beaches and the Polynesians for centuries designed and built their agile craft so that even the largest could be readily beached.

Progress has wrought some changes. The sea remains a dominant force in our lives. It is still the lifeline for the countless items that must be imported to support our present sophisticated life style. But the airplane has superseded the ship for transporting people, even between our own Islands.

The individual Islander is losing touch with the surrounding waters. He may go for days without consciously seeing the ocean.

Only a few outriggers and catamarans are pulled up on the beach, and much of that beach is blocked off by high-rise buildings. Most of our small boats are no longer suitable for beaching (even if we had the beach available).

So those who sail and fish and cruise in (or dive from) their small craft must now look to the small boat harbors for berthing. The Department of Transportation, Small Boat Harbors Division, cannot begin to keep up with the demand. Last December, there were about 1,800 applications on the waiting list for berths in State harbors, another 200 for private ones.

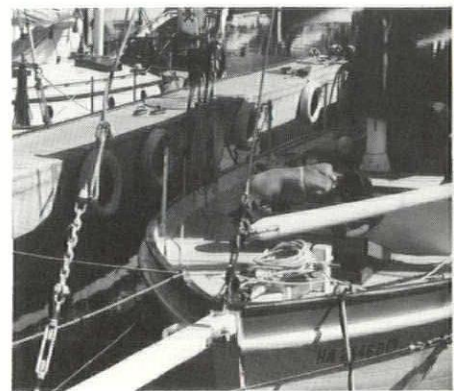
According to the Hawaii Marine Association, Mainlanders (nationally) average 40 boats per thousand population, while we, surrounded by the Pacific Ocean, have 9 per thousand! Sailors on long passages between the Mainland and the South Pacific are hard-pressed to find a mooring

here for a few days to reprovision and get a little rest before continuing.

Anyone who has strolled around Ala Wai Harbor will agree that it is a lively and fascinating place: the salty boats with the faraway hailing ports; kids in their rowboats; a sleek sport fisherman flying the marlin flag; the wash drying in the rigging of a Tahiti ketch. It is a colorful adornment for the city and a pleasant recreational facility for its people. But the program that makes it possible has reached a crisis.

A legislative audit of the recreational boating program was published in February of this year. It points out that there are no actual plans or strategy for recreational boating and that no one is really in charge of it as a program. The report then suggests that the State release the responsibility to the counties. But this would seem unsound because there should be a statewide uniformity of laws and regulations for the operation, use, and equipment of small craft in order to qualify for Federal Boating Safety funds.

continued on 22

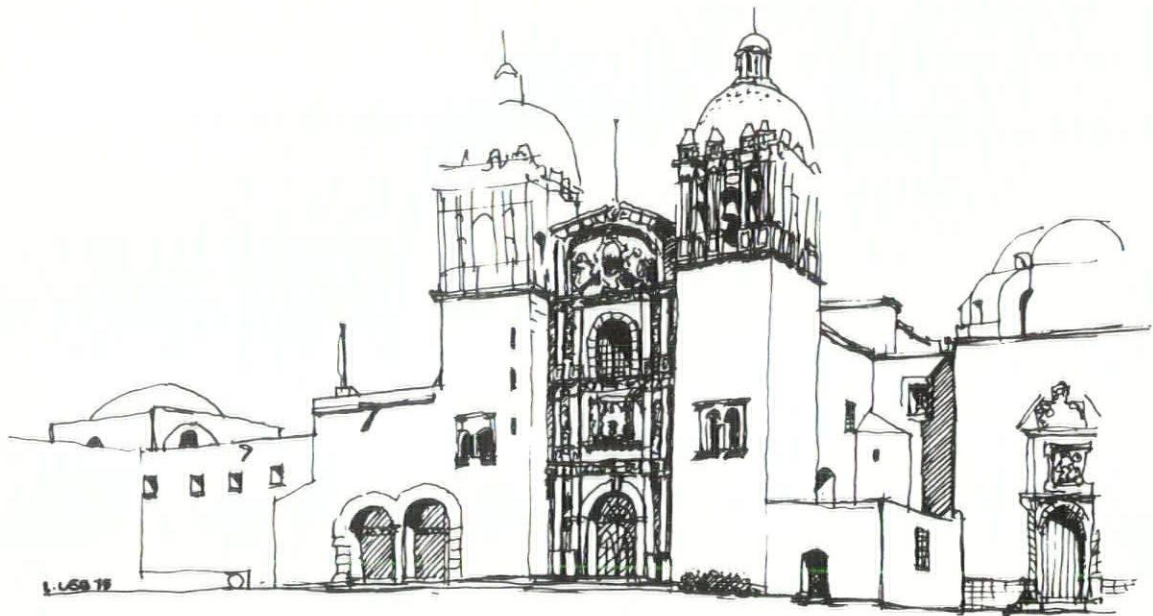


Tom Culbertson, a corporate member of Hawaii Society AIA, is a long time avid sailor.

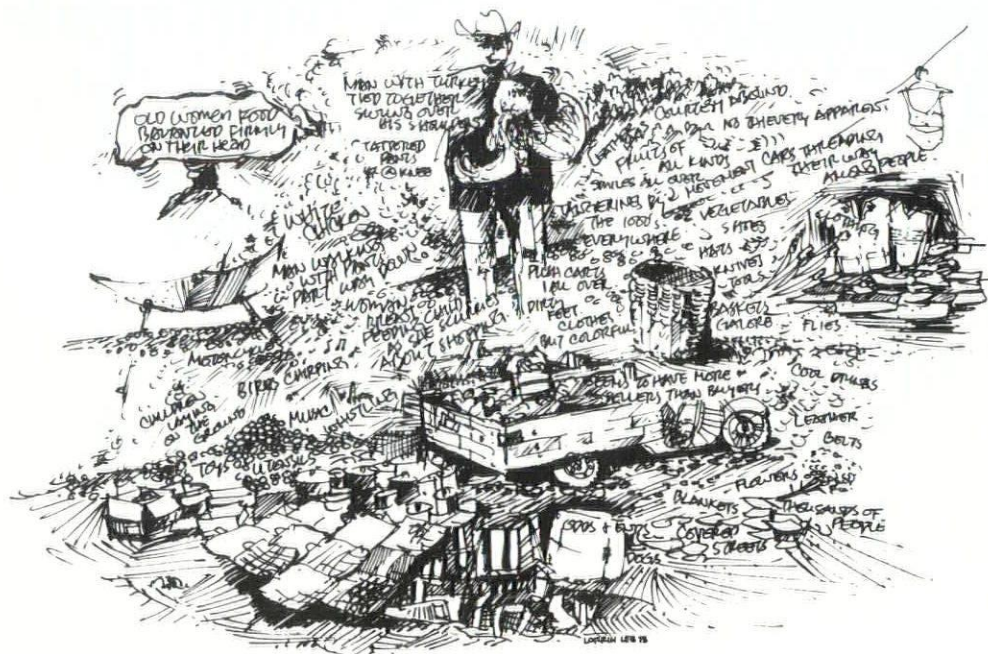


AN ARCHITECT'S AVOCATION:

Views of Mexico

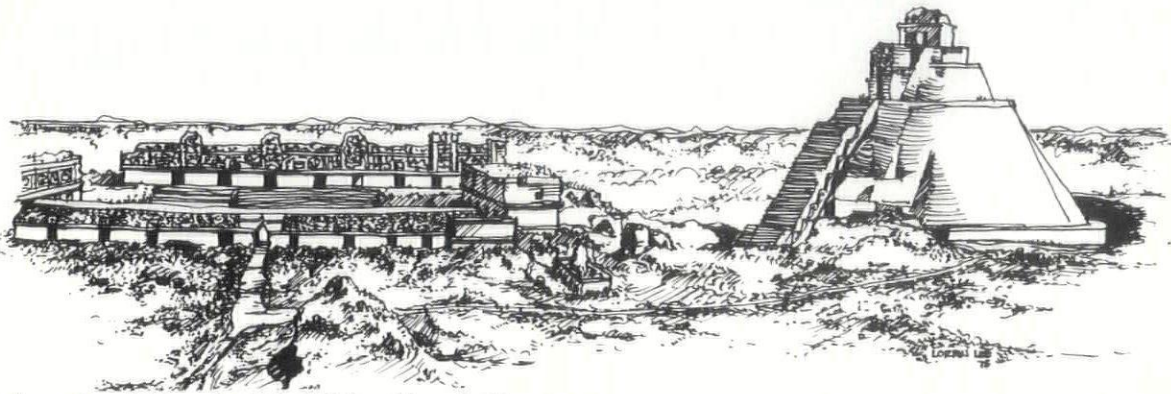


Church of Santa Domingo, Oaxaca



Notes from the Market Place, Oaxaca

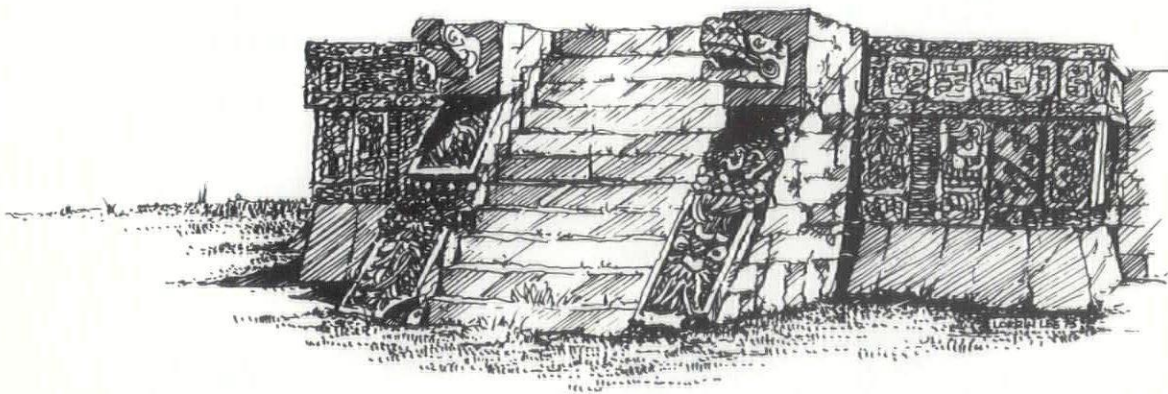
by Lorrin Lee



Nun's Quadrangel and Templo Del Adivino Uxmal, Yucatan

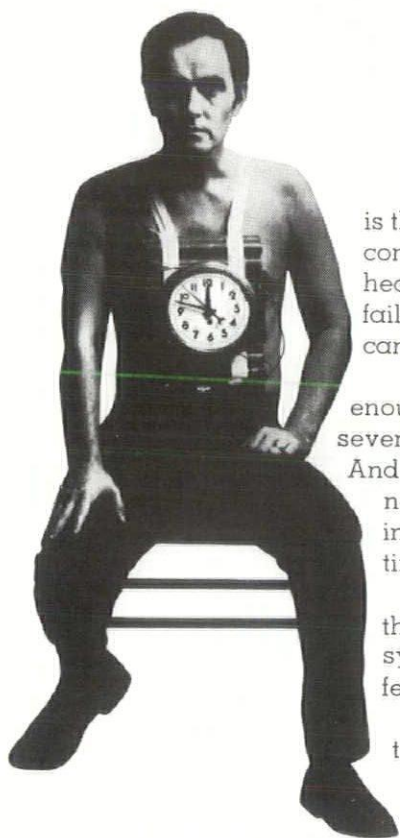


Village Chichen Itza



Altar Chichen Itza, Yucatan

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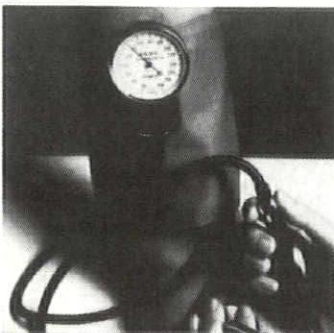
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Letters to the Editor

Just received your 2/76 issue of HAWAII ARCHITECT. Your story on page seven is EXCELLENT and refreshing; and the "Women in Architecture" picture story superb!

The quotes from the women give excellent advice. I especially appreciated those of Mrs. McNulty.

It is such a pleasure to read about women who are respected and successful because of their good judgment and ability. If I may offer a quote of my own for the thirty-one years I have been in the profession:

"First an Architect, and always a Lady".

BETTY LOU CUSTER

There seems to be a gremlin in the presses when it comes to printing the "Where Am I" series. In the January issue the building identification and the architects were left out entirely. This I called to your attention by a previous letter. Now to totally confuse the situation, what was left out of the January issue has been included at the end of the February article,

totally mis-identifying the architectural style of the Bishop Museum and the architects involved. I had thought that by providing you with already mounted photographs and a complete and separate text for each one that it would be an extremely simple job to insert this series into the magazine. Judging from the last two presentations, I can well understand the cryptic little note in the January issue which answers my question "Where Am I?" with the answer "Damned if I know, Jerry."

GERALD L. ALLISON

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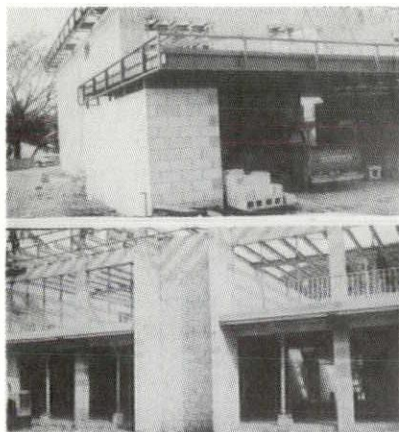
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Another suggestion in the audit is that responsibility for the small boat program be placed in the Department of Land and Natural Resources. But it seems likely that it would get buried in red tape at the huge DLNR.

DOT Director Alvey Wright, in his response to the report, urges careful study and proposes a task force be appointed with representatives from the Attorney General's office, DLNR, and DOT to prepare a bill for the 1977 Legislature. This would be a commendable recommendation, perhaps, if the recreational boating people were given equal representation. Their input would be essential for the creation of a workable scheme.

Live-aboards are getting a lot of attention in the current legislative session. They require sewage disposal which greatly increases the

construction cost per berth. So it seems fair that they should pay proportionally more for their spaces. There is a bill in the Legislature now that would limit live-aboards to 25 per cent of total berths. An additional requirement that these be truly seagoing, recreational boats and prove it by going offshore at least once a month would improve this bill.

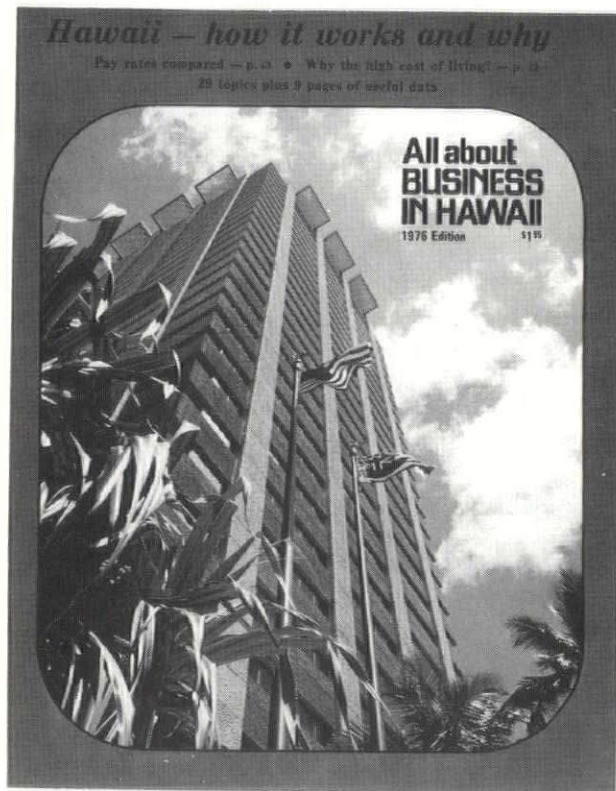
Those living aboard seaworthy craft are very outspoken in their criticism of the dilapidated hulks that never leave the dock. They claim that they are an eyesore, frequently sink (creating severe water pollution), and constitute a fire hazard.

In a state with such a fine potential for recreational boating, it is to be hoped that the legislature can soon get it all together and provide an adequate and well-operated small craft harbors program.



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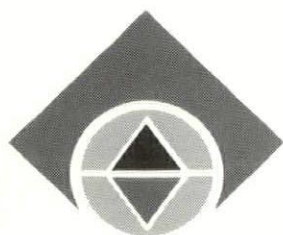


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