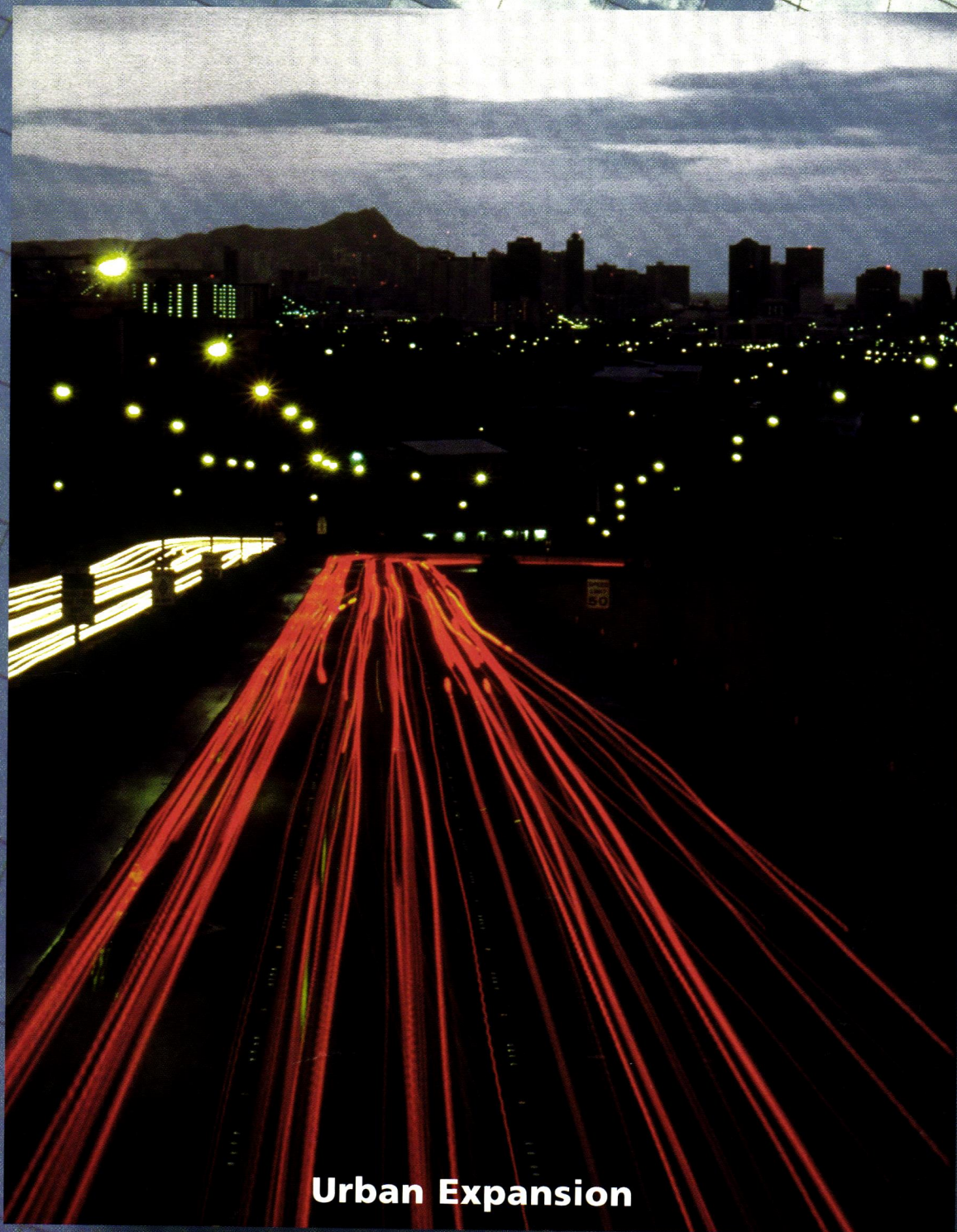


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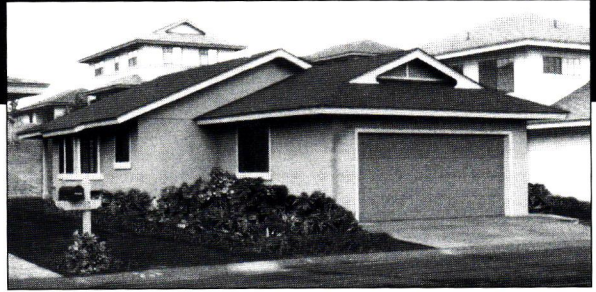
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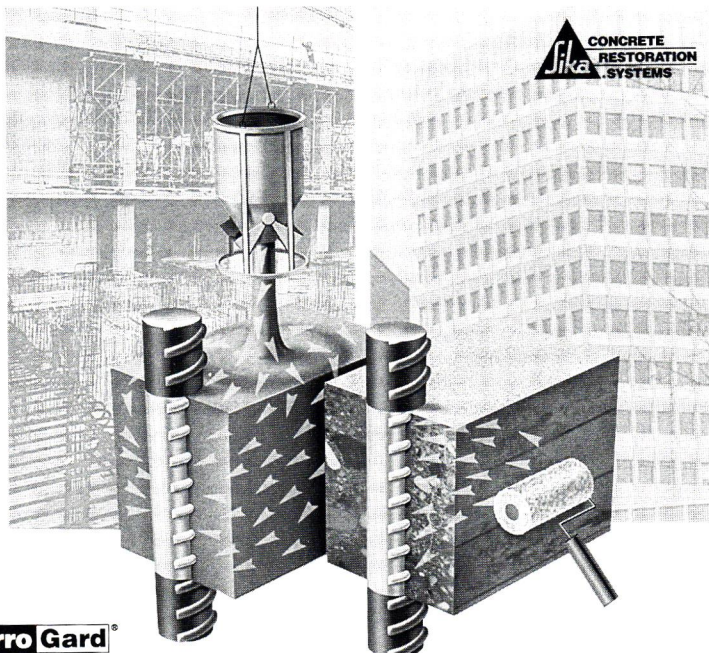


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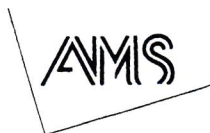
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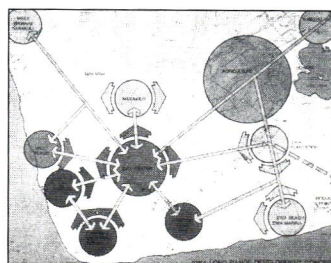
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IN THIS ISSUE ...

Oahu's urban areas are expanding... and occasionally experiencing the inevitable growing pains that result. Architects and planners have been heavily involved in these expansion efforts, including the burgeoning "Second City" of Kapolei, improvement to Honolulu's Kakaako district and visionary ideas to revitalize Waikiki.

COVER: Visitors often think of Hawaii as being a laid-back, lazy place, but residents know that life in the Islands, especially on Oahu, can be as fast-paced as nearly anywhere on the mainland. This photograph of evening rush hour aptly illustrates this point. Photo by Warren Bolster, courtesy of the Hawaii Visitors and Convention Bureau.

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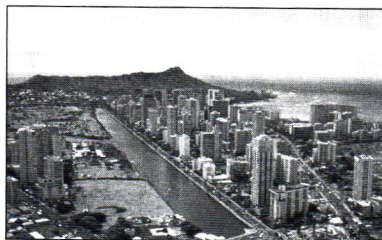
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16 From Wetlands to World Fame

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A New Generation of Leaders

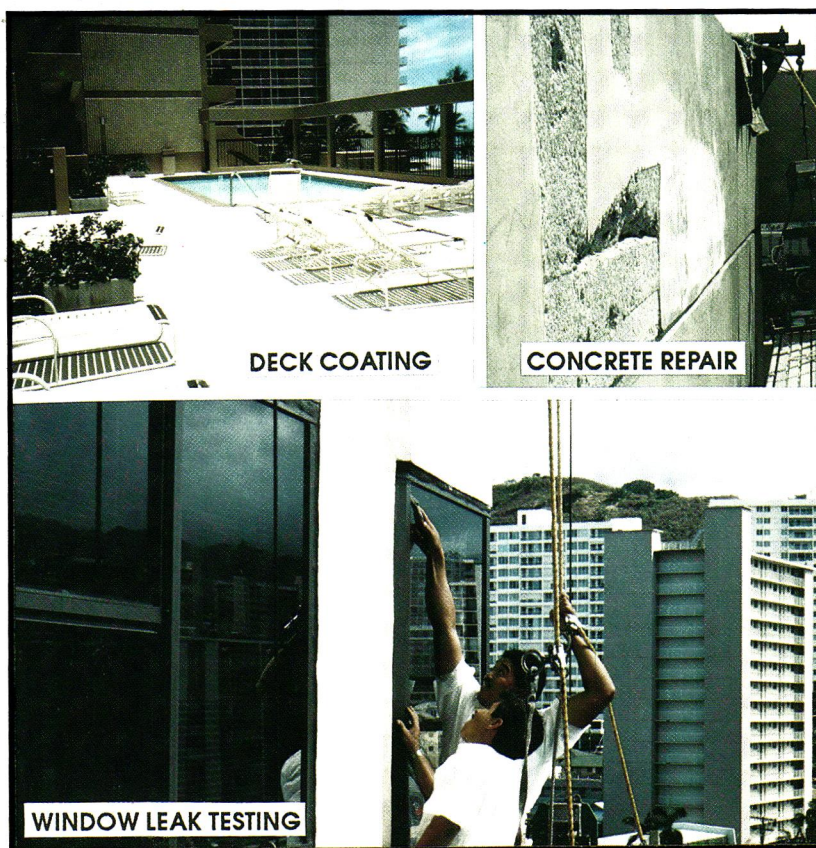


Heading a team of over 40 technicians are left to right:
Alvin Nishikawa, Ken Matusumura, John Kobayashi,
Al Gardner, Steve Kramer, and Jim Hiramatsu

Meet Alvin Nishikawa.



Alvin is Vice President of The American Coating Company. He is in charge of all field and estimating operations. Previously, Alvin was employed with an engineering firm in Chicago and Honolulu where he focused primarily on restoration and water infiltration problems. Alvin holds a M.S. and B.S. in Engineering from Purdue University.



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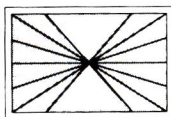
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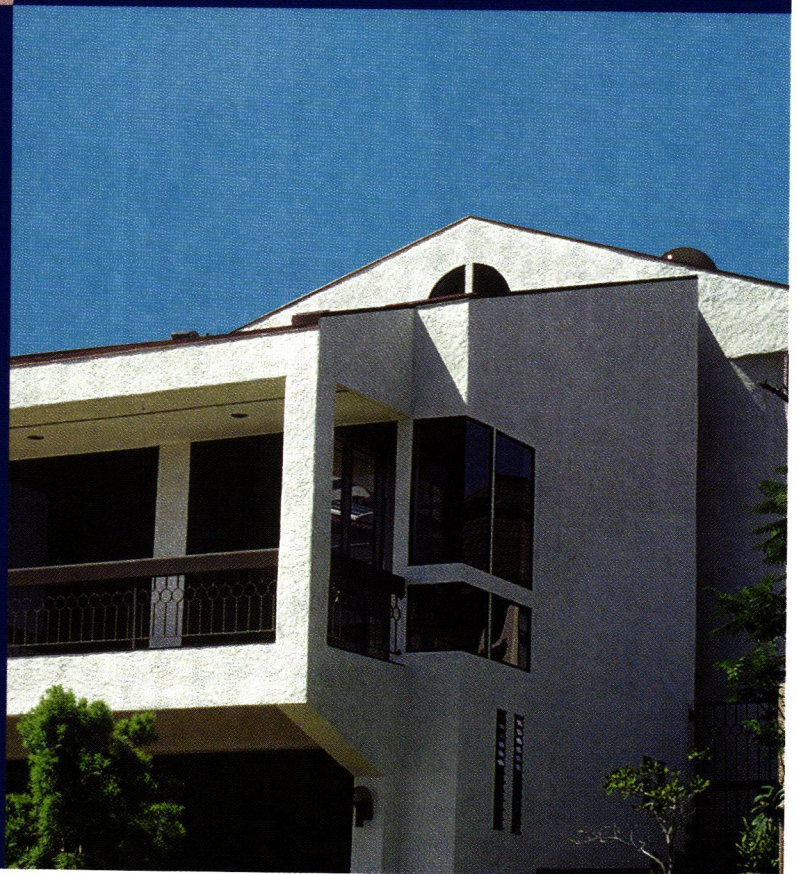
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Waterborne transit

The Sea as Alternative Transportation

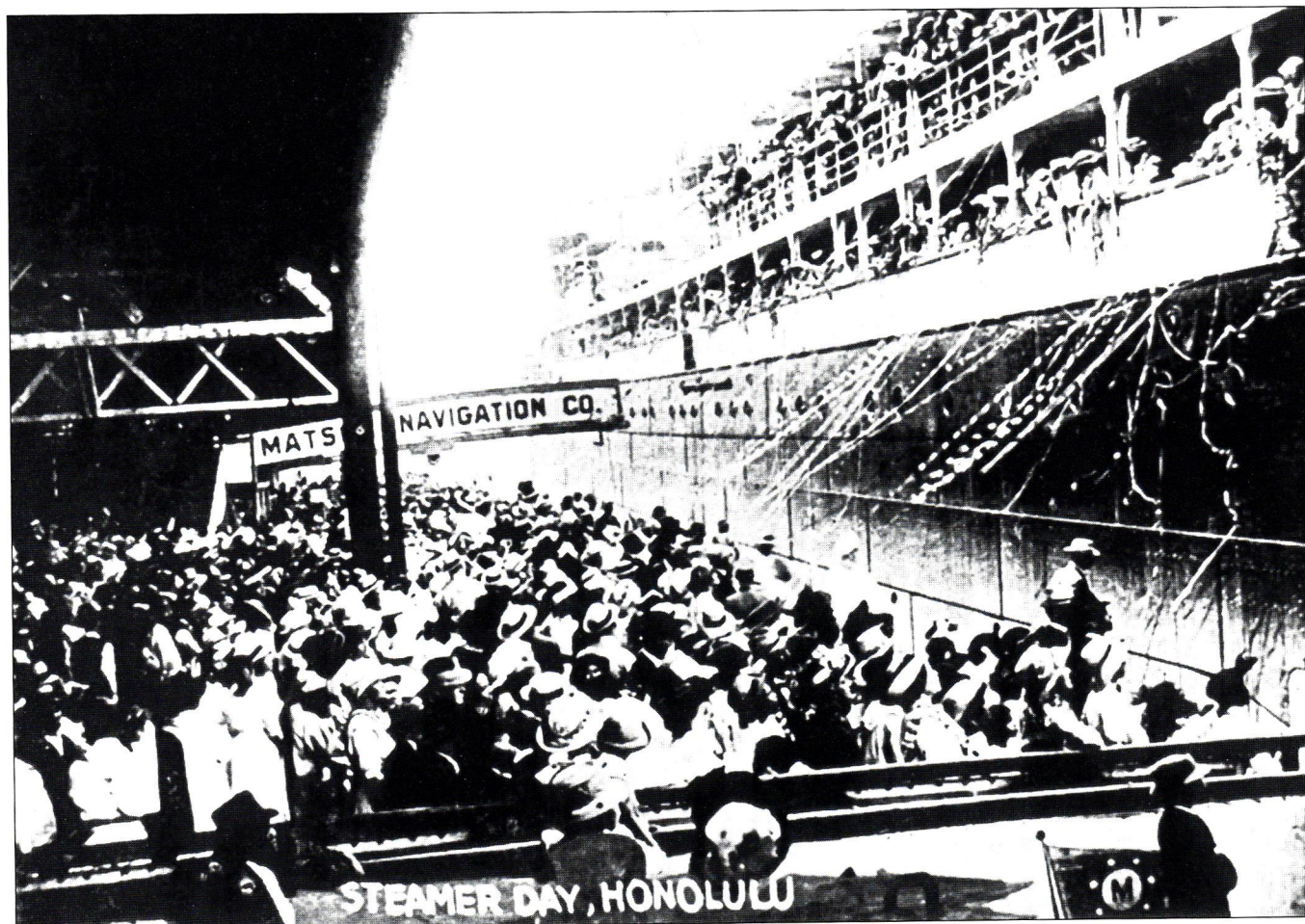
by Connie Conrad and Andrew C. Yanoviak, AIA

Sixty years ago, Hawaii had only 25,000 visitors annually. With the opening of the Convention Center, the projected visitor count will be over 7 million, representing a growth of almost 300 times in less than a century.

As mentioned at a recent Waikiki Watershed Planning and Design Charette, there are only four vehicular ways in and out of Waikiki. *The Waikiki Planning and Pro-*

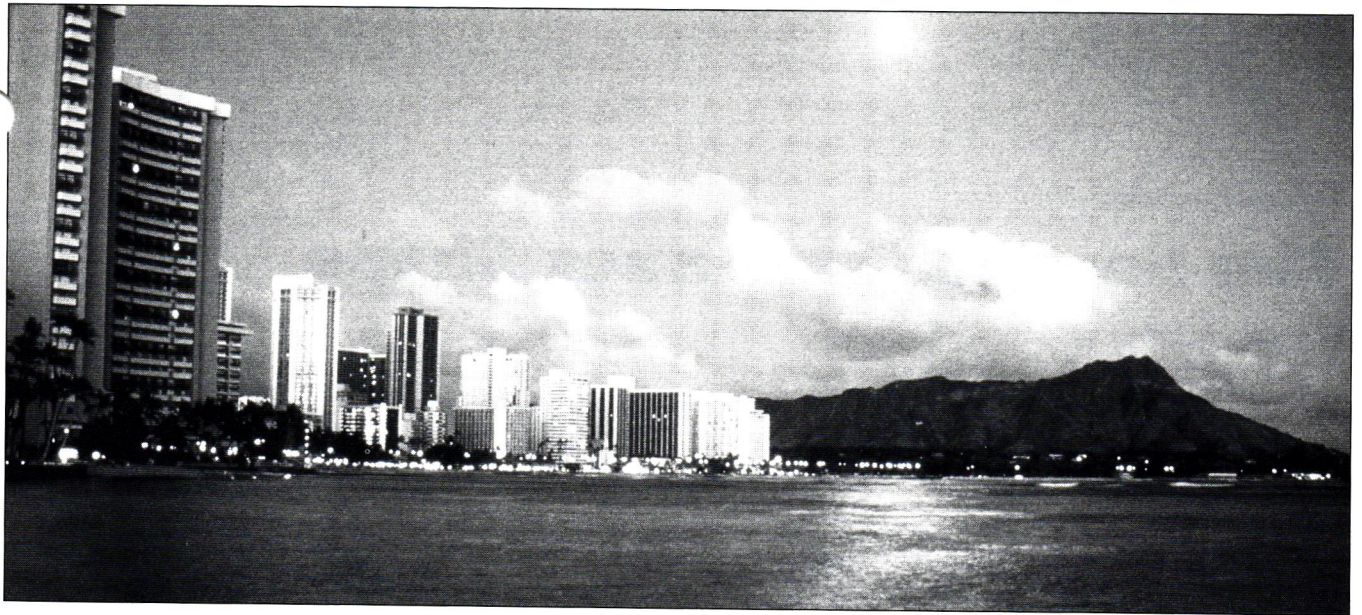
gramming Guide notes that the new Convention Center and major expansion of the Ala Moana Shopping Center will create severe traffic congestion at critical roadway intersections that will require immediate relief.

There also have been proposals for an even larger conference center, opera and concert halls on the Kakaako waterfront peninsula, as well as major urban development along the Ward corridor. With further proposed ur-



Before the development of the Honolulu International Airport, tourists arrived here by boat, which was heralded as a wonderful and much-treasured experience.

Photo courtesy of Bishop Museum



ban growth in downtown Honolulu, Chinatown and Kapolei, the time has come to address transportation alternatives to paved highways and cloverleaves.

Proposals such as double-decking the rest of Nimitz Highway, Ala Moana Boulevard, Atkinson and Kapiolani Boulevard to connect to the elevated H-1 Freeway may create an alternative even more undesirable than elevated mass-transit tramways and stations. As we transform Honolulu and Waikiki to higher levels of urbanism, we will be continually challenged to endow our world-class resort with a Hawaiian sense of place.

Looking to the Sea

Task forces and committees are now in place to study and implement integrated intermodal air, land and sea transportation routes responding to the urban expansion of Honolulu and Waikiki. Seaworthy vessels are being designed and constructed that are capable of transporting passengers between the Honolulu International Airport and Waikiki. Connections to downtown Honolulu, Kakaako, Hawaii Kai and Kapolei could be established, and there are even ideas that would allow passengers to switch buses on the water enroute to their final destination.

A docking harbor could be built in conjunction with the preservation of the Waikiki Natatorium as a functional historical monument. Docking sites could also be constructed at the Hilton Hawaiian Village port, Fort DeRussey, the Waikiki side of Magic Island, Kewalo Basin, Aloha Tower and the airport. Of course, the transit routes and pier locations would require further detailed plan-

ning and design studies to mitigate their environmental and ecological impacts on natural resources.

As has been discussed and plotted in several planning and design charettes addressing Waikiki, smaller vessels could transit the Ala Wai Canal. The architectural design of the new Convention Center contains features along the Ala Wai Canal that specifically address this feasibility. There will inevitably be more hotels in close proximity to the canal that could be serviced in this manner.

An integrated waterborne transit system will offer tourists a unique and rewarding experience they will surely remember for a long time. They are bound to tell their friends about the aesthetic pleasures of traveling to, from and within Waikiki by boat, in lieu of transit on clogged arterials through unappealing industrial districts under elevated highways.

How many other resorts would be able to claim this fame? We should give our visitors a truly splendid Hawaiian experience. After all, from the sea, day or night, Waikiki sparkles like a beautiful gem in the ocean.

♦ *Connie Conrad is a retired architect and planner from the firm of Dahl and Conrad. He owned Conrad Jewelers and Security Diamond at Ala Moana Center and designed Waikiki's first shopping center, the Waikiki Theater Block. He has presented his visionary ideas at hearings on Waikiki and the Honolulu waterfront.*

Andrew C. Yanoviak, AIA, APA, CSI is guest editor for this issue. He has served on the Hawaii Chapter, American Planning Association Task Force on Waikiki.

Traveling by boat would offer visitors a spectacular view of Waikiki.

Photo by William Waterfall
Courtesy of the Hawaii
Visitors and Convention
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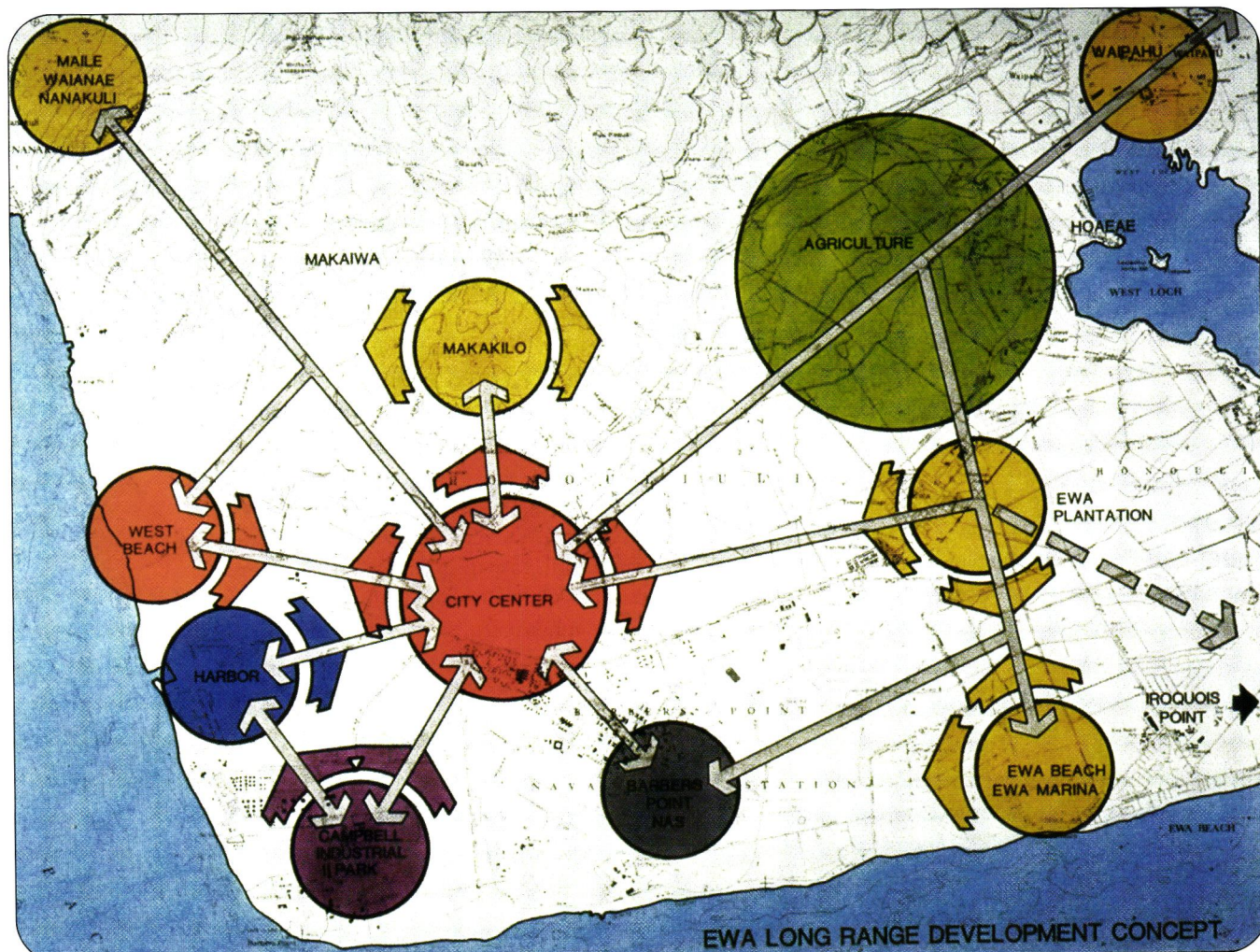
The master plan for Ewa

The Second City Takes Shape

by Charles A. Ehrhorn, AIA

The concept behind the master plan for the Ewa area of Oahu was established by the Campbell Estate in the early 1980s. The revised plan represented a further evolution of the master planning effort begun in 1954 by the late Donald Wolbrink, chief planner for Harland Bartholomew & Associates.

The Estate's 1983 master plan expanded upon earlier plans and further implemented public policy of directing growth to the Kapolei area, first established by the Honolulu City Council in the 1977 General Plan. Subsequent public policy decisions have reaffirmed Kapolei as the site of the "Second City" with the creation of development plans



The 1983 master plan concept for Ewa diagrams the land use relationships among housing, primary employment centers and the City of Kapolei.



City of Kapolei - Civic Center Master Plan

The new Civic Center in Kapolei is now beginning development.

specifying the patterns of growth in Ewa. At that time, the Ewa plain was viewed as the most logical area for major urban expansion on Oahu. Reasons included:

- Proximity and accessibility to urban Honolulu
- The marginal agricultural nature of its westerly and makai lands
- Established and potential major employment centers such as Campbell Industrial Park, Barber's Point Deep Draft Harbor and Ko 'Olina Resort (then known as West Beach)
- The potential to develop a dual water system utilizing non-potable caprock water for irrigation
- Existing infrastructure such as highways and the expanding Honouliuli Sewage Treatment Plant
- Sufficient land area for a second city to grow and expand over the years, and a single landowner committed to quality long-term planning.

The primary concept behind the Estate's revised master plan was to create a balance

between housing and employment opportunities. There is a symbiotic relationship between homes and jobs because primary employment along with secondary job opportunities will provide the employment base, while the designated residential areas provide a work force and nearby housing. Employment opportunities in the area would also mitigate the growing traffic congestion into downtown Honolulu and bring better balance to the use of our roadway system.

Growing employment centers included Barber's Point Naval Air Station, Campbell Industrial Park, Barber's Point Harbor and the newly developed Ko 'Olina Resort. These employment centers were balanced by the residential developments of Ewa Marina, Ewa Gentry, Ewa Villages, West Loch Estates, the Ewa Plantation area, Makakilo and the Villages of Kapolei.

Systems in Place

A final issue of the newly developed master plan is infrastructure, those elements which tie all the pieces together in an orga-

nized complex of water, power, telecommunication, sewage and transportation systems.

The construction of the H-1 Freeway in the 1960s greatly increased the opportunity for a city center as well as surrounding employment and residential development. While this system ties the area to the island-wide community, internal circulation systems serve the entire Kapolei region.

Water is a valuable resource throughout the island. To this extent, efforts have been undertaken to maximize the use of brackish water to transform Kapolei from an arid plain into a green garden city. Architects were asked to include the use of air-cooled air conditioning units in their building designs to further stretch the water resource.

Fifteen years later, the concept articulated in the early 1980s is still valid, with some adjustments to reflect the demise of the sugar industry and the imminent closing of Barber's Point Naval Air Station.

The most dynamic aspect of the master plan is the development of a new city center. Now known as the City of Kapolei, this urban core is located among several residential developments and provides significant employment opportunities.

The City of Kapolei is a reality. To date, approximately 1.5 million square feet of office and retail space has been developed out of a total 7 million square feet projected for the

city. Over \$25 million has been spent on infrastructure including the installation of a non-potable water system to irrigate public spaces. One of the premier public spaces is the 73-acre Kapolei Regional Park, the second largest City and County park on Oahu.

*The
growing City of
Kapolei is taking on a
unique character and sense
of place as a result of
guidelines set up within a
well-crafted urban
design plan.*

Public and Private Support

The development of the City of Kapolei has received the overwhelming support of both city and state agencies. Over 60 acres within Kapolei have been dedicated for the future development of the Civic Center. The first state office building of more than 200,000 square feet in area is now under construction and will house approximately 1,000 state employees by the end of 1998.

Other government projects now

on the drawing boards include a 60,000 square-foot regional public library, a 75,000 square-foot regional police station and a judiciary center. The 60-acre Civic Center, when complete, is planned to include about 2 million square feet of office space to serve the residents of Central and Leeward Oahu.

Private projects now planned include a large regional shopping center, medical and elderly care facilities, and banking and entertainment facilities. Adjoining the City of Kapolei is the Kapolei Business Park, which now accommodates the construction of two major warehouse facilities totaling more than 120,000 square feet.

The growing City of Kapolei is taking on a unique character and sense of place as a result of guidelines set up within a well-crafted urban design plan. This plan addresses more than just building design; it covers landscaping, streetscape, vehicular and pedestrian circulation systems, open space and infrastructure development. These are all key elements that result in a well-balanced built environment.

The City of Kapolei Urban Design Plan, prepared by Group 70 International, defines the design character and quality for the second city and identifies principles, standards and guidelines directing its development. The urban design plan is intended to be general in nature and provide an overall design framework so that distinctive neighborhoods within the city will be created. In total, it guides the development of about 600 acres making up the City of Kapolei. Significant features are the Kapolei Regional Park, Kapolei Civic Center, a pedestrian mall system and six different city districts.

A Team Effort

In developing the second city of Kapolei, Campbell Estate believes that design innovations come about as the result of the architect's in-



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volvement with a processing of input from many "clients." These include representatives of public agencies, the general public (often represented by neighborhood boards), project developers and the landowner.

As a longterm landowner, the Campbell Estate's objective in creating the Kapolei Master Plan and Urban Design Plan is to encourage the development of a cohesive and attractive community which will enhance long-term values and effectively manage our island's future growth.

♦ Charles A. Ehrhorn, AIA, is planning coordinator for the Campbell Estate. He was president of the AIA Hawaii State Council in 1995-96 and is a member of the board of directors for the AIA Honolulu Chapter.

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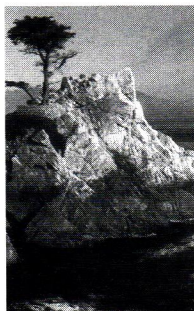
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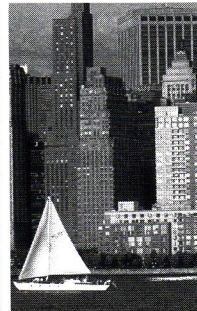
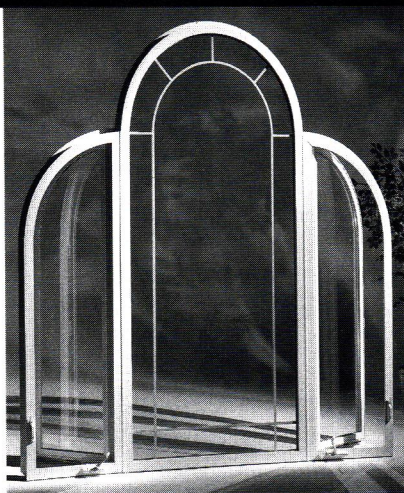
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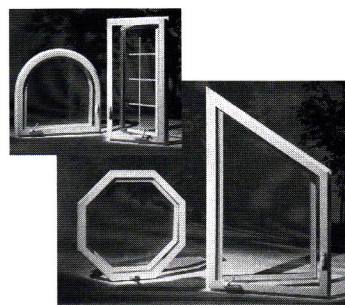
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Synergistics

Has current planning gone far enough?

Waikiki: An Open (Space) Question

by John P. Whalen, AICP

Waikiki can and should be one of the world's preeminent outdoor urban places, designed to draw people into the open to enjoy the natural beauty and gentle climate of the islands and the social life of public streets and parks. This is where the "aloha spirit" is meant to flower, not in air-conditioned buildings or vehicles.

In a complex urban setting like Waikiki,

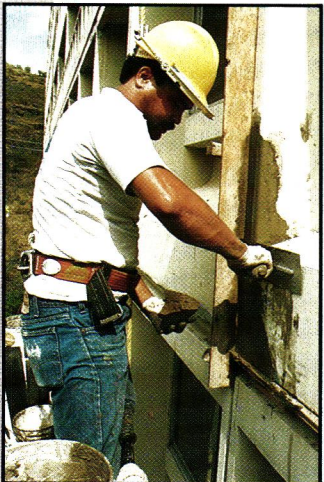
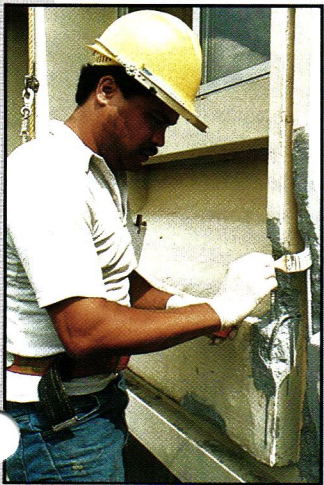
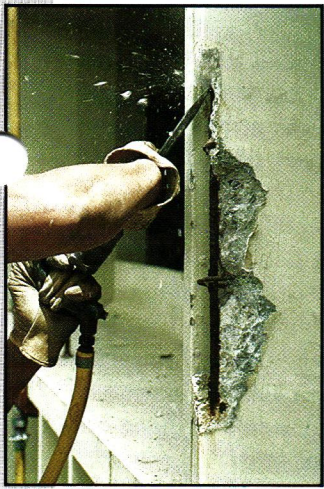
where there are diverse modes of travel for many different purposes, the essential elements for a safe, convenient and pleasant pedestrian experience can be overwhelmed by the demands to accommodate vehicles. Yet, there are salient reasons to tip the balance in favor of pedestrians:

- Strolling is a significant recreational activity for visitors. They come here to enjoy the outdoors and be entertained by the evening



The *alanui hele* proposed in the Waikiki Master Plan report was to be lined by low-rise residential buildings with entrances facing it to create a neighborhood feeling and enhanced security.

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Strolling is a significant recreational activity for visitors.

place like Waikiki where the climate is mild year-round. But pedestrians are easily discouraged when sidewalks are narrow, devoid of shade trees and dominated by vehicular noise and exhaust fumes.

- A favorable walking environment will be even more important when the Convention Center opens and conventioners make frequent trips between hotels and meeting venues.

Quality Versus Quantity

What does the future hold for the outdoor quality of Waikiki? The adoption of new zoning regulations for Waikiki at the end of last year leaves that question in suspense. The extended debate over the amendments to the Waikiki Special District (WSD) focused narrowly on issues relating to “quantity” – How *much* floor area? How *many* hotel rooms? What *percentage* of open space? – as if, by sticking to the numbers, the tougher, more subjective issue of “quality” would be addressed. Perhaps it was inevitable that the

street scene. If we shoot our visitors in the foot, so to speak, we shoot ourselves.

- Walking is arguably the most efficient and enjoyable way to make short trips in a compact

debate would be framed in this way, because zoning standards necessarily deal with maximum and minimum quantities, making the numbers a clearly identifiable point of discussion.

Regrettably for city planning, the search for consensus in the public arena typically settles on the lowest common denominator, which is low indeed when there is much conflict, as has clearly been evident in the history of planning for Waikiki. Bold, visionary public initiatives tend to fall by the wayside, allowing market forces to work their will.

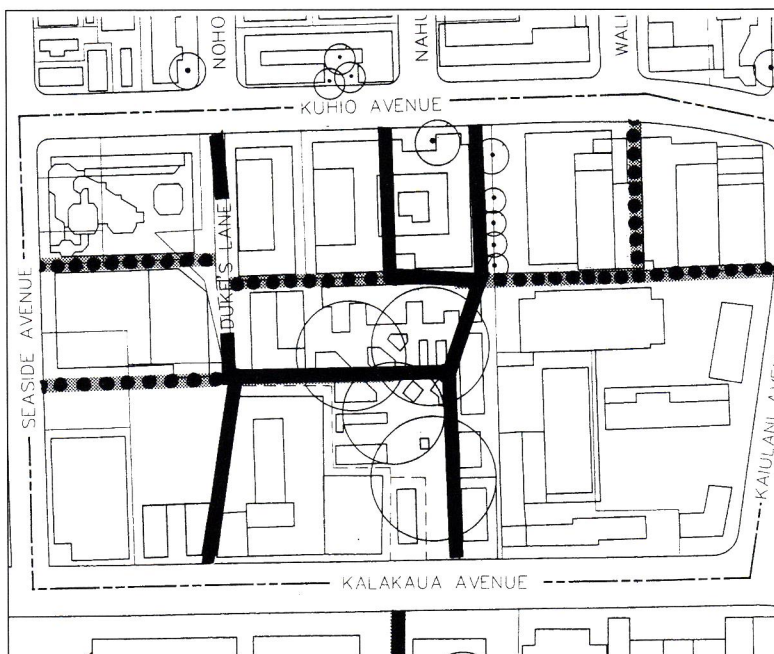
Nearly five years ago, the city’s Planning Department published the Waikiki Master Plan report, which proposed a system of open spaces linked by pedestrian routes, relying in large part on sidewalk widening and selective closures within the existing network of streets and alleyways. Network expansion would occur through a combination of private redevelopment, reuse of public properties, and the closure or realignment of streets.

Viewed as a whole, the greenway network would become the arteries, veins and capillaries of a vital urban place, conveying people to and through public open spaces, most existing but some new, such as a proposed King Kalakaua Plaza at the intersection of Kalakaua Avenue and Kalaimoku Street. Also new was the *alanui hele*, a system of pedestrian paths and small neighborhood squares situated mid-block in the residential zone between Kuhio Avenue and Ala Wai Boulevard.

This greenway plan was supported by detailed diagrams showing how to create the system incrementally through the use of existing rights-of-way, required yards, land swaps and by a program for security and maintenance. Nevertheless, the plan met with skepticism and misunderstanding and was an early casualty of the “common denominator” attrition process. Eventually, the entire Waikiki Master Plan collapsed because of a disagreement between the City Council and Administration over the procedure for adopting the plan as city policy.

Politics Force Retreat

Last year, to resolve the impasse between the Council and Administration over the need for a master plan to precede the adoption of the WSD amendments, the *Waikiki Planning and Programming Guide* was adopted by the City. True to the common denominator model, this document avoided



Using the International Marketplace vicinity as an example, a pedestrian network plan shows how existing mid-block easements and arcades (solid lines) tie in to future extensions (dotted lines) through property redevelopment.

bolder initiatives to achieve political acceptability, if not consensus.

It describes a "network of open space" consisting of parks and promenades that already exist rather than significant new elements. To be sure, the proposed "lanai dining" along certain streets promises to enhance the pedestrian ambiance, but the guide generally retreated from previous proposals. It is particularly disappointing that sidewalk widening is made subservient to maintaining existing roadway capacity for vehicles along the critically important Kuhio Avenue and Ala Moana Boulevard corridors.

By facilitating the redevelopment or substantial renovation of nonconforming buildings, the revised WSD offers the opportunity to improve the pedestrian experience via required open space and yards and incentives for arcades and open lobbies, but it will be difficult to maintain a coherent pedestrian network without an overall framework to guide the design of individual properties. Architects and city planners need to know how the open spaces, yards, arcades and building entries for a redevelopment project should be designed to contribute to the pedestrian circulation system as a whole. For example, a lovely landscaped garden that is visually or physically inaccessible from principal pedestrian routes contributes far less to the network than a smaller but strategically-aligned mid-block arcade that connects to busy sidewalks on either end.

If we want a true open space network, the City needs to lead the way with a conceptual plan and more detailed design guidelines for the system. Now that we have opened an era for the renewal of Waikiki, let's go the extra distance to guide the future we really want. We don't get many chances to do it right.

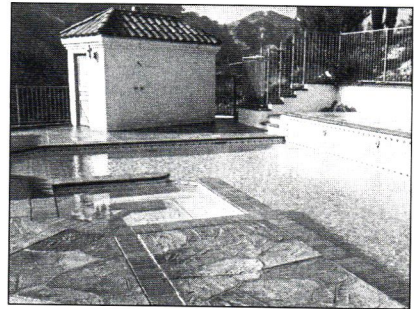
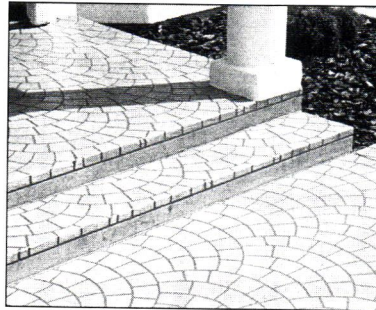
✦ John P. Whalen is president of PlanPacific, Inc., a Honolulu planning firm, and a member of the American Institute of Certified Planners.

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The Ala Wai Canal

From Wetlands to World Fame

by Walter B. Lum, P.E. and Andrew Yanoviak, AIA

When Hawaii became a U.S. territory in 1898, most of present-day Waikiki was wetlands used for aquaculture and agriculture. The dry land area was only a narrow strip of beach used as recreation grounds by Hawaiian royalty.

In 1906, Lucius E. Pinkham, who was then president of the Hawaii Board of Health, proposed a plan to beautify Waikiki and develop it as a tourist resort. Local stories attest that he and others were being “bugged” by mosquitos in the marshy, sediment filtration areas attributed to the drainage of the Palolo, Manoa and Makiki

streams. In 1913, when Pinkham became territorial governor, his progressive land reclamation and drainage plan was taken more seriously.

The visionary concept was quite simple: Excavate a canal that cuts off the streams and outflows to the ocean, and use the fill material to create a buildable, insular land mass “platform” we now know as Waikiki.

In 1917, the Territorial Legislature appropriated a mere \$25,000 in seed money for initial studies to create what is now a multibillion dollar tourist destination – the heart that drives Hawaii’s economic engine. Land acquisition began shortly thereafter at an



Construction of the Ala Wai Canal helped transform Waikiki into a multibillion dollar tourist destination.



average cost of just \$840 per acre.

Construction began in 1922. Dredged material was used as fill for the McKinley High School grounds, a mile from the site, a record for pumping dredged materials. Contract documents specified that the canal would be 60 feet wide and a minimum depth of 9 feet. However, the contractor was permitted to both widen (by over four times) and deepen (by almost three times) the canal, provided that the materials so excavated be used within the drainage district. The project was completed in 1926 at a cost to taxpayers of less than \$225,000.

A World-Famous Resort

Thanks to the late Gov. Pinkham and other visionaries, the City and County of Honolulu now collects over one-third of its gross property tax revenues, or over \$70 million annually from Waikiki. In the last 70 years, the average value of Waikiki real estate has increased at least 25,000 times to over \$20 million per acre.

The total assessed land value of Waikiki has climbed steadily to over \$6 billion, excluding public lands for beaches, parks and streets. The accommodation of more than 75,000 tourists daily generates not only hotel revenue, but creates a foremost employment center for Oahu residents.

However, the very project that created this money-making oasis has been criticized in recent years.

Residents wonder why the canal's waters are not suitable for swimming. At low tide, portions of the canal can emit an unpleasant odor caused by the sediment's exposure to sunlight.

In 1977, sediment deposition areas of the canal were redredged for the second time in 50 years at a cost

***The Ala Wai Canal
needs improvement,
but it is still a
marvelous structure
from an engineering
standpoint.***

of \$1.8 million dollars. It is currently scheduled for redredging subsequent to the opening of the Convention Center along the Ala Wai Canal in mid-1998.

With the urbanization of the Palolo, Manoa, and Makiki valley watersheds, the hydrological sheet flow of the canal has increased dramatically over the years. Therefore, the canal's capacity has been severely reduced. It can now only accommodate 10 to 20-year storms before costly overflowing ensues. To properly accommodate 50 to 300-year storms in accordance with its original design, it needs to be extended. Extending the canal would also address water quality and odor problems.

At a recent Waikiki Watershed Planning Charette sponsored by the City Administration, all interdisciplinary teams involved proposed the essential expansion of the Ala Wai Canal for economic, aesthetic and environmental reasons. The bifurcated streets of Leahi and Paki Avenues along the Diamond Head edge of Kapiolani Park have already been laid out in the city plan to facilitate its extension.

Accommodation of an expanded Ala Wai Canal, with self-flushing tidal action, would require silting basins at the Ala Wai Golf Course and possibly ponds in the vicinity of the Honolulu Zoo, which may meet with controversy.

The Ala Wai Canal needs improvement, but it is still a marvelous structure from an engineering standpoint. What is needed now is a concerted effort to effectuate a masterful "beautification" plan for the canal and Waikiki on the grand scale of Gov. Pinkham's vision. The entire state economy will benefit as a result.

♦ Walter B. Lum, P.E., is a civil and structural engineer and a Fellow of the American Association of Soils and Foundation Engineers. This article is based on a published American Society of Civil Engineers manuscript on the Ala Wai Canal by Lum and Richard Cox, P.E.

Andrew Yanoviak, AIA, APA, CSI, was a member of the Hawaii Chapter, American Planning Association Task Force on Waikiki and participated in the recent Waikiki Watershed Planning Charette.



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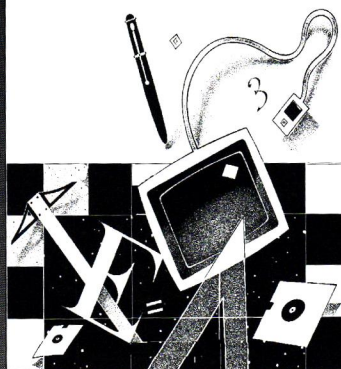
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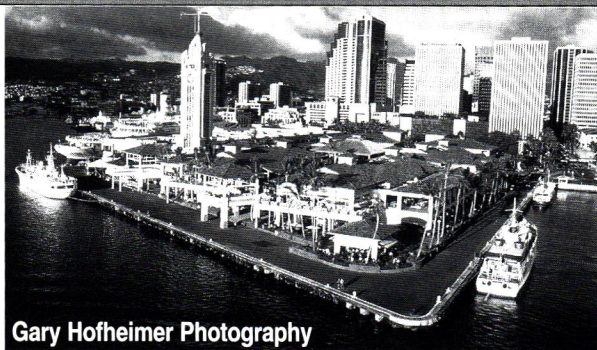


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Can Honolulu's largest underdeveloped area reach its potential?

Whither Kakaako?

by Eric Masutomi

Cradled between the downtown financial district, Makiki and Waikiki, the Kakaako District in Honolulu has long been recognized for its immense redevelopment potential. Since 1976, this 670-acre tract — larger than downtown Honolulu or Waikiki — has been under the development control of the Hawaii

Community Development Authority, a state redevelopment agency with powers that transcend county zoning. After 20 years of state stewardship and over \$200 million in public investment, are we close to realizing Kakaako's promise as a "new town, in town?"



The Kakaako Makai Area Development Strategy earned a 1997 National AIA Honor Award for Urban Design. The plan was designed by ELS/Elbasani & Logan Architects, Berkeley, Calif.

*One must wait until the evening
To see how splendid the day has been*
— Sophocles

When the Kakaako Community Development District was established by the Hawaii Legislature in 1976, control over all future development in the area was effectively transferred from the city to a newly-created state agency, the Hawaii Community Development Authority (HCDA). The action was at once assailed by critics as a flagrant assault on county home rule. It was simultaneously hailed by proponents as a bold and essential step in bringing about the revitalization of a long-neglected and underutilized portion of the central city.

The state's intervention in Kakaako was spawned at a time when intense public concern was being focused on the need to contain urban sprawl on Oahu. This concern has since manifested itself into current land use policies for the island aimed at directing growth to certain outlying areas (i.e., the Second City development at Kapolei) while seeking to optimize the use of existing, underdeveloped urban areas such as Kakaako.

Modeled after the Urban Development Corporation in New York, the HCDA was vested with a broad array of planning, regulatory, development and financing powers. It was tasked with the responsibility of stemming further deterioration of the Kakaako District and working with the private sector to transform the area into a vibrant, new, mixed-use community.

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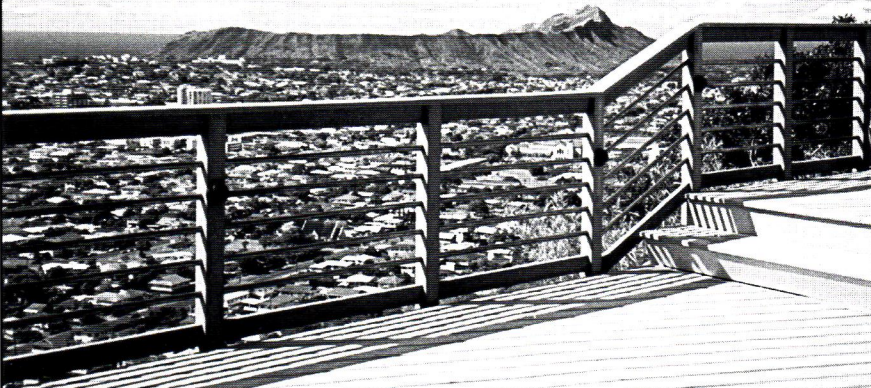
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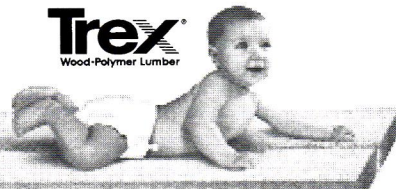
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***The state's
intervention in
Kakaako was spawned
at a time when intense
public concern was
being focused on the
need to contain urban
sprawl on Oahu.***

urban design was to be the hallmark.

Many of these objectives are now being realized. Indeed, even the most casual of observers would find it difficult to ignore the changes that have occurred in Kakaako over the past decade:

- Completion of over \$100 million in improvements to the area's substandard roadways and aging infrastructure
- Delivery of 2,487 new housing units, half of which have been made available for sale or rental at below-market rates
- Development of 39 acres of new park land, including Kakaako Waterfront Park and Kewalo Basin Park and related harbor improvements

- Addition of more than a million square feet of new commercial space

Despite these notable accomplishments, the redevelopment of Kakaako has not been free of controversy or criticism. Heavily premised on the notion of large-scale, superblock development, new development in the district has been uniformly monolithic, inwardly-focused, and disconnected from the street. Prototypical platform-tower configurations and exaggerated setback requirements have tended to exacerbate the situation.

Large Versus Small

Meanwhile, subjected to zoning regulations which continue to encourage lot consolidation, smaller developments in Kakaako remain inherently disadvantaged. The district also continues to be plagued by the challenge of effectively protecting the viability of established, smaller businesses threatened by rising land values, lease rents, improvement district costs and disruptions, and other factors common to areas in transition.



The Kakaako District encompasses an area larger than downtown Honolulu or Waikiki, yet it has been underdeveloped and underutilized.

These problems are not irresolvable, but do require closer attention.

It is important to remember that the vision for Kakaako as a mixed-use, 24-hour community is not new. It owes its beginnings to principles such as those articulated by Jane Jacobs in her 1961 urban planning treatise, *The Death and Life of Great American Cities*:

To generate exuberant diversity in a city's streets and districts, four conditions are indispensable.

1. *The district, and indeed as many of its internal parts as possible, must serve more than one primary function; preferably more than two. These must insure the presence of people who go outdoors on different schedules and are in the place for different purposes, but who are able to use many facilities in common.*

2. *Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.*

3. *The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they produce. This mingling must be fairly close-grained.*

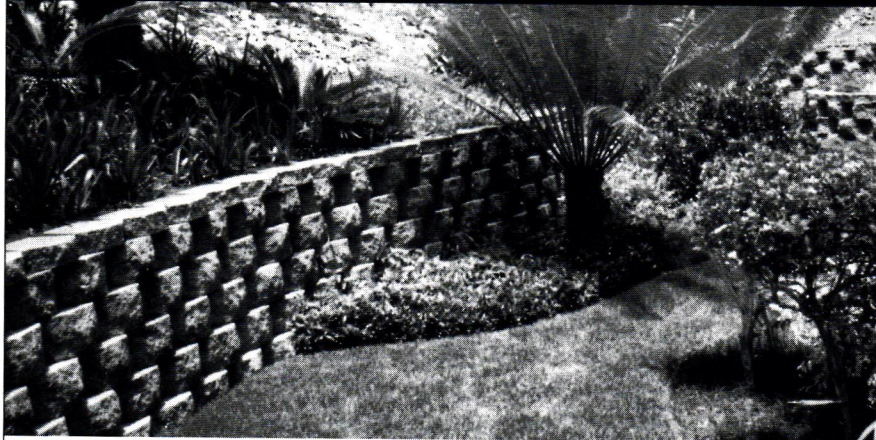
4. *There must be a sufficiently dense concentration of people, for whatever purpose they may be there. This includes dense concentration in the case of people who are there because of residence.*

These concepts remind us that building a community takes more than brick and mortar. While the improvements taking place in Kakaako may be suggestive of the evolving shape and character of the district, at the end of the day, it is still our sensitivity and attention to fundamental human factors that are likely to determine whether our goal to produce a diverse, vibrant and livable community in Kakaako is ultimately attained.

♦♦ Eric Masutomi is director of planning for Outrigger Properties. He formerly served as planning director of the Hawaii Community Development Authority from 1990 to 1995, and was special assistant to HCDA's executive director during the agency's formation in 1976.

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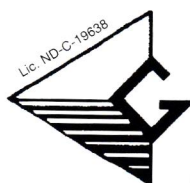


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The best development is sometimes none at all

Preserving Ka Iwi

by John Henry Felix, Ph.D.

As mandated by the City Charter, the City Council approves and adopts the General Plan and Development Plan. This process involves the people of the City and County of Honolulu, encompassing the entire island of Oahu, to determine the quality of our future environments and lifestyles.

We frequently arrive at remarkably oversimplified dichotomous choices: preservation or development. The established democratic process arbitrates these seemingly incompatible outcomes by determining where growth should occur and where it should not. Both alternatives have economic benefit and we should enjoy both.

At times, compromises are possible be-

cause we are willing to forsake development in certain areas in order to preserve open space and natural resources. In other areas, we foresee the accrual of both economic and environmental benefits derived from development that includes growth of housing, business, industrial, institutional and government facilities and agriculture.

The Majority Rules

Long term planning principles, standards and goals should not be subverted by the desire of a relative few special interests to develop land which should be left fallow for the enjoyment of ourselves, and future generations of *kama'aina* and visitors alike. Over and over again, we have heard the public out-

**Should this
pristine area be
developed, or
left as nature
intended?**



cry from every corner of Oahu to protect and buffer the Ka Iwi coastline as a bountiful natural resource which should not be subjected to any further development. This overriding sentiment is reflected in the prevailing East Honolulu Development Plan.

The long-term economic benefit for preservation and conservation of our *aina* is derived from tourism. All people of Oahu, and indeed the state of Hawaii, gain from tourism dollars. But there are more benefits to consider than strictly economic ones. Beyond tangible dollars are the intangible values we attach to a quality of life defined by our environment: clean air and water, unpaved expanses, inspiring views, contemplative peace and quietude in the best interest of human health, safety and welfare.

On the Ka Iwi issue, we are clearly better off not going forward with settlement procedures which entail massive zoning changes in exchange for withdrawn lawsuits. This is not to say that alternative approaches are not acceptable or cannot be considered at a future time on an ongoing, interdependent communal basis. For the time being, however, the merits of proposed changes to the 12 parcels in question are overshadowed by inappropriate means to achieve beneficial long-term results for Hawaii *nei*. Making critical, far-reaching land use decisions because someone is pressuring the City and County of Honolulu as a corporate body is not wise, prudent or in keeping with the aloha spirit.

To Build, or Not to Build?

With a finite land mass, island policy makers, including council members and legislators, are under great pressure to scrutinize every proposed land utilization parcel for its highest and best use. Development of any kind must be approached with the greatest caution because, once developed in accordance with prevailing architectural design and construction engineer-

ing practices, pristine land is – make no mistake – gone forever.

Therefore, we as a community must abide by the wisdom inherent in the specified democratic planning process. We must intelligently continue to carefully and responsibly plan for urban expansion and sensible growth on Oahu. We should do so united in our belief that this is the best non-autocratic method in arriving at a democratic consensus on how to wisely use our

finite resources in an economically and environmentally sustainable fashion that addresses our long-range future.

♦♦ Councilmember John Henry Felix, Ph.D., is vice chair of the Honolulu City Council and serves on the Executive Committee. He is chair of the Health and Safety Committee, vice chair of the Budget Committee, and serves on the Zoning, Policy, Economic Development, Planning and Tourism, and Parks and Recreation committees.

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The Sims residence is an original Frank Lloyd Wright design adapted to this Kohala hillside site. The main floor and outer lanais are integrally colored concrete. The walls are concrete masonry made with cement and coral aggregate. The horizontal joints are raked and the vertical joints are flushed with grout colored to match the block.

Owner: R. Sanderson Sims

Architect: Taliesin Architects

Structural Engineer: Taliesin Architects

General Contractor: R. Sanderson Sims



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Concrete building systems on display

The Concrete Village

by Jamie Kemp

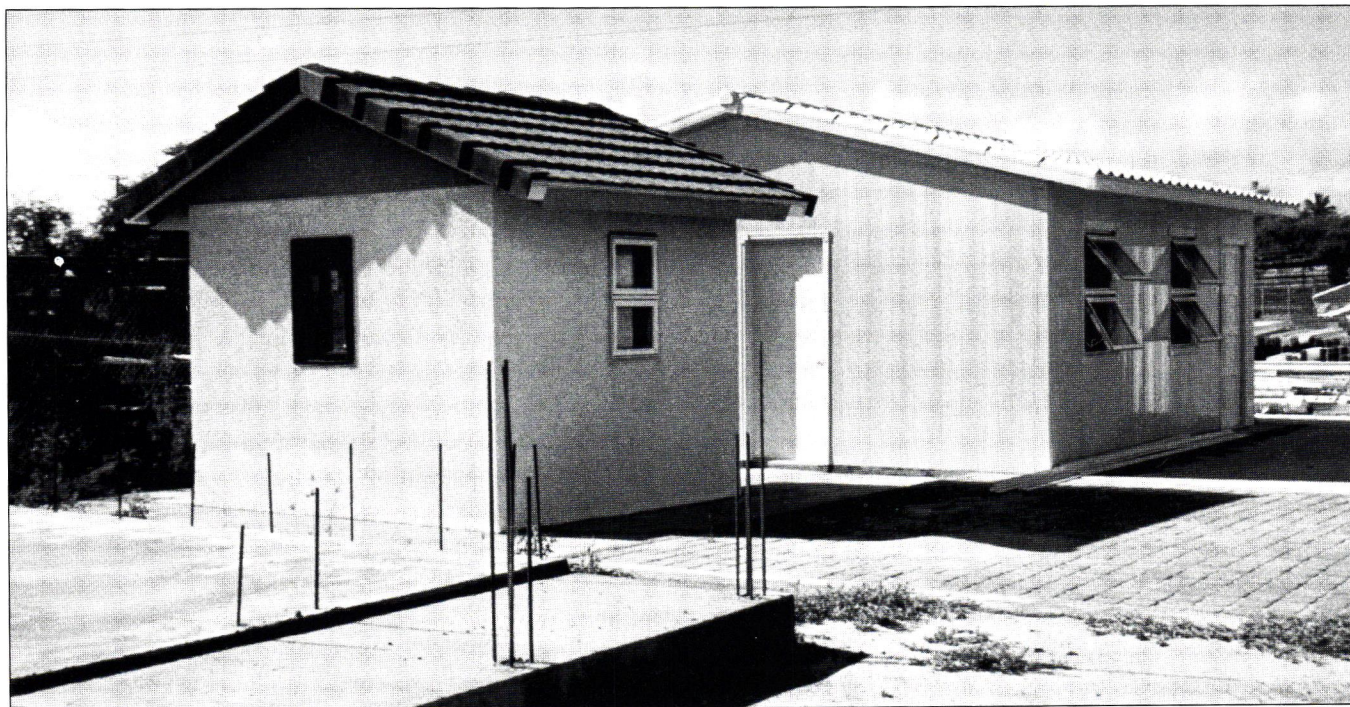
If you're interested in learning more about concrete home construction, you could drive around Oahu and look at concrete homes, taking care not to disturb the occupants. Or, you could view a variety of concrete residential building systems in one convenient location — the Concrete Village.

The Concrete Village, located at the Hawaiian Cement plant at Campbell Industrial Park, is an ongoing demonstration project by the cement and concrete products industry. The purpose of the village is to offer design and building industry professionals a central area to view innovative concrete construction technologies and allow for experimental ideas using existing construction

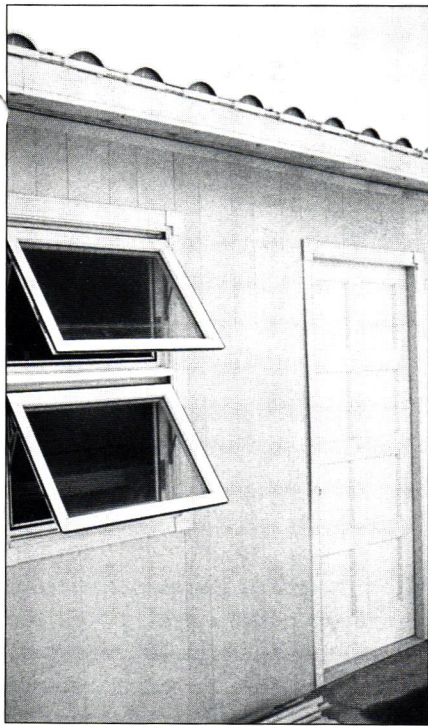
methods and materials, according to George Stewart, manager of marketing and sales at Hawaiian Cement.

"The Concrete Village allows architects and engineers the opportunity to 'kick the tires,' so to speak. It allows them to get a better sense of the systems' functions and cost," Stewart said.

The current displays include a 10-foot by 10-foot demonstration home using the Western Forms system. Western Forms is a modular system that allows flexibility on unlimited configuration in concrete construction. All interior and exterior walls and ceiling can be poured at one time. This interlocking aluminum forming system allows for easy installation of electrical and plumbing systems



Currently on display at the Concrete Village are demonstration models featuring the Western Forms system (l), and Royal Building Systems (r). In the foreground is the slab for a concrete block home to be built at the site.



Royal Building Systems homes are available with a variety of exterior finishes.

prior to the pouring of concrete.

Also displayed is a 20-foot by 20-foot model from Royal Building Systems. Royal Building Systems' concrete homes are assembled from a system of polymer panels and connectors that offer fast, easy construction. They allow flexibility in interior and exterior wall finishes. The system is new to Hawaii, with a project in progress at Hawaii Loa Ridge and two additional homes planned for Hawaiian Home Lands. Fifty Royal Building Systems homes are currently under construction on Guam.

Presently under construction at the village is a 20-foot by 20-foot concrete block model home. Concrete block construction isn't a new technology, however, the builder will work with the architectural firm Design Partners to create an attractively designed home that will "embellish the perception of concrete and block homes in Hawaii," Stewart said.

Plans also are underway to display innovative technologies in road and parking lot construction. One of the technologies is pervious pavement. Pervious pavement includes

voids that allow water to run through the concrete, percolate through the base, and recharge the groundwater supply. It will prevent puddling in parking lots and runoff, which is essential in Hawaii's rainy climate. In Maui county, for example, builders are required to maintain runoff water on their developments.

With concerns about rising lumber costs, termites and hurricanes, many local building professionals are

considering concrete as an alternative to wood construction for residential buildings. The Concrete Village offers a central place to view both long-established and experimental systems in concrete buildings to answer the important question: "How will this work in Hawaii?"

The Concrete Village is not open to the public, but an informative tour can be arranged by contacting the Hawaiian Cement Marketing and Sales Department at 532-3400.

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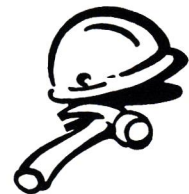


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1100 Alakea Plaza

The overall design concept for 1100 Alakea Plaza was to follow a geometric theme. The generous plaza at the corner of the site was key to the site design. Its triangular shape enhances urban circulation patterns. The diagonal orientation of the plaza is arranged to complement pedestrian flow into existing spaces such as Tamarind Park.

The sculptural design of the tower reflects the faceted theme of the concept. Each building elevation possesses subtle differences, relationships and reflections that add interest and elevation to the building form. Granite and glass bands



The diagonal form of the street level elements and the tower emphasizes circulation patterns.

are proportioned to provide an interwoven pattern that graces the tower's refined form. Exterior glass elevators create an active exterior facade and an efficient interior office layout relative to the size of the floorplan.

The chiseled form of the tower's penthouse yields a unique profile that shields roof-top equipment. The sloped form reinforces the sculptural concept of the project's geometry.

The project was successfully conceived and implemented as an urban building with a corporate quality appropriate for its use and context.

Credits

Owner/Client

1100 Alakea Corporation

Architect

Stringer Tusher Architects, A.I.A., Inc.

Contractor

Fletcher Pacific Construction

Consultants

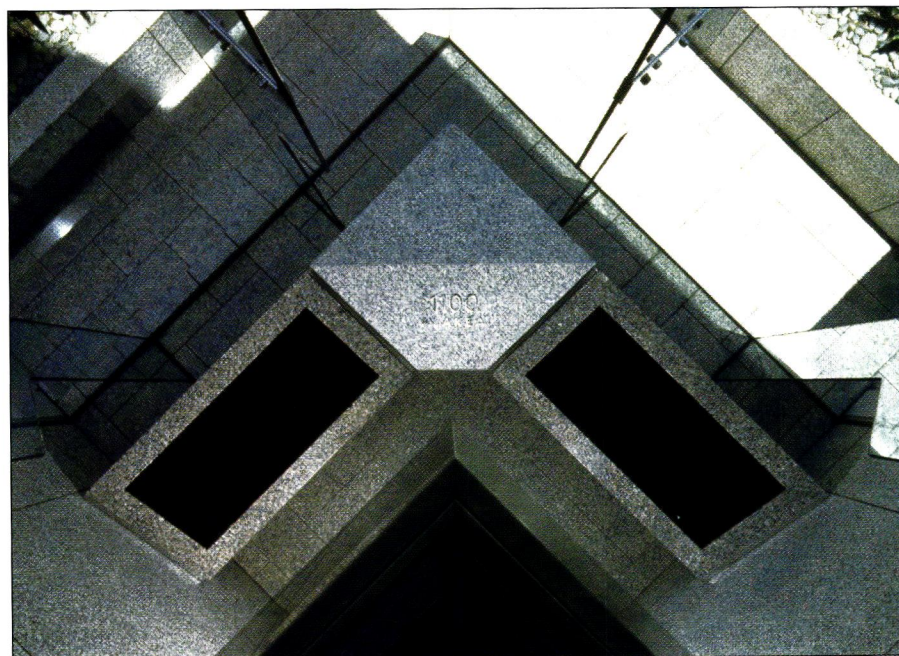
Associate Architect: Morris Architects

Civil: Belt Collins & Associates

Structural: Martin & Bravo

Mechanical: Syntech, Ltd.

Landscape: Tongg Clarke & McCelvey



Consistent geometric detailing and quality is evident in the building directory.

Jury's Comments

"It is a well-detailed office tower, with a good choice of materials used consistently throughout the building. It exhibits a conscious effort to give life to the Alakea corridor."





Donald Goo, FAIA, of Wimberly Allison Tong & Goo, prepares to feed the lion for good luck during a recent celebration marking the grand opening of the firm's new offices in Honolulu.

Photo by Olivier Koning

Honolulu Firm Named Tops in Two Categories

Wimberly Allison Tong & Goo, Honolulu, was recently ranked the number one international firm in both the "Leisure/Hospitality" and "Hotels and Restaurants" categories in the 1997 "Survey of the World's 250 Largest Architectural Practices" in *World Architecture* magazine.

WAT&G also placed among the world's top 12 firms active in four separate geographic regions: Pacific Rim, South America, Africa and the Middle East. The firm has active projects in 34 countries and offices in London, Singapore and Newport Beach, Calif., in addition to the local base.

Metal Construction Association Announces Awards Program

Architects, contractors and builders are invited to submit outstanding examples of the use of metal in construction to the 11th Annual Metal Construction Association Merit Awards Program. Entry categories are Commercial, Industrial, Institutional, Residential, and Historic Restoration/ Preservation. Entries are judged by a jury of five registered architects. The work must have been completed since January 1, 1996.

Award categories include Merit, Honor, and Scholarship Awards selected from Honor Award recipients. The scholarships are paid to accredited

schools of architecture designated by architects of the winning entries and range from \$2,500 to \$5,000.

Submittal deadline is July 15, 1997 and entries must be accompanied by a \$75 fee for each submission.

Application forms are available by writing to: 1997 MCA Merit Awards Program, 11 S. LaSalle Street, Suite 1400, Chicago, IL 60603-1210. For more information, call (312)201-0193.

AM Partners Recognized by Design Magazines

AM Partners, Inc., has been named to *World Architecture* magazine's annual Top 250 as the top firm in the world for fee growth, having grown about 67 percent over last year.

Overall, the firm moved up to number 171 (from 184 last year) out of the 250 largest architectural firms in the world.

AM Partners was also recently named one of the nation's top hotel and restaurant interior design firms by *Interior Design* magazine and was ranked 27th in the nation for work in the hospitality field.

Ueda/Seta Associates Names New Partner

Paul S. Noborikawa, AIA, ASID, has joined the firm Ueda/Seta Associates, Inc., as a partner. He will oversee architectural design and project management.

Formerly a senior designer with Ka-

jioka Okada Yamachi Architects, Inc., Noborikawa has international experience in both interior design and architecture. Projects have included the St. Francis Medical Center, First Hawaiian Bank and the Saipan Grand Hotel.

Sansei Architects Adds Staff

Sansei Architects Inc. recently announced the additions of Jay H. Ogawa, AIA, as project manager and Jodie A. Takamiya as staff architect and CADD manager.

Ogawa graduated from the University of Hawaii School of Architecture and has specialized in renovations of government and military facilities. Takamiya is also a UH School of Architecture graduate and has worked mainly on military and residential renovations.



Raymond Yeh, FAIA, dean of the University of Hawaii School of Architecture, was a guest speaker at the recent Pacific Rim Conference held in conjunction with the 1997 BIA Building Materials Expo. Yeh discussed innovative architectural projects and ways of conducting business in Asian and Pacific Rim countries.

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Princess Kaiulani Hotel, Landscape

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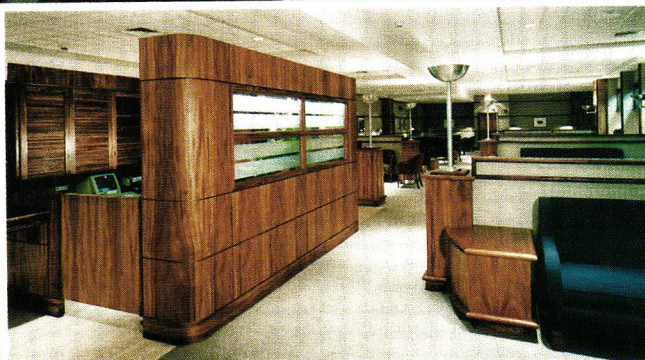
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Continental Airlines' new 5,000 sf executive lounge (which more than doubles its original space at Honolulu International Airport) is a case in point.

"We wanted our *President's Club* to be a relaxing, peaceful haven for travelers to unwind in quiet comfort," observes Continental's *Bill Martin*. "And, we wanted the job done as fast as possible to accommodate our clients."

Recalls Project Architect *Dennis Lee*, AIA, of Peter Hsi & Associates: "Both budget and schedule were concerns. Our design response was a living room like setting with kamaaina styling—using subdued lighting, koa wood and natural stone."

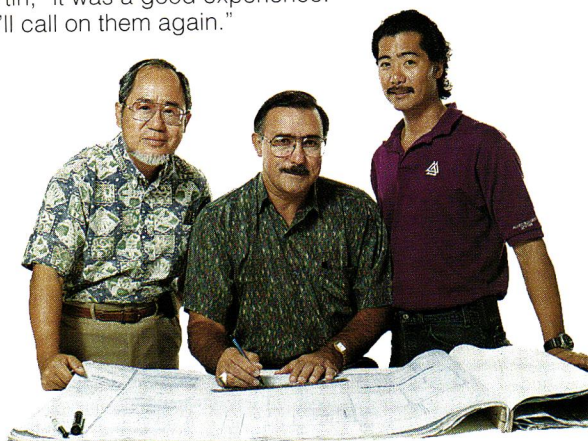
Both owner and architect applaud Allied Builders' seasoned contracting skills, sensitivity and "as advertised" spirit of cooperation. "All things considered," concludes Martin, "it was a good experience. We'll call on them again."



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