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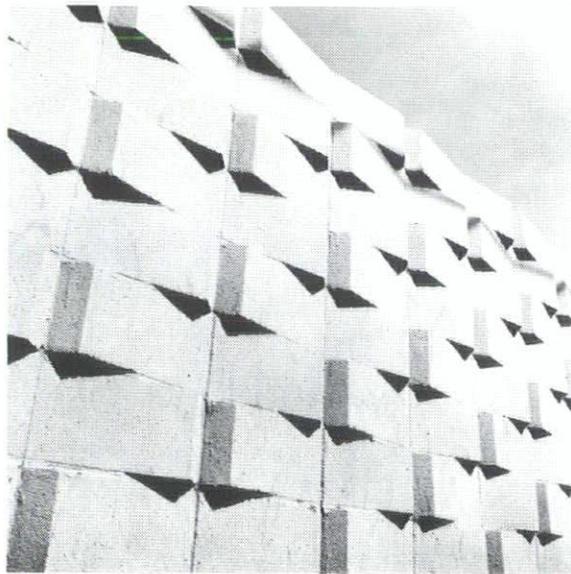
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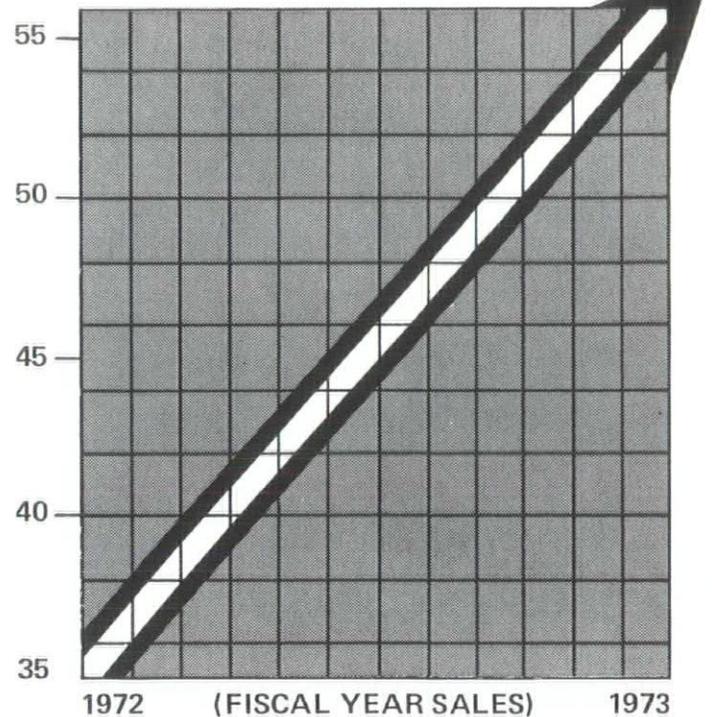


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Maryland Architects

WASHINGTON, D.C. — Maryland Governor Marvin Mandel has accepted the recommendation of The American Institute of Architects that a public blue-ribbon panel — including “architects of national reputation and unquestioned integrity” — be appointed to develop alternatives to present methods of selecting design professionals for state work.

The AIA’s recommendation came on the heels of allegations, widely reported by the press, that some architects and engineers have made political contributions to elected officials in Maryland in the hope of being awarded state work.

In recommending the appointment of a blue-ribbon public panel, Scott Ferebee, FAIA, Institute president, stated in his letter, feels that such a panel can produce a recommended process that will not only assist you in your determination of those procedures that will diminish the possibilities of wrongdoing, but also establish a national pattern for dealing with these issues.”

Pointing out that abuses of the type alleged in Maryland are not only illegal but are considered unethical by the AIA, the letter said that the Institute has been concerned for many years with establishing a process which would eliminate such practices. A special task force on political contributions, appointed early in 1973 by the AIA board of directors, has developed recommendations which were presented for approval at the board’s fall meeting.



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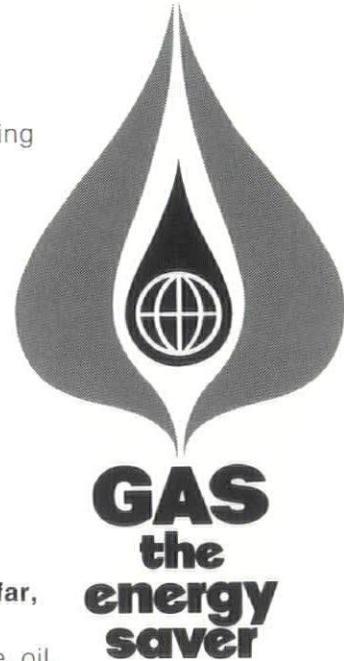
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THE STATE'S EFFORTS TO DEVELOP A QUALITY GROWTH POLICY

by Richard Hopper

HISTORY

Originally, the Hawaiian Islands were peopled by descendants of successive waves of immigration from the Marquesas and Society Islands in south-eastern Polynesia. Voyaging thousands of miles in their 80-foot double-hulled canoes, these Polynesians made their homes in Hawaii as their great voyages ended. During the next three or four hundred years, the culture which developed in Hawaii was related in many ways to its Polynesian origins, but in some ways was unique.

Living at first along the shoreline, sometimes short of fresh water and dependent upon the sea for food, these pioneers survived. Eventually, these ancient Hawaiians became self-sufficient as the plants and seeds they had brought with them began to grow and bear fruit.

Meanwhile, as the population increased, so did man's activities and the effects of these upon the land. As an example, there were plantations of taro, sweet potato, olona, paper mulberry, and ingenious methods of watering them, while extensive field systems were established for efficient food production. Hence, by the time of European contact, the Hawaiians had a carefully controlled life style in which resources and consumption were skillfully balanced.

From the beginning, it is significant that Hawaii's well-organized, self-sufficient society was regulated by a

complex system of religious kapus through which every aspect of existence was rigidly controlled for the islanders' survival. Though first a seafaring people, the animism which later dominated their religion was as much rooted in the land as it was in the sea. Foremost among their gods was Kane, the personified life force. Kane was identified with the sun and was revered as the giver of light and life. Also of great importance was Lono, the God of the harvest to which one prayed for abundance.

These deities were, on the whole, spirits of nature, and the reverence paid to them reflected the basic reverence the early Hawaiians showed toward the environment. For this reason, they recognized the land as their greatest resource, and regulated their activities with admirable restraint. Their main assumption was that the land should be used to sustain life. With the coming of Western civilization, however, the attitude of land as a commodity began to replace the idea of it as a resource. Today, on the other hand, we have begun to realize that there is much about ecological principles that we could learn from the ancient Hawaiian Islanders.

TODAY

Meanwhile, in the 20th century, Hawaii has become a fast-moving urban society oriented to progress measured by material wealth, while Oahu has

become a "gathering place" for people coming to Hawaii's shores. In the process, much of what was distinctively Hawaiian in terms of environment and life style has slowly been lost. This has taken place as roads and highways have taken precedence over historic, cultural, and scenic treasures; as high-rise buildings have been allowed to obscure the view of the ocean and the sea; and as statistical projections of growth have been allowed to infuse public policy with short-term solutions for what were actually long-term problems.

In the future, there is no doubt that Hawaii will continue to grow as an important center of the Pacific. Its growth cannot be prevented, nor is it desirable, if the people of Hawaii are to continue to move forward as individuals and as a society. What Hawaii can prevent, however, is haphazard growth, or growth merely for the sake of any and all types of growth. Already, there are too many dismal and disastrous examples in our history to believe that all growth is good. Hence, what we must seek in the future is quality growth that will preserve and enhance our cultural heritage.

In this regard, while for more than a century we have been dominated by an economic ethic, it becomes obvious that we now need a new ethic — an environmental ethic if you will — that will call for all of us to appraise with equal care both the economic costs and the environment consequences of our anticipated actions. As the ancient Hawaiians knew, until such an environmental ethic has evolved within a substantial portion of our society, we can only expect that our culture will be spiritually and physically out of harmony with its surrounding environment.

In realizing this, we need not abandon our economic ethic as a fundamental element of our culture. On the contrary, this ethic has brought us much that is good. It is a sound ethic but, by itself, it leads to resource consumption at a wasteful rate, while disregarding human values. Hence, what we need to do is to institutionalize within our



Print courtesy of Wendell Carlsmith.

Richard Hopper is presently with the State Office of Environmental Quality Control where he is acting as State Environmental Planning Coordinator. Richard previously served as a Hawaii Planning Advisor for Commission of the Year 2000, and as a Hawaii Special Assistant to the Governor for Solid Waste Recycling. He also acted as the Assistant Director of Physical Development for Indianapolis Model Cities.

system a concern for not only the economic, but also the environmental and social consequences of our actions.

THE STATE'S EFFORT

With this in mind, the State Office of Environmental Quality Control, as the legislatively designated liaison between the people of Hawaii and the Office of the Governor on the matter of environmental quality, began in October of 1972 an intensive process of seeking citizens' viewpoints on how Hawaii can improve the quality of its life and environment — and hence to deal realistically with controlling the quality of Hawaii's future growth. From over five months of hearings on all Islands of the State, the consistency with which all citizen groups voiced generally the same thoughts was truly remarkable. Following is a summary of their definition of the problem and the needed response:

A. Problem Definition

1. The "environment" is defined broadly, extending beyond pollution to all aspects of man's interaction with his man-made and physical environment. Critical elements of our present environmental problem include population balance, the protection of significant natural areas, and the improvement of the quality of our man-made environment.
2. "Everything is connected to everything else." Universally, citizens expressed the need for a total ecological perspective to the management of our actions. Tinkering with only one part of the system can only lead to further problems.

B. Needed Response

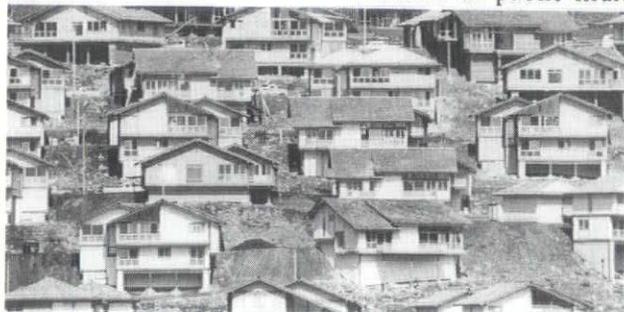
1. **Change:** The process by which our environment is presently being shaped is not satisfactory. People see Hawaii as being sacrificed for a few, and to the detriment of the life style and goals of the total public.

2. **Government involvement:** People see the problem as one in which government must become more involved — not less. Both legislative and executive branches of both State and County governments must initiate change in policy and program to accomplish this task.
3. **Coordination of government efforts:** A strong sense of frustration is evident in the people's description of the failure of Federal, State, and local government to work together to: (a) agree on policy matters, (b) operate programs which complement, not compete with and nullify each other, (c) recognize the environmental effects of programs which are traditionally focused on narrow goals, i.e. highway construction, economic development, tourism industry, taxation, etc.
4. **Planning process functions:** "What you get is what you plan for" is the theme of the peoples response. The planning process is seen as the key to our future quality growth and the process should be refined to include the myriad of sub-systems which shape our environment. The Federal, State and local planning agencies should recognize this and: (a) coordinate their functions, (b) incorporate the categorical planning of other agencies, and (c) participate in legislative development of policies and programs to assure that these functions are accomplished.

To implement these concerns of the public, the Governor, with the support and concurrence of the legislature, established a Temporary Commission on Environmental Planning to come up with a program of action for these concerns by November 1, 1973. Chaired by A. A. Smyser, editor of the Star-Bulletin, the Temporary Commission includes representation from all major State, County, and Federal agencies, representation from State and County legislative bodies, and representatives from the private sector. Funding for the Commission is coming from several sources, including the Rockefeller Foundation and the Federal Environmental Protection Agency. When completed, the Commission's final report will hopefully reflect the broadest representation possible from the community, and will set forth a set of environmental goals, policies and strategies that can be formally adopted by the State Legislature and County councils.

In attempting such an ambitious effort, those who have been involved in the Temporary Commission have been guided by the belief that if we can only find the "middle ground," we will discover that there is much more that we can agree on than that we actually disagree on. Furthermore, all participants have recognized that the only way to solve our environmental problems is to get ahead of our problems through sound planning, in which citizens define what they feel to be quality growth.

Comments and statements from individuals and organizations regarding the preliminary draft of this effort were solicited at public hearings throughout



What you get is what you plan for.

Hopper from 7

the State during the months of August and September. When finalized and adopted by the Legislature, it is expected that this policy statement will become a guide to both public and private decision-making on all matters affecting our environment and the future development of the State, and will become the basis for the development of further environmental policies to guide decision-making with time.

HOW DOES THIS RELATE TO URBAN DESIGN?

Since urban design is essentially a reflection of the physical manifestation of society's goals and values, it is obvious that this ambitious attempt by the State to develop an environmental policy statement by which to coordinate its decision-making will have a significant impact on the future urban design of the State.

Urban design questions presently facing the State, which a set of environmental goals and policies might help the legislature to resolve, include:

- 1—Should the State concentrate its population on Oahu, or should it attempt to disperse population growth to the Neighbor Islands?
- 2—Does the State want to support a system of rapid transit based upon a highly dense urban Honolulu, or does it want to accommodate urban growth in a less dense manner but which requires more land?
- 3—Does the State want to encourage increased development along the

shoreline, or does it want to preserve its remaining shoreline open space exclusively for recreation and conservation uses?

- 4—Where, or when does the State want to encourage new communities development?
- 5—Where, how, or when does the State want to allow subdivision development?
- 6—Where, how, or when does the State want to allow the development of tourism destination areas?

Rather than attempting to resolve such difficult questions by having a group of specialists focus only on their own narrow fields of interest, the approach of the Temporary Commission has been to go to the public to solicit a comprehensive set of goals and policies for the State, and then as a part of its implementation recommend that these goals and policies be adopted by the Legislature as criteria for all future State decision-making. Other potential implementation strategies being considered by the Temporary Commission are to assign to the Governor's Environmental Council (with the Office of Environmental Quality Control as staff) the responsibility of monitoring the State's achievement of its goals and policies, and to create a subsequent follow-up effort to the Temporary Commission to recommend further detailed implementation strategies.

An illustrative list of policies being recommended by the Temporary Commission is as follows:

RECOMMENDED POLICIES

1—Maintain the shorelines of the State for recreational, educational, and scientific uses in a manner that protects resources and is of maximum benefit to the general public.

2—Encourage consolidation of essential urban-type activities in rural and agricultural districts to maximize efficient use of land, utilities, transportation, and public resources.

3—Preserve open space for its intrinsic, aesthetic, and spiritual values for Hawaii's residents.

4—Achieve a balanced distribution of the state's population through economic and social programs in accord with State and County General Plans.

5—Discourage permanent immigration to the State.

6—Re-direct the Hawaii-based visitor industry to give visitors a genuine Hawaiian cultural experience derived from the multiracial history of these Islands. Require all new visitor facilities and services to conform to culturally compatible planning. Restrict hotel-resort development to designated destination areas in each County. Control maximum number of units in each area in accord with environmental needs.

7—Develop the potential of recycling.

8—Protect the State's productive and potentially productive agricultural lands from urbanization which is not compatible with the Land Use Goals.

9—Design self-contained communities which provide internal opportunities for shopping, employment, education and recreation and which require a minimum of transportation.

10—Treat community appearances as major economic and aesthetic assets of the counties and the State.

11—Implement urban and rural environmental design plans that include the retention of amenities such as historical sites, scenic vistas, and open space.

12—Encourage citizen participation in the decision-making process so that it is continually extended to embrace more citizens and more issues.



Views of important elements of our environment must be preserved.

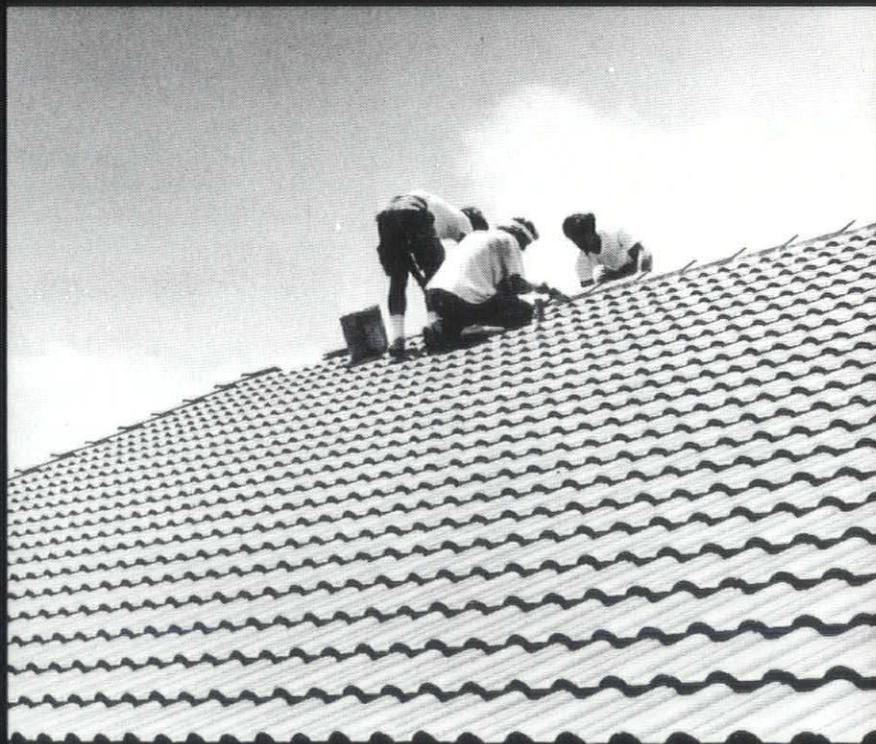
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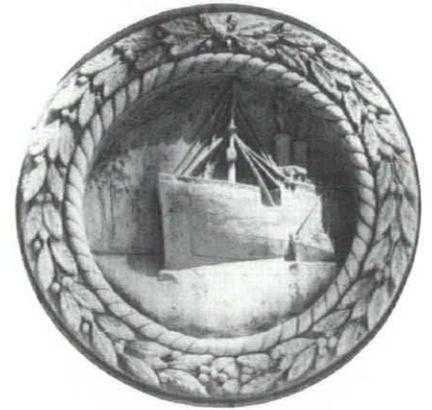


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Dillingham Transportation Building



The Dillingham Transportation Building, designed in 1929 by architect Lincoln Rogers, is one of the most important older structures existing in downtown Honolulu. It represents the last remaining interpretation of Italian Renaissance architecture in the downtown area. The great deal of attention paid to detail, proportion and overall architectural character contribute to its value as part of our architectural heritage.

The most important element, however, is the link the Dillingham Transportation Building creates as the gate-

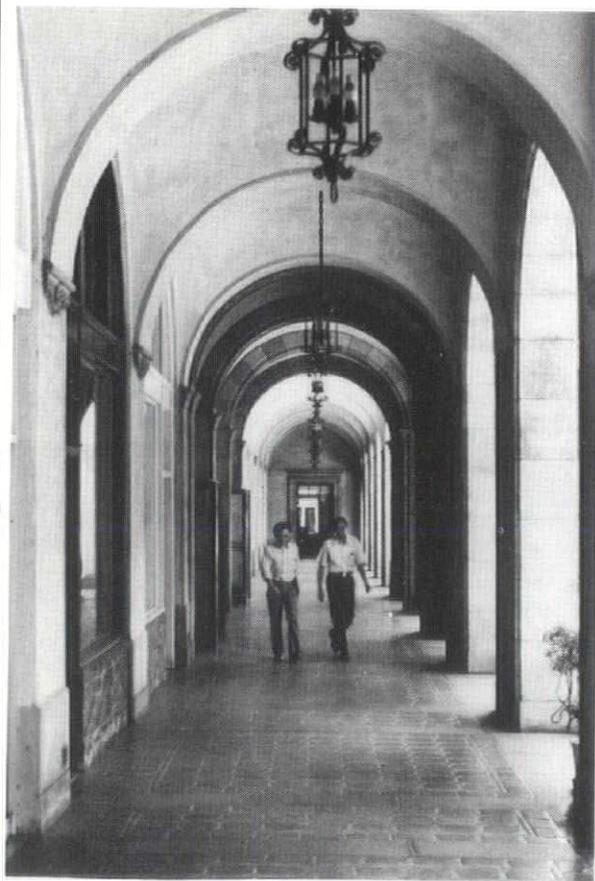
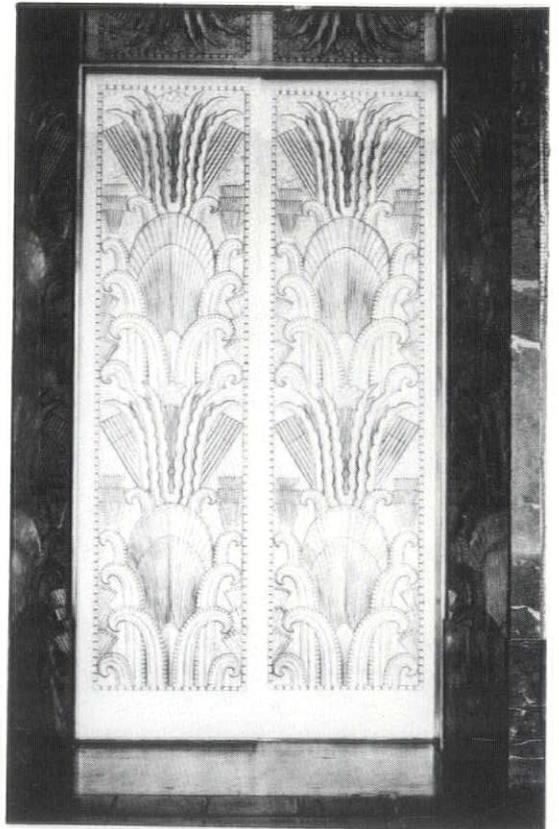
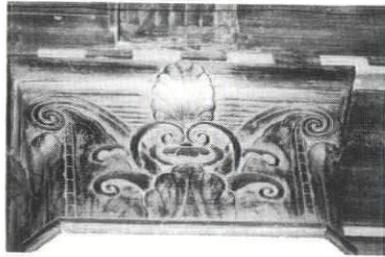
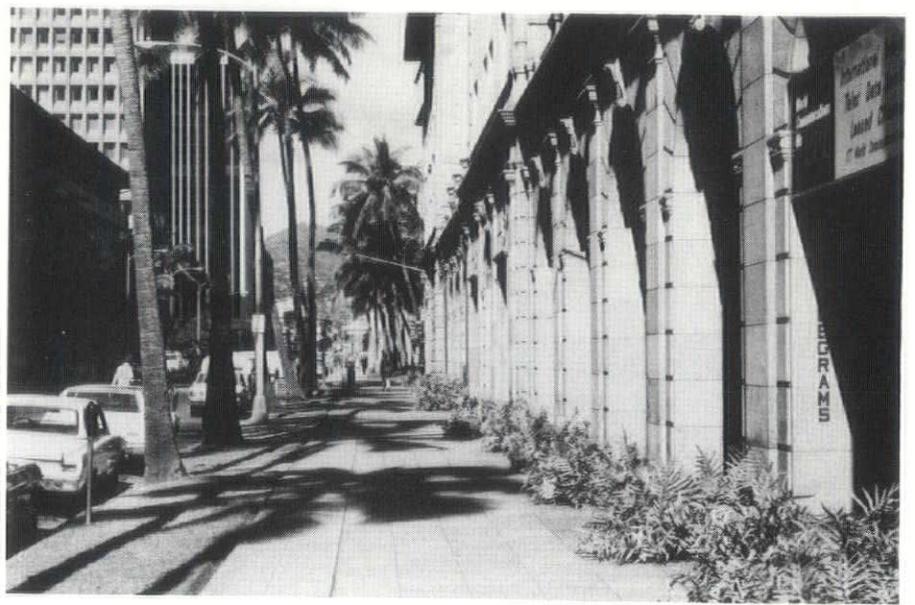
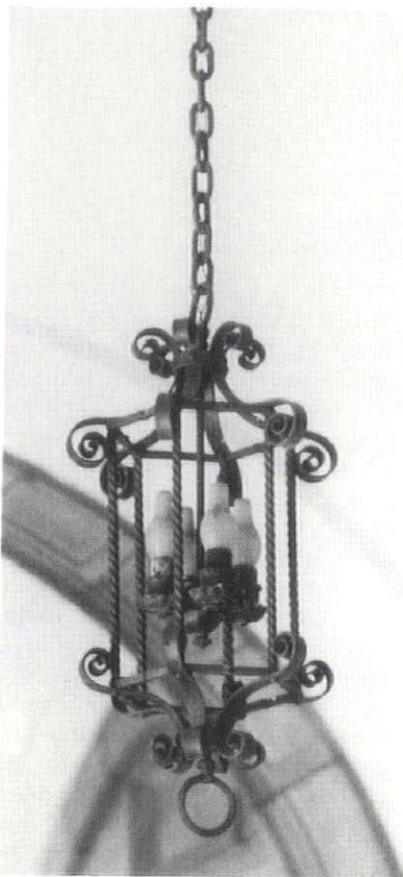
way to Honolulu Harbor at the foot of Bishop Street. The recently constructed Amfac Tower, due to its scale and location on Bishop Street, has destroyed the feeling of a relationship with the harbor on the Ewa side of Bishop Street. If the same approach were to be applied to the Diamond Head side where the Dillingham Transportation Building now exists, it would have a disastrous effect on the important relationship between the harbor and the downtown area.

The Dillingham Transportation Building, with its cool arcade, extensive

detail, handsome proportions and relatively small scale, provides an increasingly important link between the harbor and downtown Honolulu.

The Children's Hospital board recently announced they were soliciting design and development proposals for the block containing the Dillingham Building, the parking building, and the Grosvenor-Davies owned parking building on Alakea Street. Ten proposals were received, several of which would retain the Dillingham Building. The announcement of the "winning scheme" will be made sometime after November.





HOUSING SOLUTIONS AND GOOD URBAN DESIGN: CAN WE HAVE BOTH?

by Michael Lee

Housing: The Economic Problem

First, I admit that my primary focus on housing is economic, dealing with the problem of bringing Hawaii's housing prices back into line with ability to pay, so that more Hawaii families can find opportunities for adequate shelter they can afford. A few recent statistics will illustrate the enormity of this challenge on Oahu.*

*The average price on Oahu in 1972 was \$54,850 for new single-family homes in subdivisions and \$42,710 for townhouses. The single-family average price ranged from \$35.79 per square foot in rural Oahu to \$48.41 in Windward Oahu.¹

*The resale prices of existing homes are even more startling. The average sale price was \$58,922 for all houses sold on Oahu in 1972 through the Board of Realtors' Multiple Listing Service. It was \$65,714 for single-family homes and \$43,855 for condominiums. The overall average ranged from \$42,903 in Waianae to \$75,434 in the Kaimuki-Koko Head area. The average single-family sale in this latter area was for \$90,414!²

* These prices are generally beyond the reach of most Hawaii housing consumers. Assuming that households should not be required to spend more than 20%-25% of their income for housing (say 20% for monthly mortgage payments only), the average household with about \$13,000 to \$14,000 annual income can afford to pay no more than about \$35,000 to \$40,000. By comparison, only 7% of the single-family units sold for less than \$40,000 on Oahu through MLS last year.

* Prices have been rising faster than incomes, meaning a growing share of households are being priced out of the market. New single-family home prices have increased by almost 12%

per year on Oahu since 1967.³ There are indications that resale prices for existing homes have risen at comparable rates during that period and at least twice as fast in selected subdivisions during the past year or two. Meanwhile, incomes have increased by about only 6% per year since 1960.

Housing Issues related to Urban Design

Now where does urban design fit into this picture? Most obviously, while there is an alarming tendency in Hawaii to treat housing primarily as an economic commodity or investment rather than a social need, it is still a physical structure. At least to the extent that urban design deals with the form and spatial allocation of such structures and their relationship to each other and to their environment, efforts to meet housing needs must be sensitive to urban design principles. In other words, we must deal not only with the quantity of housing to be provided and other quantitative issues (e.g., sizes and prices of units), but also the quality of housing and residential living environment and its impact on neighborhood environments and urban form. This I think, is where urban design comes in. The key question linking these two concerns is whether housing needs can be met in ways that are compatible with urban design objectives. This raises a number of issues at several levels of planning and urban design. They are:

1. Concerning specific housing units, **what kind and quality of housing construction can be offered to low and moderate income families within their means? Can the poor afford good architectural design and site planning when they can barely afford basic shelter?** The situation is not hopeless in this regard. While construction costs may account for about half of the total housing package, they have been rising at only about the same rate as living costs in general and much slower than total housing prices. Reducing the qual-

ity of construction and design is not the most strategic or best way to reduce housing prices. Instead, we will have to get better control over land costs, financing, profits and speculative turnover.

2. It seems clear that single-family detached housing is becoming an unrealistic alternative for lower income families — and perhaps for most urban areas of Oahu, given limited availability of land. **Does this mean these families must be accommodated in high density developments? In high-rise apartments? If so, is this necessarily bad?** Initially, the answer seems to be “no” to all three questions. In fact, high-rise units tend to be the most expensive, both in selling price and construction cost. High but livable densities can also be achieved in low-rise apartment projects, such as the Brooklyn development reported to have about 50 walk-up units per acre, and locally at Kukui Gardens. (But while limiting height, such projects may tend to increase bulk.) Finally, high-rise environments are not necessarily unsuitable for lower income families. The experience at Kuhio Park Terrace may not be inevitable at other places, such as the Kauluwela Co-op and FHA Section 236 projects.

3. **What kinds of community or neighborhood environments will be appropriate for lower income housing developments? Can they fit compatibly within existing areas, or will they be an intrusion from a design perspective?** For example, will in-town multifamily construction destroy views from existing structures, gobble up urban open space and eliminate historic sites, buildings and landmarks? Further, will it be viewed as a social intrusion? Everyone is for low cost housing, “but not next to me.” Similarly, in new residential areas, is it feasible for a variety of housing environments and socio-economic groups to be integrated? Much lip service is given to the notion of economic mix, but there is little hard evidence of its viability or to the contrary. Perhaps it is less a problem in



Hawaii's housing market, where new, so-called "low cost" housing is still not low income housing, and differences in family incomes often reflect the number of wage-earners rather than the different social and occupational status of household heads.

4. On an islandwide scale, where can major new housing developments take place? Must we expand our urban boundaries to open new areas for moderate priced housing? If so, what kind of city growth pattern or urban form will result — for example, linear extensions of the Honolulu corridor, major new concentrations in the form of new cities or new communities, or scattered pockets of development within agricultural areas? What are the implications of each pattern in terms of conservation of resources, such as agricultural land and open space?

Conclusion

Obviously, no one can now answer all these questions, but they should be considered by persons in various design and planning fields as well as in the housing and development industries. Perhaps the essential point now is that both housing needs and urban design concerns must receive increasing attention in public and private planning efforts. Neither has received adequate attention in the past. For example, the present Oahu General Plan deals with housing primarily by placing some yellow and brown colors on a map. This does virtually nothing to match housing production with housing needs, and even the locations of housing development have deviated significantly over time. The challenge is to provide specific and stronger housing policies and implementation programs, as called for in Oahu's General Plan Revision Program. Similarly, with urban design, more input is needed, particularly from professionals in design fields, to define urban design principles and translate them into realistic and specific imple-

Continued on Page 17



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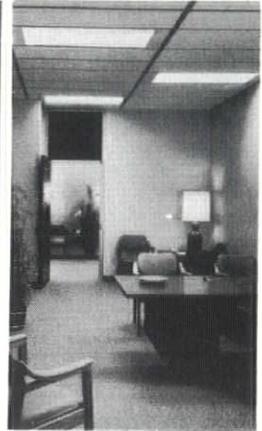
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URBAN DESIGN; A PROBLEM- SOLVING TOOL



by Ronald Baers

Judging by recent newspaper articles and the adoption of urban design plans by municipalities on the Mainland, the term "urban design" and its practice by professional planners has arrived.

In part this popularism can be attributed to the "ecology movement," and a heightened awareness by politicians and the general public of what has been happening to the urban environment in the name of progress.

I would like to structure my comments about urban design from the viewpoint of the recipient, or citizen of Honolulu. With this in mind, I will attempt to develop some working definitions of urban design as it should be applied to my community. I would also like to make some brief comments about how urban design has been applied to cities in the past, and some of the attendant problems this has raised.

The art of city design (urban design) is as old as human settlements. It was a mandatory practice at the time cities were conceived and built by kings; cities were built as total entities for purposes of protection. All of the basic structure was built and controlled by one power, similar to a company town. This practice of city building eliminated public hearings or debate about community values since all decisions were made centrally.

In the early 20th century, urban design became a dominant planning force in our country in response to rapid growth and general ugliness resulting from the Industrial Revolution. Efforts at this time centered from the Industrial Revolution. Efforts at this time centered on designing and implementing the grand scheme that could implant some beauty into the city. This would be done by adding grand boulevards with fountains and landscaping, plazas and parks, and other elements to camouflage the wounds of industrialism. Thus emerged the grand design for Chicago and other major U.S. cities. Parallel efforts concerning urban design proposed more utopian ideals for suburban communities; separation of the pedestrian and car, a feeling of country living, a common open space for play and visual delight, and curvilinear street patterns were common elements to these neighborhood designs.

Implying control over all development activity, both the neighborhood designs and city beautiful plans were efforts of single designers. At the other end of the scale, efforts were also aimed at controlling the actions of the individual and his built-in contribution to the city fabric. Here, the now familiar concepts of zoning, land use, and gen-

eral plans were the main tools to effect urban design principles.

But the net result of these regulatory devices was to impose negative regulations on the community by dictating what could not be done to protect public health, safety, and welfare. Less visible, and certainly harder to implement, were positive notions about what the city could be and the kind of environment we should be striving to create. Infrequently, this approach has been tried.

But in a pluralistic society these controls are felt to be essential to deal with the 1,000 designers who shape urban form. The necessity for controls cannot be dismissed entirely: it is only a question of how they are implemented and what goals and objectives are behind them. Some cities have experimented with relaxed regulations, placing the burden on the developer as a member of the community. Surprisingly, total chaos or loss of life and health have not resulted. It means, however, that coordinating urban development and growth is more difficult, requiring more time and effort on the part of public planners. Recent developments in zoning codes and development concepts, such as PUD, Impact Zoning, Time-Phased Zoning, and the like, are more oriented to less negative regulation and more responsibility on the part of the initiating party.

Thus far, we have discussed two forms of urban design: the master city builder with central control, and regulatory devices to control the city produced by the 1,000 designers. I would like to take the latter concept and apply it to our local situation, but with more emphasis on establishing a public framework for urban design.

There are five essential criteria which must be defined to make public urban design a salable and functional activity: appropriateness of scale, placemaking, flexibility, connectiveness, and compatibility with our city-building process.

APPROPRIATENESS OF SCALE: There are two concerns here. First, the



Can we allow Honolulu to become the product of 1000 unrelated designs?

appropriate client, and second, the scale at which urban design principles and guidelines are applied. In both cases, there is a multiplicity of clients and scale which is appropriate, depending on the particular problems involved and the objectives to be achieved.

There is now ample precedent for professional planners to interact directly with community organizations as surrogates for public opinion and desires. This should be a mandatory part of any community design process, and one which in the long run will save in both time and energy consumed in public debate. For planning and urban design at the neighborhood scale, citizen participation is mandatory and can be direct. Consideration at the scale of Oahu, however, presents a different context, with local as well as statewide impact. Here, the definition of client becomes more complex, requiring more complicated methods of insuring timely and meaningful interaction between client and designer. At the project scale initiated by private enterprise, client identification becomes most difficult. While the "client" is financier and initiator for whom the professional urban designer works directly, the ultimate recipient or user of the project is another entity — the one who will eventually occupy, use, or be affected by the project.

Through market research and evaluation of past products to keep in touch with public opinion, for example, automobile manufacturers have developed a sophisticated mechanism for getting user input. The same concern for the recipient of urban design is both possible and necessary.

At what scale should urban design apply? Islandwide, neighborhood, or project? Again, each scale involves differing problems, for consideration. The important point is that these problem areas be recognized and formulated as issues to be addressed in the urban design process. As in the City Beautiful urban design approach, design of the city was addressed primarily as a visual exercise, putting a cosmetic touch on the urban scene. But today, there are real issues which need to be addressed in considering urban form — preservation of open land and historic sites, residential density, transportation systems, and so on. Urban design can pose choices for the community which portray various ways in which these problems can be solved, resulting in a desirable living environment. Then, the community decision-makers can re-

Continued on Page 16

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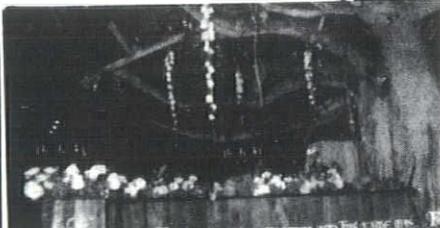
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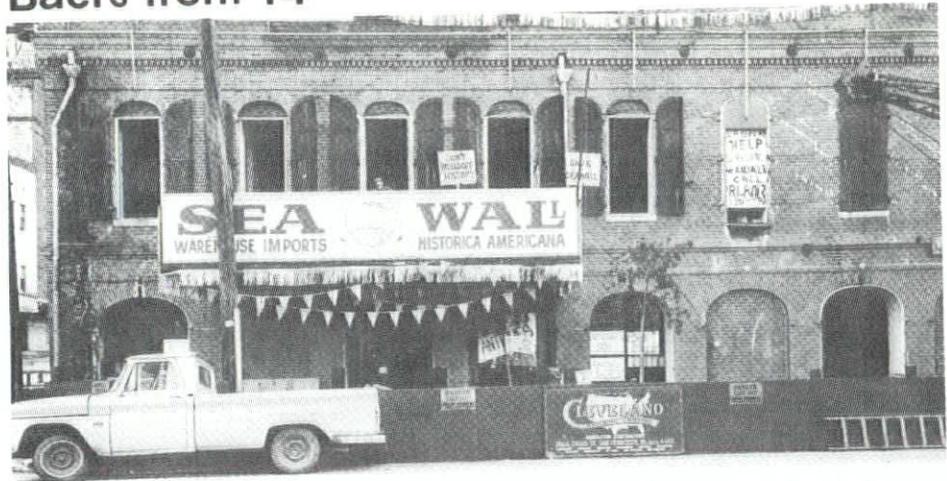
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A historic area.

spond, accounting for the multitude of citizen values.

PLACEMAKING: The success of such historic sites as the Parthenon, San Marcos, or Chinatown, was evident primarily because these sites had a sense of place or identity. There was an internal cohesion that gave the visitor a great sense of image, which the viewer takes with him and remembers. A primary objective of urban design is to seek out this sense of place and reinforce it by development patterns which will preserve and strengthen what the community now has and considers valuable. This is a process of intimately knowing the community and its physical environment, and being able to project these images into the future. The existing physical form is seen not as an impediment to development, but as something which can be adapted to society's changing needs.

FLEXIBILITY: If plans are made to be changed and amended, then urban design plans must also recognize that predictions about the future environment must be approached with a sense of knowing what should be, but with the sensitivity to realize that the unforeseen can add a measure of strength to today's plans for the future. It is also the community's right to make con-

tinuous adjustments to plans, to insure that each generation has a place to make an input. With this approach, a primary basis for design should define which elements of the environment change at slow rates as opposed to those which change at a much faster pace.

CONNECTIVENESS: I would define this concept as dealing with the in-between, a part of our environment which is usually forgotten. Whether it is a vacant lot, a concrete-lined water course, or a major boulevard, these urban spaces take us from place to place, or provide a visual break to the areas of our city devoted to specific functions. An inventory should be made of such places, the total acreage calculated and mapped, so that we can see how pervasive these in-between places are and then determine how they can be put to more productive use.

COMPATIBILITY: If urban design is to be meaningful and applicable to today's problems, then it must reflect and be geared to our city-building process. If public investment is geared to a six-year investment program with adjustments made annually, then urban design must also reflect this incremental process of being and becoming, so that pictures of end-state environments seldom become reality.



Urban planning must have more substance than the 'city beautiful' approach.

For the private sector, the same concepts of incremental development over time are evident. As such, the challenge to urban design is not to predict development form, but to give to the private sector a little breathing space, where the entrepreneur can respond to a public framework of urban design which hopefully sets an example of high quality and responsibility to the community. This public framework of design should reflect community goals and values, while setting clear guidelines as to how a private actor can make a meaningful response to the public environment.

In closing, several current and near-current events will continue to place a spotlight on how our urban environment can be improved. First, the Planning Department is revising Oahu's General Plan. And, with a recent legislative mandate, this planning must include urban design considerations. Second, the recently revised Honolulu City Charter calls for establishment of Neighborhood Commissions to help guide our planning. The new charter also specifies creation of a new city department of Housing and Community Development. The work of this department should be oriented to the several communities which make up Oahu, while the General Plan focuses on overall trends and directions for future development. With community input coming from several Neighborhood Commissions, it seems we have an opportunity to do much good urban design with public and private participation working toward commonly established goals.

Lee from 12

mentation tools. Finally, the two components must be pulled together. As noted by others, those with visions of a "grand design" must recognize the social and economic realities, community needs, and the dynamics of urbanization. At the same time, while the poor are probably more concerned with basic shelter than with aesthetics, professionals concerned with remedying social ills must recognize that a desirable environment does still mean the physical and spatial as well as the social and economic — and not only the two dimensions of land use but also the third dimension of urban design.

1. From Bank of Hawaii, Construction in Hawaii-1973.
2. Honolulu Board of Realtors, Multiple Listing Service, 1972 Statistical Review.
3. From data in Bank of Hawaii, Construction in Hawaii-1973.



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New Architects

Hawaii Architect wishes to congratulate the 15 architects who recently passed Hawaii's licensing examination. Gerald Tokuno, John Weitz, Linda Yanagisawa, Maurice Yamasato, Lee Davis, Pravin Desai, Robert Fox, Vernon Inoshita, Ronald Nagata, Shizuo Najita, Miles Nishimura, Walter Ojima, Wally Omori, Paul Tanaka, Glen Suzuki.

Letters to the Editors

Editor,

The two-part treatise by Andrew Yanoviak which ended in the August issue was interpreted by some, including myself, as a somewhat perplexing attempt to magically form all Architects into City Planners. It does, however, provide a timely opportunity to reiterate the obligation of the planning profession to maintain proper standards and principles of practice and to require appropriate prerequisites for entering such practice.

Planning and Architecture are mutually related professions since buildings, structures and structural complexes, some of which are designed by Architects, are elements on the urban scene. Because of the comprehensive nature of urban planning, many other professions such as engineering, landscape Architecture, economics, sociology etc., are mutually related also. However, a city is more than structures, or an economic base, or completely sociological concern. To argue that Architecture is City Planning because it deals with one physical element in the urban fabric is analogous to arguing that all stage set designers are playwrights.

Because these various disciplines are mutually related in efforts to plan well for the future of our environment, there is need for them to intertwine harmoniously. There is little room for the discord produced by professional expansionism in the overriding concern for enhancing our man-made environment. In this mutual relationship, excellence of Architectural Design is an extremely important factor when considering our environment. For this, we must essentially look to the concentrated efforts of the Architectural profession.

Architectural training and experience is also a good foundation for training in the art of planning, but the transformation does not occur ex-officio. Anyone desiring to build on this foundation, can, by approximately qualifying himself through formal training and ex-

perience. This has been and will continue to be encouraged by the planning profession. Those already possessing appropriate combinations of training and experience in planning can apply for membership in the professional organization of Planners, The American Institute of Planners, (AIP). In this manner, their qualifications can be judged by the standards of the planning profession. Without the foregoing prerequisites, any reference to the term "planner" as it pertains to Regional or City or Urban planning, is professionally questionable. Formal training and experience in Architecture after all, is a required prerequisite for a license to practice in that field.

The planning profession has internally resisted formal licensing and/or registration for some time for many altruistic reasons. It is hoped that we will not be forced to alter this position due to external influences.

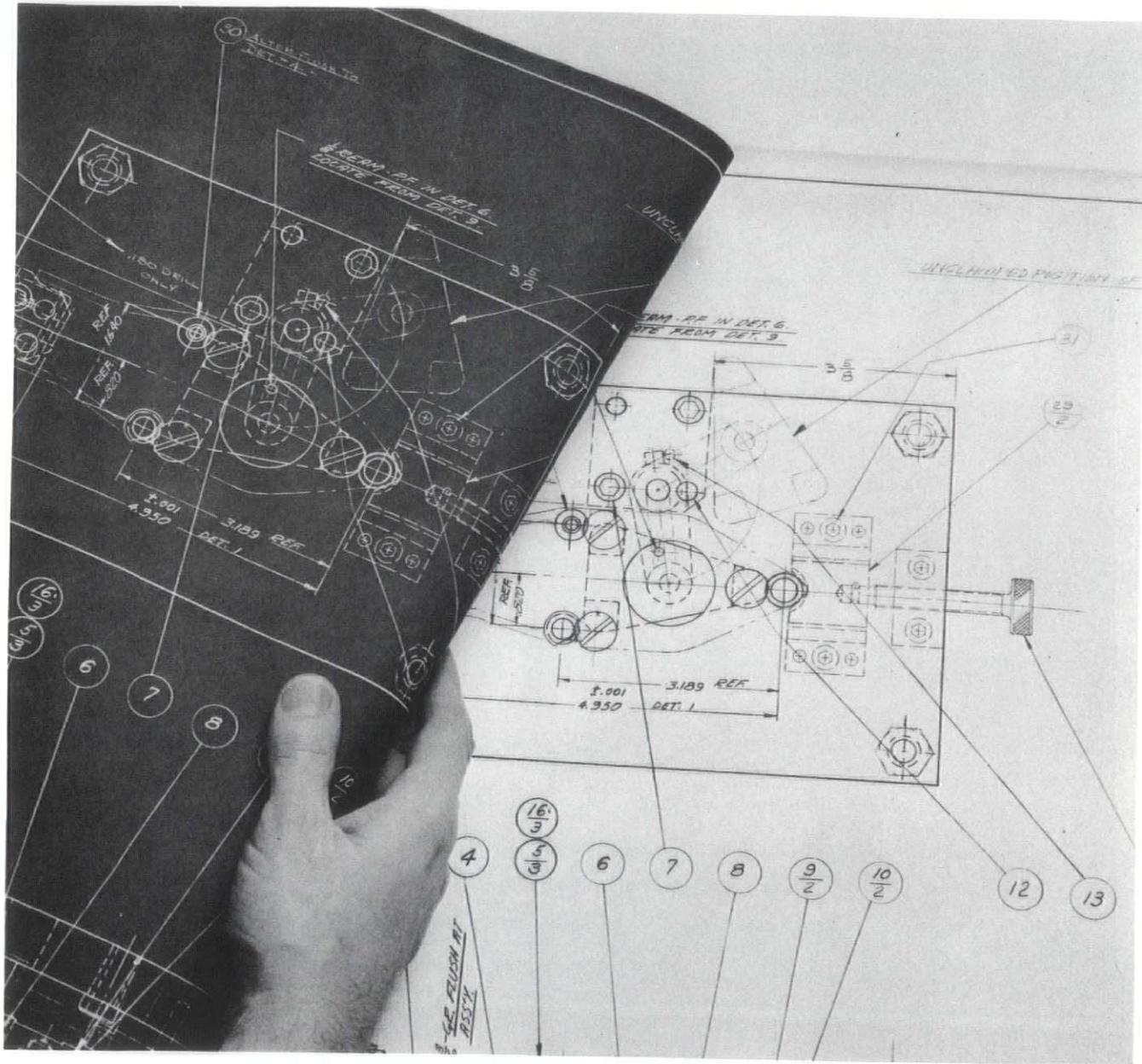
Whatever the pursuits of the honorable profession of Architecture, we expect them to include a collective disdain for practice in other professions without appropriate credentials

DONALD A. BREMNER, AIP
President, Hawaii Chapter
American Institute of Planners

Editors' Comments

Editors: To describe Mr. Yanoviak's articles as perplexing seems to us as understatement, to say the least. We don't feel, however, that his goal is to magically transform architects into planners, overnight. H.A. has devoted much space to planning oriented articles in the hope of developing greater concern with planning issues. Hopefully, this will lead to more effective implementation of the work of the planners, and more meaningful input in progress.

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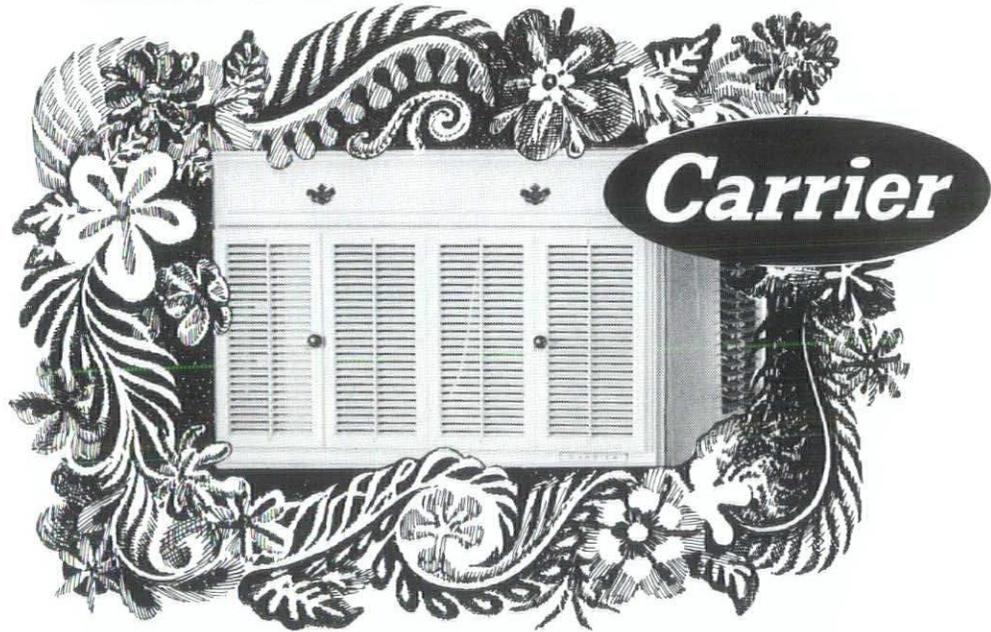
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