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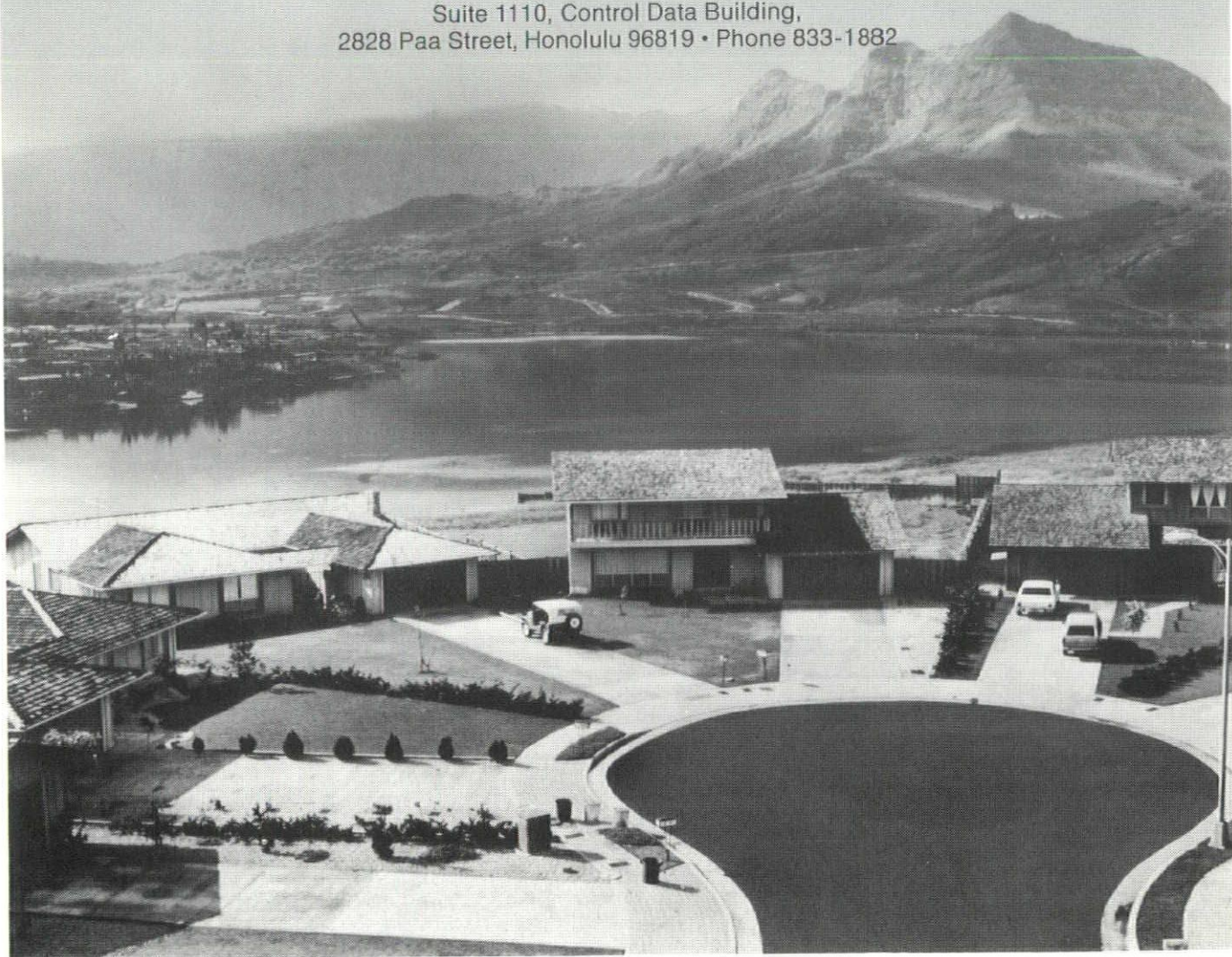
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H-3 and the General Plan Ammendment

By ROLF PREUSS



On June 20, 1973, the City Planning Commission held a hearing on the State Department of Transportation application to amend the General Plan and the Detailed Land Use Map to include the final alignments and adjacent land use parcels for H-1, H-2 and H-3. No testimony was offered by the public for any of the three highways; no testimony was offered against the final alignments of H-1 or H-2. About 30 people testified against H-3.

The City Planning Department presentation to the Commission recommended that "the changes be made and the General Plan be amended to show the final alignment as requested."

The amendment request was based on the premise that since the interstate system was already established as "policy" by the Federal Highway Acts of 1944 and 1956, it was not incumbent upon DOT to establish "need" for the additional miles of freeways. "The specific City and County policy for the provision of Interstate Routes is established by the fact that H-1, H-2, and portions of H-3 are already depicted on the Oahu General Plan Map, as well as anticipated in the text."

The City Planning Director's report was therefore limited to map adjustments necessitated by new freeway alignments. The report addresses itself only to land parcels immediately adjacent to the proposed freeways and not to the more important issues of island-wide impact on population distribution, ecological ramifications, or social and cultural dislocations.

Evaluation of island-wide impact is a basic requirement resulting from the Dalton decision, which called for comprehensive island-wide studies for all amendment requests.

Because of the lack of island-wide analysis, this General Plan Amendment submitted by the State of Hawaii, and approved by the City and County Planning Department, would seem to violate the landmark Dalton decision.

Further, the Planning Department approved the amendment request based on policy which was made years ago. This approval is despite the general recognition that not only have times and conditions changed, but the present General Plan is inadequate and obsolete. The number of times the General Plan has been amended over the past few years attests to its obsolescence. There have been over 200 amendment applications to the General Plan since the new amendment procedures were adopted in May 1970. Of these 200 applications, 97 have been acted upon in one form or another. In light of the recognized need for an updated plan, the City Planning Department has been working for the last four years on a sophisticated General Plan Revision Program.

The revision is expected to be completed within the next six months. Because of the short period of time before the revised General Plan is completed, I suggested last week to the City Planning Commission at the hearing that they and the City Council postpone their decision on the State DOT's application for amendment until the revised General Plan is available. At that time, a decision regarding the freeway can be made within a clear framework of the City's overall growth policy for the future.

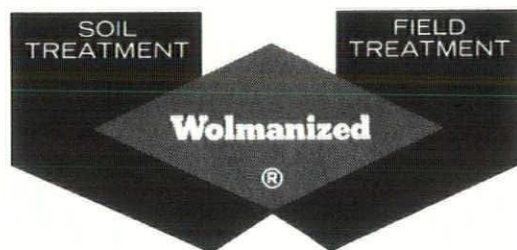
The new General Plan should be based on an evaluation of true community needs, resulting in alternative proposals for development. It should tell us, for instance, where the most appropriate areas for Oahu's growth could take place, what our recreational and open space requirements will be, how to deal with our present and future transportation needs, and, finally how to cope with our social and environmental problems.

Why make a decision now on incomplete data? Especially one on an issue as important as H-3, which will

Continued on Page 8

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City Planning and Urban Design as Architecture

By ANDREW C. YANOVIK, AIA

In contradistinction to many large cities on the U.S. Mainland, less urbanized Honolulu is a welcome relief for most residents returning to Hawaii. The apparent contrasts between relative intensities of urban traffic movement systems and their concomitant congestion, noise, and industrial pollution effects are immediately obvious.

URBAN ARCHITECTURAL CONTRASTS

Likewise, Hilo and Wailuku offer a less intense degree of urbanization and industrialization than Honolulu. Hawaii residents and "visitors" returning to "sprawling" Honolulu from Hilo and Wailuku for example, can appreciate the contrasting scalar differences which are similarly analogous to those between metropolitan Chicago, San Francisco, or Philadelphia with Honolulu proper.

In a comparative sense, Hilo is already a kind of Honolulu "suburb" to resident-visitors of Molokai or Kauai, and sufficiently offers the degree of urbanization desired within the larger regional context; to the extent that, it may (in fact) preclude the necessity to travel to Honolulu, San Francisco, Los Angeles, Chicago, or New York City.

In the event that Hilo — at this strategic point in its transformational growth — refuses to meet its appropriate challenges, then the Hilo Bayfront may imitate Waikiki — which ironically, is beginning to imitate downtown Chicago.

Currently many U.S. Mainland visitors touring the State of Hawaii, are disappointed when they "leave" Chicago and find it almost similarly repeated in Waikiki. Momentarily, Hilo offers desirable relief from the undesirable urban intensification of Waikiki. The ultimate question is, however how much longer will it continue to do so? Another major essential question is — what are the State and County politicians, planners, architects, engineers, and businessmen doing to not only prevent this situation from recurring; but also, how are they (and we)

organizing and manipulating their (and our) community resources to meet the challenges ahead?

CONCEPTUAL DESIGN NEEDS

In situations where man lacks conceptual design talent, or perhaps the ability to exercise his problem-solving, policy-making, and planning potential, she or he has a remarkable tendency to copy the solutions of others. Unfortunately, this kind of human behavior is often promoted by overly burdened (and therefore relatively insensitive and irresponsible) "design" committees, charged with the challenging responsibility to definitively respond appropriately to their unique environmental situation.

In consideration of the fact that there is mounting dissatisfaction with much of contemporary "urban" lifestyles and environments and, therefore, there already exists a growing nostalgic tendency to return to more romanticized historical ears of the past, (instead of meeting the professional and technological challenges that lie ahead) — this particular treatise attempts to encourage further comparative appraisal of "what-was," "what-is" and "what-ought-to-be," with respect to past, present, and future environments and lifestyles for Hilo, Honolulu, and Hawaii.

With a less frustrated approach to the generation of city-form, current and future generations would not simplistically and "blindly" or naively accept and adopt the City-plans of their forefathers, without extensive and intensive questioning and further analysis; because, in essence, most of "those" or "these" city-plans were developed for the "horse-and-buggy" or "bricks-and-mortar" eras, and not for the "automobile" or "high-rise concrete superblocks;" consequently, the unadaptable ones are obviously not thriving, and probably will not survive the thrust of the metamorphosis from "ship-to-jet" travel modes and activity nodes.

METAMORPHICAL REQUIREMENTS

Many of our great-grandparents used the horse or the railroad train for cross-country or inter-city travel, and the horse-and-buggy for inner-town or country-to-town travel; while, their children invented the motor-car and motor-coach or sampan-bus, and their off-spring (including many of our parents) rightfully utilize their automobiles, taxis and jets. But, our challenge is to innovatively invent other means of transportation and communication systems, which will in turn, generate new city-forms and life-styles. Our parents use trash-collection and city refuse-dumps; while, our grandparents used compost-mounds — why do we imitatively copy either generation? The challenges are not so obscure.

We all know from historical trends and precedents, that it is very, very difficult for us to grow urban city-forms effectively; in terms of, the urbanization and industrialization processes and procedures known to mankind, without causing some environmental decay in the process. Our modern superhighways have been labeled as one of the most devastating "criminals" in this area (by people inside and outside of government), as have been our methodologies for accomplishing taxation, zoning, high-rises, and so forth.

We know that highway arterials can be considered one of the greatest form determinants and major form shapers of metropolitan areas; in fact, they have been considered the modern city-planners of our time. With this in mind, it behooves us as professional planners, architects and engineers to be especially careful in considering all the factors involved in shaping mass-transit corridors, and thereby the City of Honolulu and its surrounding environs, with proposed environmental life-style projects in the near future.

SELF-GENERATING SYSTEMS

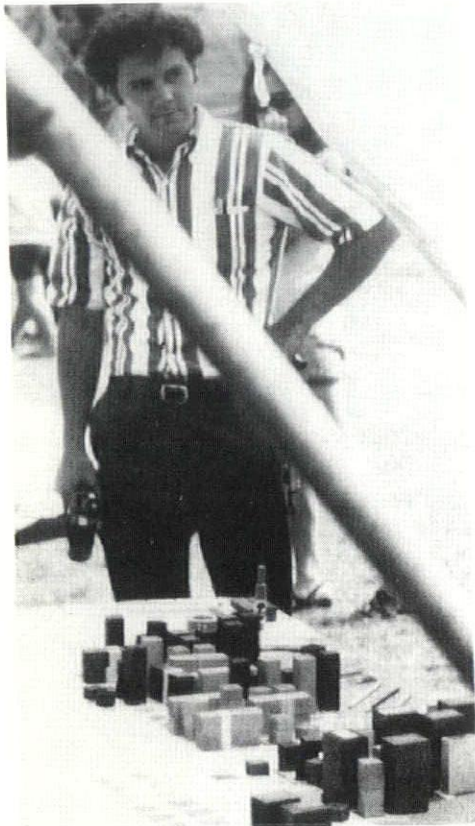
One of the major needs in developing

Continued on Page 6

Yanoviak from 5

long-range city plans for Honolulu and Hilo, will be the ability to communicate with the recognized (or as yet unrecognized) city planners who are dealing with self-generating systems such as highway arterials, shipping harbors, jet ports, flood control channels, tsunami and lava flow barriers, etc. which dynamically affect the viability of the City environment and its life-styles. Consequently, drainage channels (such as Ala Wai Canal, which was Moana Stream and will be . . .?) become less flexible and eventually underground "sewers," while, other utility modes become further discoordinated and "unplanned" with respect to location and accessibility. From experience, we have learned how fixed, static, highways and drainage channels decisively shape city-form and their subdivided land-use sectors of parceling.

This challenge remains, and will definitely require further study locally. For example, in the case of highway expressways, precedent tendencies in other U.S. cities have been to locate these primary arterial routes along the path of least resistance, in terms of real estate accumulation — which in most instances of urbanized development areas — are (unfortunately) the ecological "parkways" which were being held in reserve, by down-zoning techniques.



URBAN ARCHITECTURAL MATRICES

In addition, it must be recognized that inland arterial highway connectors between human settlements, are the initial man-made generative form-determinants of extensively pluralized land subdivision projects, and urban matrices. These hierarchical matrical relationships are reflectively in evidence, as witnessed by the systemic interdependence of new community subdivision projects on the utilitarian conveniences afforded by major highway arterials, water supply sources, electrical energy services, etc. — which in turn, serve as the sub-matrix fabric for in-filled attachments of residential, institutional, commercial, industrial, resort, etc. zoning classifications and eventual land uses.

Many examples of environmental blight can be traced back to inadequate zoning regulations, and consequential land-use mismanagement; which, can pragmatically become very difficult to rectify in consideration of the time, energy, and capital investment expenditures involved in large-scale planning decisions.

DYNAMIC ZONING MODELS

Very few (if any) governmental planning agencies are able to furnish space-time zoning maps or a "model" concentrating on dynamic change; rather than, a fixed, static, rigid inflexible document, which rarely works well, due to its continuously urgent needs for revision as an obsolete "antique" — lamely attempting to guide "future" life-styles via environmental developments; while ironically, in practice, it manages to disservice the "present" as well as the "future" and "past" environments — which futuristically in the historical continuum, may prove to be very important to the metropolitan or urban community's organismic health and welfare.

There is considerable concern in Honolulu and Hilo about the potential environmental assets and possible liabilities associated with the proposed H-3 and Bayfront highways, in terms of their long-range effects on adjoining land and water uses. However, the lack of adequate zoning forecasts (including environmental impactions) for Leeward and Windward Oahu, and the red-colored zoning designating "permissible" high-density urban development mauka of Hilo Bay, is a source of greater concern; especially, if this planning code (or non-code) is interpreted as

the typical high-rise strip development now plaguing the prototypical Waikiki in Honolulu and other cities across the world.

DEMOUNTABLE ARCHITECTURAL COMPONENTS

In my University of Hawaii Survival Plus course on "Urban Decay and Revitalization," wherein we review the city-form within its environmental and life-style context as: "the city — a solution, or another great problem . . .?" — our initial class in the urban "laboratory" of Honolulu takes us to "Roundtop" on Tantalus. From there, we gain the kind of uninvolved "perspective" and overview that college students are generally accustomed to, with the exception that we further presuppositionally assume, that we are Martians who have just landed from "above," instead of the Earthians who have struggled up the winding hill from the acknowledged "rat-race" below. From this particular vantage point, Waikiki high-rises "read" as a more or less unified statement expressed by a faceted curvilinear "wall" of sculptured concrete, and as Martians we wonder aloud about us Earthians, ". . . are they stupidly attempting to dam(n) the (Manoa) valley from the (ocean) sea . . .? Of course, not!" (But it's worth a sophomoric chuckle.)

Getting back to Earth, we more seriously discuss those particular high-rises, in this environmental climatic circumstance — why are they not demountable at each floor level? Why are they not unpluggable or removable as is an industrial light bulb product, a mass produced refrigerator, or a single-family residence? And then we presume that (in fact) they are detachable and movable, and we even more seriously ask . . . now, where will we replace them? As we reflectively ponder the air, sea, and landscapes below; of course, some futuristic students want to gyroscopically float them in space, while others prefer to make "flip" ships of them in the sea; invariably, the majority consensus decides that they not only stay where they are, but that they become more restrictively frigid and immovable — how? Through zoning, of course.

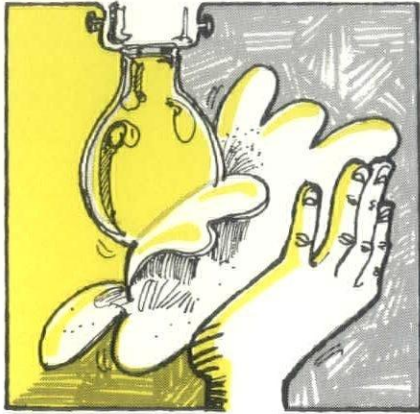
ENVIRONMENTAL SYSTEMS SIMULATION

State and City Planning Departments must prepare the public and themselves to withdraw from their current emphasis on rather "archaic" drafting boards and colored penciled two-

Continued on Page 10

3 Lessons in Security Lighting.

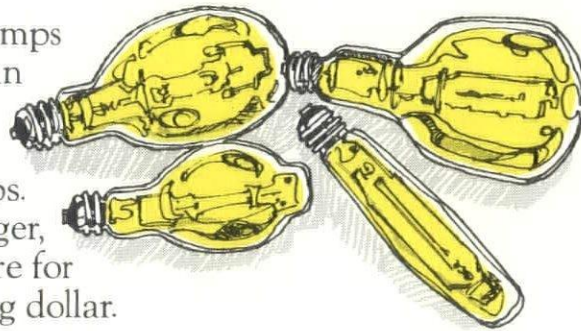
1. Cleanliness Counts.



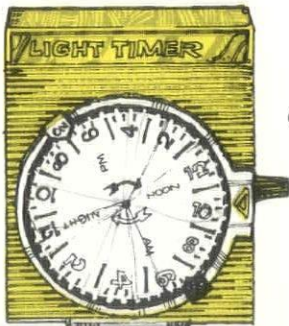
You'll increase lighting efficiency enormously with regular cleaning. It's hard to believe, but you can lose 30-40% of lighting efficiency due to dirty bulbs and fixtures. A frequent once-over with a cloth and soapy water should do the trick.

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Preuss from 3

have vast socio-economic and environmental consequences?

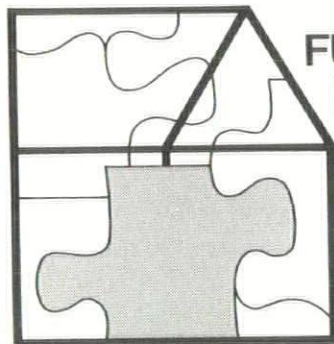
DOT's proposal is for the most part based on obsolete data. The proposal doesn't even begin to cope with many of the questions concerning Oahu's future growth patterns. We already know, for example, that our existing regional recreation areas, such as Kapiolani Park and Ala Moana Park, are operating at maximum capacity relative to the size of urban Honolulu's population. It doesn't take too much imagination to realize that with the implementation of a mass transportation network on this side of the island we will encourage densities of fantastic magnitude, with no corresponding major recreational sites programmed to serve these densities. Moanalua Valley could, of course, provide just such a site.

We must not look at this amendment as simply a line drawn on a map between two points. The line, once it is adopted, becomes policy and, in all likelihood, a freeway. Moanalua Valley is, as we all know, an irretrievable asset. It is the last undeveloped valley on this side of the island available for public use. Its future should be evaluated with the utmost care.

There are a number of alternatives to the freeway. The most obvious alternative and also the most feasible at this point is the staggering of working hours. We are particularly fortunate in this respect, because a large segment of Honolulu's population is employed by government. By staggering the working hours of government employees, we could in all probability reduce rush hour traffic by one-fourth, since more than 25 per cent of Oahu's population is employed by government.

This idea has been introduced successfully in several European cities. In one German City, all employees have the option of working eight hours of their choice within a twelve hour daily time span. Each employee selects the time he will begin and end his day, limited only by the stipulation that he must be at his desk between 9 a.m. and 3 p.m. This provides the core period within which all business and communication can be transacted.

A second alternative is to provide positive incentives to increase rush hour bus ridership. Free transportation, for instance, as the Mayor has suggested on occasion. A third alternative would be to provide positive incentives to increase per car ridership. And a fourth alternative is safer and more accessible bike



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lanes. Most of urban Honolulu is situated on flat terrain and could easily accommodate thousands of bike riders.

Finally, one of the best alternatives I can think of has recently been described by none other than E. Alvey Wright, acting Director of the State Department of Transportation. In an article in the Honolulu Star-Bulletin (February 8, 1973), Mr. Wright stated that the transportation dilemma is threefold.

"First, the more transportation improves, the more people travel. It's like swimming upstream with the current continually winning. Secondly, the more rapid transit that is built, the greater is urban congestion. Thirdly, transportation facilities must be continually rebuilt to serve a moving target of population and trip destination."

What Mr. Wright is saying, of course, is that he doesn't favor fixed rapid transit systems, and if I understand his article correctly, neither does he favor more freeways, since they are also permanent and encourage more people to travel. Mr. Wright's thesis is "that ultimate relief can be achieved only by reducing the need for mobility, and that this solution is more social than it is engineering." What he is suggesting is that we reshape our land use patterns in such a way as to reduce mobility. He is calling for "self-contained modules" or new towns of 200,000 population each. This is, of course, what city planning is all about — to literally design our cities as functionally efficient units, minimizing the need for mobility and maximizing man's social and economic opportunities. It is this kind of thinking which I would hope to see incorporated in the up and coming new General Plan.

Student Job Bank

WASHINGTON, D. C.—A job bank for architectural students has been set up by the Association of Student Chapters of the American Institute of Architects.

The bank will serve as a national clearinghouse of information on full time, part time, and summer job opportunities. It is not a placement service, merely, a list of contacts who can supply the students with the vacancies that exist in the regions in which they seek work.

The job bank will operate out of ASC/AIA headquarters at 1735 New York Avenue N.W., Washington, D.C. 20006. Ellen Meyerson of Washington is the coordinator.

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Yanoviak from 6

dimensional "plans" and statistical tabulations; because, what we really need are environmental systems simulation laboratories and urban design studios, where space-time-motion symbolic and iconic models and graphical sections, as well as other three and four-dimensional city plans and designs can be pretested outside the City Planner's (Governor, Senator, Mayor, Councilman, Transportation Director, or Developer) "mental-chamber" imagery, before they are unacceptably superimposed upon an "ignorant" uninformed public — and until they are actually formulated as workable or unworkable, within or without the landscape.

Such environmental systems planning and design simulation studies would preclude the superimposition of the Philadelphia-Plan, the Paris-Plan, the Washington-Plan, the Irvine-Plan, or the Peking-Plan on metropolitan and urban Honolulu or Hilo; instead, Honolulu and Hilo would unpretentiously merit their respective Honolulu-Plan and Hilo-Plan, which may or may not permit the Boston Bay Plan for a floating city — umbilically attached to the Mainland-

Island with arterial transportation and communications connectors.

MORPHOLOGICAL URBAN ARCHITECTURE

Among other functional fulfillments, a city exists as a nodal point of destination for arrivals and departures — as a component organ itself (Hilo and Honolulu), within a larger organism (Hawaii) in the Pacific Basin. In accordance with established Systems Approach philosophies and methodologies, in order to properly ascertain the appropriate position and character of the Hilo and Honolulu "complexes" within the regional, metropolitan, and urban contextual (urbanization or suburbanization) "fabric," it is also necessary to perceptively analyze the City's inner "nuclear" core of activities and resulting landscape patterns.

The urban infrastructure therefore, must be objectively examined — almost anatomically, as a biomorphological "organism" requiring exploratory surgery of its vital "organs" (major components), and their interdependent umbilical relationships to each other within their skeletal matrical frameworks.

In addition to analyzing arterial

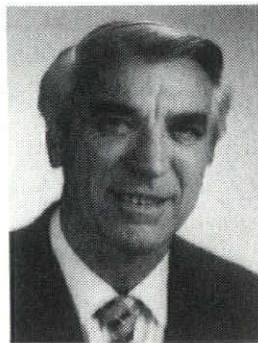
transportation systems, major utility systems, as well as natural life-giving feeder systems within the urban infrastructure, it is essential to portray some wholistic "big-picture" graphical analyses of these stratified overlapping "layered" systems and subsystems; as, a qualitative part of this simultaneously balanced comprehensive (general) overview, along with the more specifically detailed "microscopic" innervations.

The existing urban texture of Hilo and Honolulu is, in each case, a composite inter-relationship of the counter-balanced forces of nature and man-made patterns of urbanization and suburbanization. It is, in a sense, a macrocosmic aerial view of the City, depicting the degree of hard-surfaced urbanity and the extent of rugged vegetation, smoother landscaped areas, and reflective water surfaces.

As the forthcoming account on metropolitan developmental origins will portray, most metropolises are actually formulated from the accumulation of several dispersed villages and neighboring towns coming together around the "Downtown" urban core, or Central Business District (CBD).

(End Part I)

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What's Happening in the AIA

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Membership Summary:	Total Membership	324
	Corporate	244
	Associate	54
	Members Emeritus	20
	Professional Associates	7
	Honorary Associates	4
	Student Associates	1
	Transfers	4
Dues Summary:	Total Dues	\$15,337.00
	Corporate	\$14,308.00
	Associate	\$ 1,029.00
	Special Assessment	\$ 1,030.00

Status of Special Programs

January 22 - Business Meeting	loss \$2.50
February 2 & 3	
Seminar with Slayton, Hayes and Robertson	loss \$163.56
February 28 - Business Meeting	profits \$13.04
March 15 - Business Meeting	profit \$15.50
February 14 - Valentine Party	loss \$17.50
April 27, 20, 21 Seminar - Financial Mgmt.	profit \$618.94
April 18 - Business Meeting	loss \$65.77
May 12 - Convention	profit \$523.40
(this includes the special assessment as income)	
May 19 - Seminar - Human Resources	loss \$272.68
May 25 - Awards Banquet	loss \$806.69
June 6 - Lecture - Alan Jacobs	loss \$705.24
Total All Programs to date	loss \$863.08

Note: These figures are current status. Some monies are still coming in on several programs.



NEW OFFICERS OF CONSULTING ENGINEERS COUNCIL OF HAWAII FOR 1973-1974. Left to right: Richard R. Hughes, president; S. Don Shimazu, secretary; Donald S. Austin, treasurer;

Allen C. H. Young, director; Howard Schirmer, Jr., national director. Absent from photo: Paul T. F. Low, vice president; Richard M. Libbey, director. — Camera Hawaii, Richard Garcia

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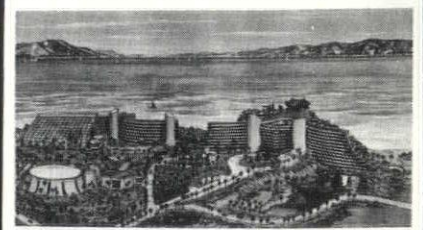


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Save the Natatorium

By ANNE BURLEIGH

To exemplify the pride and esteem held by Hawaii's citizens for those who volunteered for service in the "Great War" (now called World War I), the 1921 Territorial Legislature provided a \$250,000 bond issue (repaid over 5-year period by assessing all counties) to construct a memorial. The Memorial Commission decided upon a "live" memorial — i.e. a structure highly useful by the living while honoring the dead — "to include a swimming course at least 100m in length."

Louis C. Mullgardt, Fellow of AIA, advisory architect, prepared a general scheme for an AIA design competition, for a temple of music, plaza, and coliseum with swimming basin. Louis P. Hobart of San Francisco won first prize (1922). His winning design was

enthusiastically praised by the judges: "Reveals a fine, discriminating taste and ability in architectural design, and in such landscape treatment as reflects the highly individual color and flavor of Hawaii and Honolulu; it forecasts a memorial which will sustain an appropriate interest into the distant future, and perpetuate the noble thought and purpose which animated the original conception of project."

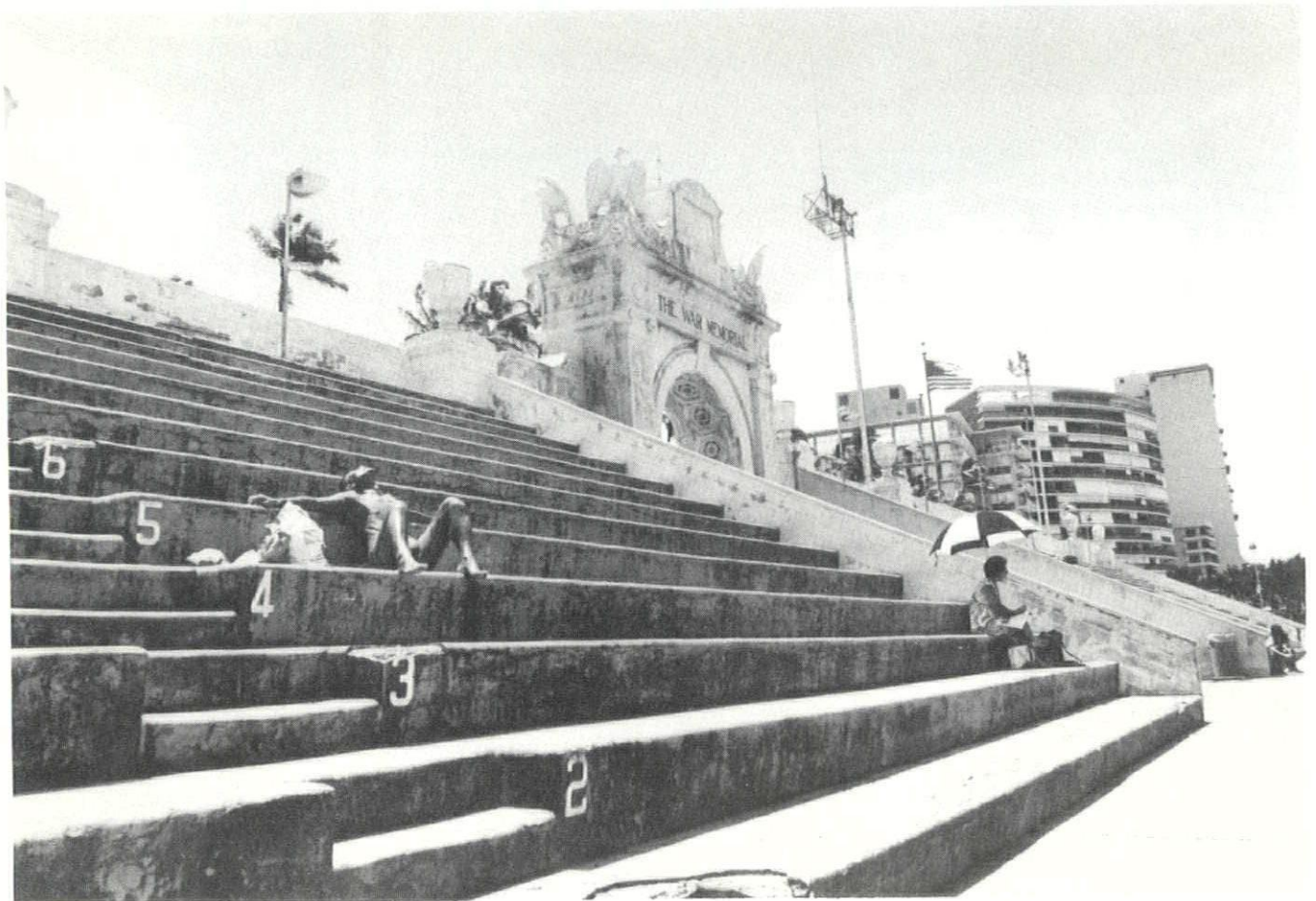
Lewis P. Hobart (1873-1954), born St. Louis, Mo., studied at the University of California, The American Academy in Rome, and L'Ecole De Beaux Arts in Paris. In 1932 became first president of San Francisco Art Commission. His best works are: Grace Cathedral on Nob Hill; Aquarium and Academy of Sciences, Golden Gate Park; Bohemian Club in

San Francisco; many peninsula mansions, notably Rose Court and Strawberry Hill. Frank Gerner, Architect, Historic Preservation Team of National Park Service, says, "His work was elegant and refined."

Sufficient funds not being available for the entire design, plans were revised and only the Natatorium was built. Although not quite completed, it was dedicated during opening ceremonies of National AAU Men's Championship Swim Meet in August of 1927.

Its architecture is compatible with many other beautiful structures built before 1941: Dillingham Building, Oahu Railway Terminal, Post Office, Hawaiian Electric, etc. — which give Honolulu its own visual character.

Facts of interest:



The Hawaii Chapter AIA polled its members on their feelings about the Natatorium issue. Eighty-one members were for preservation, 27 for demolition, six had no opinion.



—Land purchased by legislative act from Irwin Estate specifically for “Memorial Park,” to be so named.

—The Natatorium structure itself is the only true memorial built by Hawaii’s citizens. Authorized by legislative act as a “living” memorial. The plaque and cannon are not basically parts of the original memorial. The plaque was erected in 1931 on the “Honolulu” stone (said to have come from Nuuanu and Liliha vicinity, with a history all its own), and the cannon were placed there later (date unknown at present).

—Punchbowl Cemetery and Arizona Memorial are Federal projects and the shaft at Punchbowl and King Streets is “temporary,” so only the Natatorium exists to honor Hawaii’s war veterans, living or dead.

—Operation and maintenance were delegated to City & County of Honolulu by 1949 legislative act. Since then, little or no real effort has been made to keep it in good condition. This neglect and resulting poor condition allow the Governor and Mayor to say it is “a tragic structure” which “has outlived its usefulness” so they have decreed its demolition.

—Spencer Tinker, former director of the Aquarium, says it is a simple matter to restore the “Nat” to highly usable condition. Install a discharge pump in Ewa wall near mauka corner to draw water from various points in pool; discharge it out toward the reef. Clean filtered sea water will percolate up thru the sand and coral bottom to maintain sea level.

—A new inner wall (precast slabs?) should be built. New decking or walkway can be provided by either of two methods; break down the old, allowing rubble to drop between outer and inner walls, then build new deck on top of rubble (pilings are in good condition). Or decking can be built over old without bonding together, to avoid cracks in old from affecting the new.

—Restoring the Natatorium by this

“well” principle (utilized at the Aquarium and Bureau of Fisheries) would provide a usable salt water pool for our local residents, yet the sand fill planned in the Waikiki Beach Project could still take place.

—The Engineering Association of Hawaii strongly supports this restoration and has offered its assistance. Will the Architects of Hawaii contribute their expertise by designs for the restored Natatorium? It should be a clean, simple design with no basic changes in the structure. Remove the cluttering floodlights and spotlights and antennas and corrugated iron sheds and “junk.” Restore the shallow wading or reflecting pools on the mauka side in place of the volleyball courts (put them in the park area near the Aquarium). Install flood-

lights inside the pool walls and in the walls above the bleachers, so lights do not project from the beautiful, clean, dignified lines of this historic, cherished, and useful memorial.

Adopt a resolution in favor of retaining and restoring our unique salt water pool memorial structure. Volunteer your services and money to aid in the suit filed in Federal Court. Phone 533-6163 or write Box 1199, Honolulu 96807.

As Lincoln said at Gettysburg and as writers in 1919 repeated: “It is for us here highly to resolve that these dead shall not have died in vain.” Dare we break faith with them and with those 370 veterans of that war still living in Hawaii?



Photo by Scott Reffield

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Guam Chapter on Politics and Money

I'm not sure we have any information which would help. Our effort here has been to force compliance with the Brooks Bill (i.e., selection based upon qualification), award the work locally and remove price as a competitive item (i.e., require a fair fee). Also we are fighting to eliminate kickbacks.

The problems are obviously complex. Our first effort was to get the entire architect and engineer communities to act together. With this unity, we had/have a solid front which is hard for anyone to crack. Everyone knows that their AIA — and maybe their license — is at stake if they do not comply with the ethical standards. If we learn of a kickback, we will prosecute to the limit (i.e., the professional community will police itself) so they are also worried about their livelihood (note the switch — architect and engineers who pay kickbacks say their livelihood is at stake, we say if you do your livelihood is at stake).

But Guam is a small place compared to Hawaii, and the abuses in Hawaii have been going on for a long time. My guess is, however, that if everyone agrees to clean up the system, it can be done. I really don't see how the architects and engineers there can tolerate it.

Partly it's a matter of credibility — once everyone understands that the professional is not going to buy unfair practices. You have to be willing to name names, file suit, etcetera, etcetera. When government offices (and school officials, etcetera) understand you mean business, they will run for cover.

We were fortunate (in a sense) here in that a situation presented itself and we were ready to come down hard. There were six or eight months of real agony and anguish, but we finally prevailed.

Having our own AIA Chapter is what enabled us to get everyone together and getting together helps everyone — strong and weak.

I am sure you know all this. There is no magic, but a tough minded single purpose.

Hope this helps.

MURRAY C. MC NEIL, AIA
President, Guam Chapter
American Institute of Architects



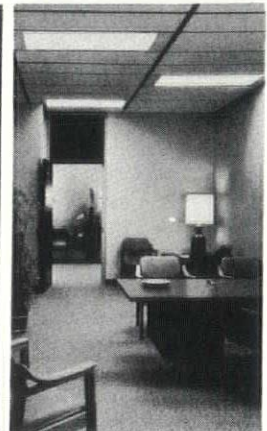
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Student Awards Banquet

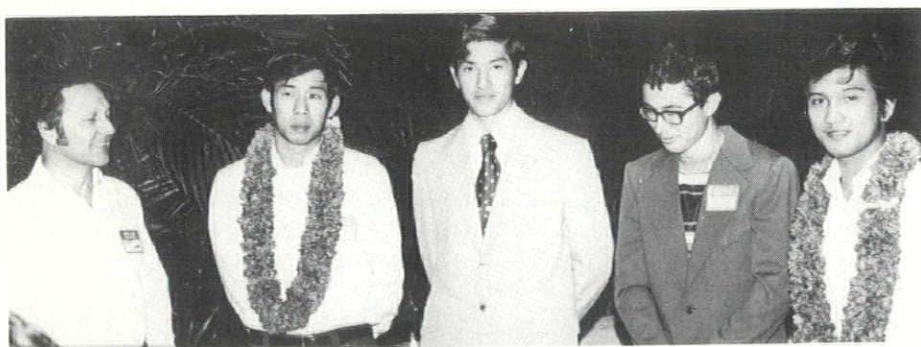
The annual AIA Student Awards Banquet was held on May 25 at Ward Plaza. Cocktails and the display of student work preceded dinner and a speech by Tom Coffman of the Honolulu Advertiser.



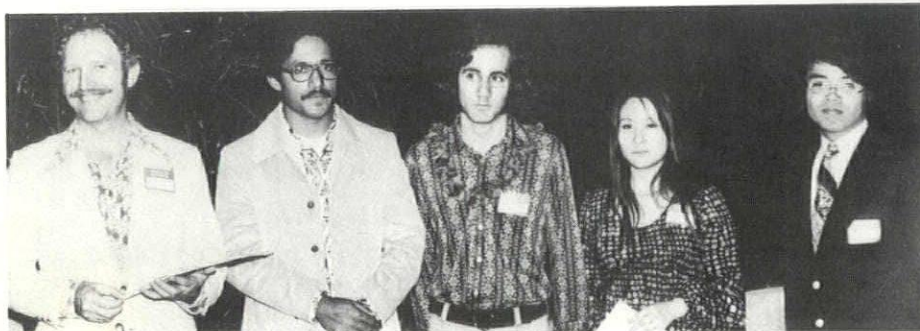
Fishborne Award – UofH Arch. 276, \$10 each. Presenting, Hugh Burgess. Winners: Clarence Izuo, Patrick Shimazu, Raymond Tokihiro, Russell Uehiro, Faith Yoshioka.



Women's Architectural League Award – UofH Arch. 488, \$100. Presented by Shirley Lipman, President WAL. Winner, Kenneth Chang.



Walter Emory Award – Presented by Ty Sutton, President AIA. (1) Ben Ugale (2) Harlan Silva (3) Samuel Kuba (Mention) Wesley Chong. Each of these award winners are of Honolulu Community College.



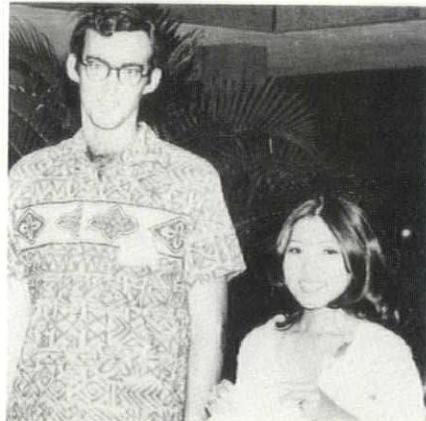
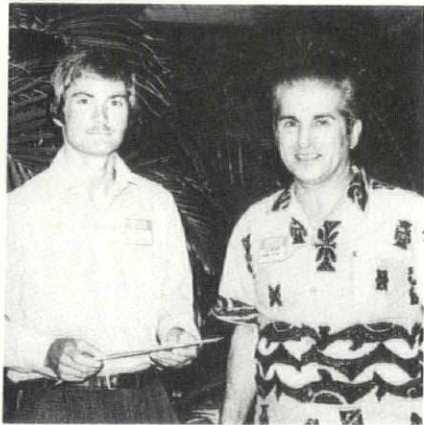
Dickey Award – UofH Arch. 332, First Place \$50. Presenting Award, Hugh Burgess. Winners: (1) Sammye Akutsu (2) Blaine Weber (3) Gordon Nahoopii (Mention) Glen Hamada.



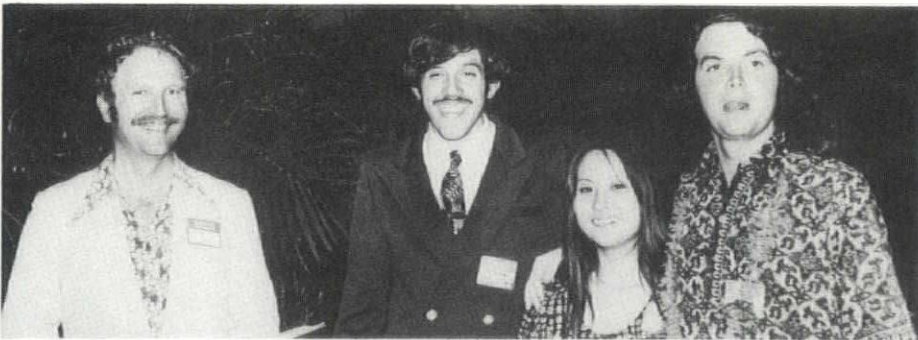
Hawaii Chapter Award — UofH Arch 331, First Place \$50. Winners: Blaine Weber, Kevin Chun, Gordon Nahoopii.



Crossroads Press Award — UofH Arch 800, \$300. Presented by George Mason, Publisher, Pacific Business News. Winner, Leigh Marshall.



Hart Wood Award — Andrew Grant, Kauai Community; Edlyn Matsushima, Leeward. Not present: Chris Castillo, Honolulu Community; Billy Palea, Hawaii; Malcolm Chang, Maui.



Furer Award — UofH Arch. 333. First Place \$50. Presenting award, Hugh Burgess. Winners (1) Peter Bergsneider (2) Dennis Tate (3) Sammye Akutsu.



Lois P. Price Award — UofH Arch 432, \$200 each. Presented by Fred B. Smales, President CCPI — Ty Sutton, President AIA. Winners: William Chang, Wesley Yoshikawa, David Shimabukuro.

Moanalua Valley

Paul R. Weissich
James C. Hubbard

from "A recommendation for the conservation of the Alupuaa of Moanalua."

March 15, 1970

in the beginning
there were no canoes
nor men in canoes
it was the time of po, the sweating time
the time when steam poured from the
earth like sweat
there was night
which was followed only by night
and rain
which was followed only by rain

when the sweating time had passed
there came a rift in the heavens
and it was then that papa, the rock,
who was the wife of wakea
gave birth to the boy, kama wae lua lani

the girl, kahiki lau lani
came to the boy
from the sea
the girl of many heavens brought for
the boy
who was to be her husband
the earth
carried in a bundle of ki leaves
bearing a lehua tree
and the oo bird.

Thus begins the epic of the ahupuaa of Moanalua. For the landing from the sea was made at ke ehi, the first footing. The boy, kamawaelualani, was the son of papa, wife of wakea and lua who fathered Oahu, Kauai and Niihau. His abode was kamananui, the big valley; his bride, kahikilaulani. Their children are the mountains that encircle the valley, the progenitors of the people of Moanalua; their names stand today in the names of the mountains and ridges, a geneological index of the ancient mountain chiefs.

Moanalua is the land of pali uli, the legendary paradise, a land peopled by gods and demi-gods and menehunes; a place where pele and hiiaka and kamapuaa lived, the place coveted and seized by the great Kamehameha for his own after the subjugation of the local alii, the mountain kings.

With the completion of the indexing and analyzing of the personal notes and

records of Gertrude MacKinnon Damon a treasure trove of information has been revealed which sheds a new and exciting light on the historical import of Moanalua. There is good reason to believe that Keehi lagoon was the site of the first landing of a pre-Tahitian migration; that kamananui, and to a lesser extent, kama-naiki, were populated by the direct ancestors of these earliest migrants and that they differed from the later stock, led by the alii from Tahiti.

Chants and legends dealing with their accounts of cosmogenesis and geneology, the establishing of the locale of an Adam and Eve-Garden of Eden tradition in kamananui, places a whole new focus on the importance and value of the valley complex. These people, set-

ting in Oahu's richest valley system, created a culture of beauty and dignity. Many are the accounts of raids, battles, efforts of outsiders to capture what the succeeding generations of Moanalua's prehistoric settlers had developed during the many hundreds of years since the time of kamawaelualani.

In addition to the material relating to the ancient times there is a quantity of material covering the period immediately preceding the conquest of Oahu by Kamehameha, accounts of the events following the battle of Nuuanu, the sacrifice of the Oahu chiefs, and the formal closing of the records of the Moanalua people, the end of an era.

It is of utmost importance that this

Continued on Page 20



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Continued from Page 18

new material be organized, studied and correlated by competent professionals. It is of equal importance that the archeological sites be rediscovered, researched, protected and preserved and their connection with the ethnic traditions of the valleys fully established. The construction of a freeway through the heart of kamanui will result in the wholesale destruction of priceless historic sites. The immediacy of the need for archeological search is obvious. Further design of the freeway must be halted; an historical site of the dimensions of Moanalua must be preserved in toto and the freeway removed to another area. Historic sites are immovable; objects may be transported to museums but the site itself, a heiau, or the place of an historic happening is there and cannot be changed. The kapu should apply to all areas mauka of the existing highway.

The uplands of the ahupuaa retain to this day a rich flora. Despite the inroads of introduced plant materials and the destruction wrought by grazing, areas of pure native plants remain, magnificent koas and lehuas, groves of the rare white Hibiscus tree thirty-five feet tall with

foot-long leaves and fragrant flowers. A giant among sandalwood trees, the largest ever recorded on the island of Oahu, grows on the dry slopes below Top Gallant.

The preliminary survey by botanists Earl Bishop and Derral Herbst which accompanies this report gives us an entirely new picture of the extant plant life. Our personal field trips into the ridges and valleys with Miss Frances Damon were revelations as to the beauty, quantity and richness of the forest areas. The botanical survey should be continued until a full knowledge of the flora is obtained. Records must be kept, an herbarium set up, mapping of major specimens and populations undertaken and a complete photographic record made.

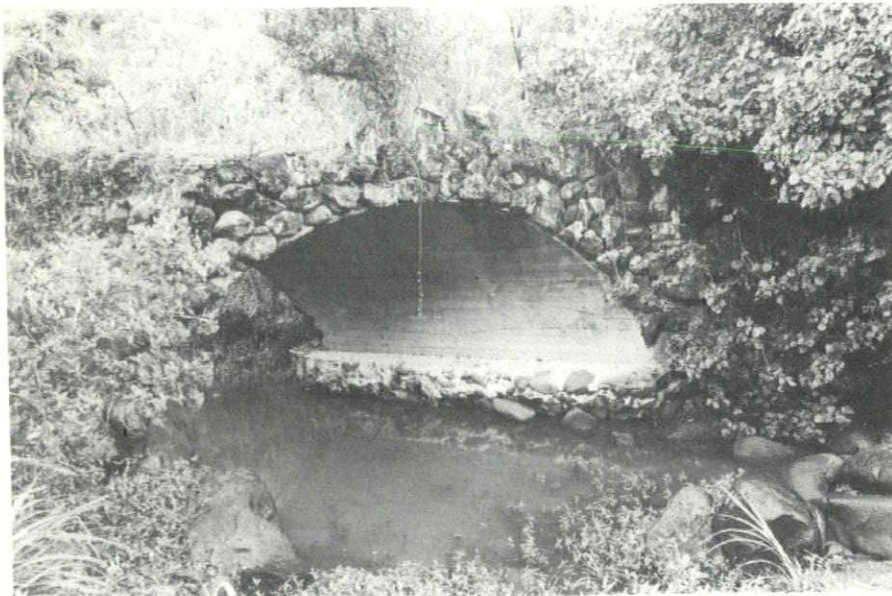
These native plant areas must be conserved; further encroachment by introduced plants must be halted. Native plants must be restored to areas where they once grew in profusion. In the chants and stories recorded by Gertrude Damon are accounts of the native trees which flourished in places now devoid of all but haole vegetation. Koas and lehuas once covered Tripler

ridge and the lower zones of kamanui and kamaikai; the sandalwood treasure was stripped from the dry valley walls and shipped to the Orient in exchange for ephemeral things. The luxuriant growth of pali uli has retreated to the security of ravines and ridges.

Another important group of plants is to be found in both uplands and lowlands. These are the plants imported in the canoes of the migrating peoples, plants which in some cases had been brought from Southeast Asia in prehistoric times during the earliest movements into the Pacific by the Polynesian ancestors and carried by them from one island colony to the next; plants which formed the basis of their survival. Included in this list are the coconut, banana, kalo, ki, kukui, awa, and bamboo, plants carefully brought to the new colony in Moanalua and still to be found in quantity in both kamanui and kamaikai. The notes of Gertrude Damon are rich in references to these plants, legends as to their origin and stories relating to their everyday uses by Moanalua's early people.

We feel that these "ethnic plants," these Polynesian introductions, should be re-established in appropriate locations as indicated by Mrs. Damon's records as well as the dictates of soil, water and elevation. It would be easily possible to reconstruct a complete collection of these materials in places where they would grow naturally without intensive cultivation. Groves of kukui, hau and bamboo already exist; giant clumps of awa are to be seen in an upper valley, scattered banana trees and taro plants in the wet floor of kamaikai. The basic work is already done, started many centuries ago.

Toward this end two nurseries should be started, one near the head of kamanui, the other at the lowland end of the valley. The upper nursery is needed for the propagation of native plants requiring the high humidity, high rainfall and cool temperatures provided naturally at higher elevations. The lower



nursery would satisfy the growing requirements for the lowland native plants and the ethnic materials. Planting operations should be reflected in a records system which would compile horticultural idiosyncracies and needs of the endemics; a planting record including a careful system of mapping is necessary. An accessions system indexing all living plants tied in to the mapping system provides a quick method of locating any plant group and further serves as a running inventory.

Coupled with the historical, archeological and botanical surveys, information must be compiled in other areas of natural history: an ornithological study is needed to list bird species and their populations on the forested ridges and upper valleys. A geological study would be of great value in relating the formation of the craters of aliamanu and aliapaakai to the older rocks of the steep valley walls and the probable sequence of land formation and change throughout the entire ahupuaa.

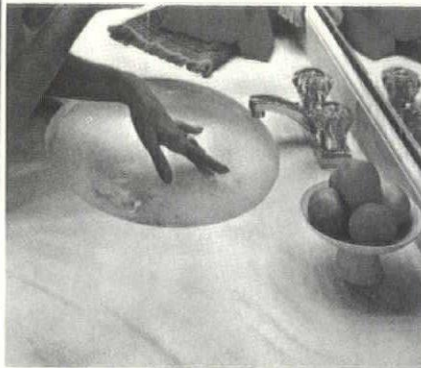
Providing access to the many high valleys and ridges is a complicated problem; a complete system of foot paths and roads is needed. Of great importance is a ready means of ascending the lands mauka of the Tripler complex to gain entry to the height known as mailehahai, and in later days as Top Gallant. From this vantage point a commanding view of the entire Moanalua area is available as well as access to the ridge which forms the backbone of the ahupuaa. This is the heartland of Moanalua quickly available to vehicles from the freeway, forested with native growth, sufficiently broad to permit parking and so located as to be the hub of a system of trails leading to the floors of both valleys, to the sandalwood areas and to the central ridge and the upper valleys. Utmost caution must be exercised, however, in considering trails and roads makai of mailehahai; it is highly probable that one of the most secret kapu historical sites is located among the ridges above Tripler. Adequate search and research must be conducted prior to the designing of any facility. This critical site is accessible only from the ridges and highlands Waikiki and mauka of the Tripler complex.

A simple road system combined with a carefully thought out system of trails in the big valley is an easy solution. Manaiki presents a special problem: due to the extreme narrowness of the valley in its lower reaches and the precipitousness of its rock walls in several

Continued on Page 22

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sectors, a full vehicular, two-way road would require extensive cuts that would mutilate rather than conserve. A cantilevered road is perhaps only the lesser of two evils. The possible use of a bridle trail broad enough to accommodate a horse-drawn wagon and battery operated electric passenger carts is indicated. The isolation of manaiki has retained for it a higher primeval quality which is the key to its development. The exclusion of noisy, polluting gasoline or diesel powered vehicles and the reliance upon a more primitive conveyance might well induce an aura of another century. The future may well see the development of a noiseless, clean mode of air transport for small groups that would be appropriate for situations of this nature. The construction, in any event, of the usual overhead-carried tramways with their wires strung across the landscape or the cableways with their underground parts gouged into the terrain should be avoided. Manaiki should have the minimum of man-made improvements.

However located in a final plan, the road and trail system should have as its

aim the connecting of the many historical and natural sites by a series of easily negotiated, well-graded accessways that are clearly marked and properly maintained. They should bear labels furnishing interpretive information relating to the plants, animals, geological phenomena and points of historical interest throughout the project.

A high recreational potential is a natural outgrowth of the conservation program needed in the ahupuaa. The rapidly expanding population of Oahu will require more and more dedication of open space as therapy against crowding and concrete. The hiking trails, the beauty of the blue mountains, forest picnic areas, the simple recreative quality of a clean mountain stream are important assets. The restoration of the pools in Kamananui stream as described by Namakahelu, last of the Moanalua historian-chantresses, and the replanting of the groves which gave Moanalua the name of "valley of the coconuts," the full realization of the golf course and existing Moanalua Garden potential would create a recreation area almost equal in import to the cultural values.

Restoring and conserving in themselves are not enough; one of the great

values to civilization lies in the knowledge to be derived from the things being saved. One could well question the advisability of a static conservation effort basically unrelated to people in the modern community. What is needed is an educational program; it is the logical consequence of the entire physical project.

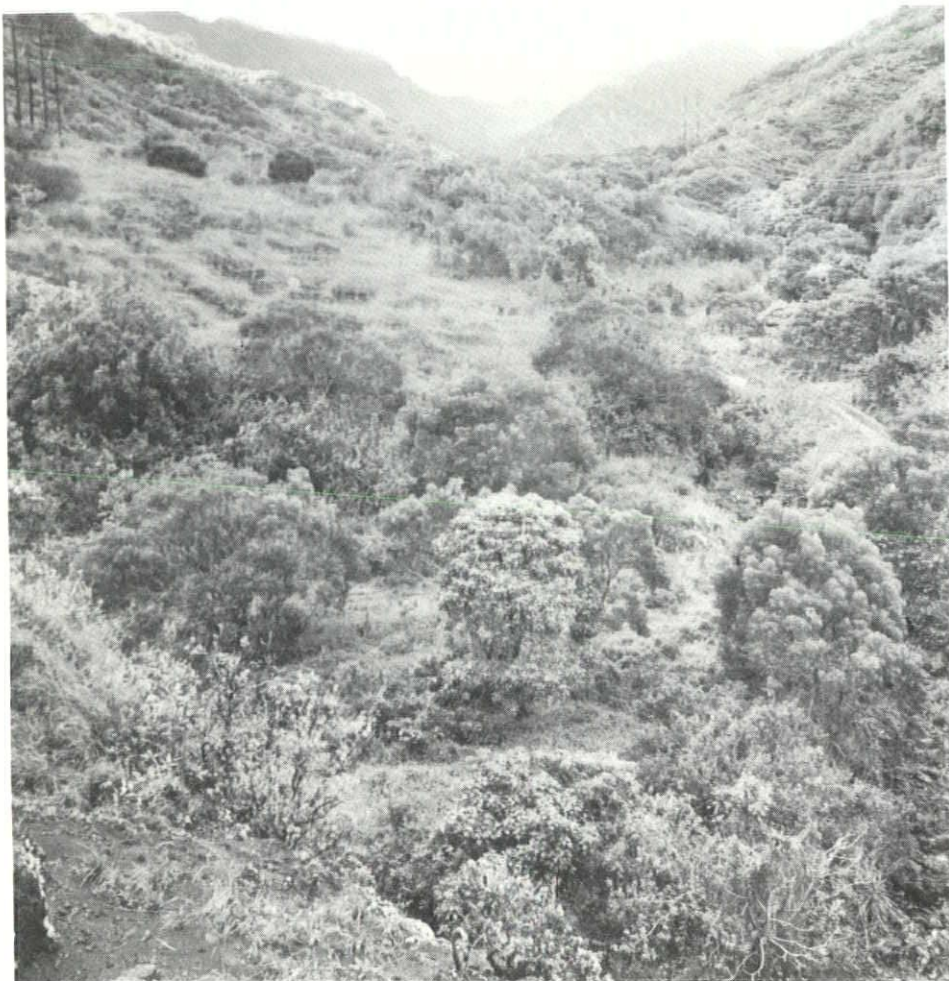
The ultimate developmental goal of the Moanalua project is the creation of a center for the preservation and study of the Hawaiian culture, history and natural history.

The project is comprised of two basic parts; the first, the development of the natural aspects of Moanalua, is discussed in the preceding paragraphs. The second and equally important part involves the construction of an educational complex dedicated to the instruction of the lay public rather than to the professional.

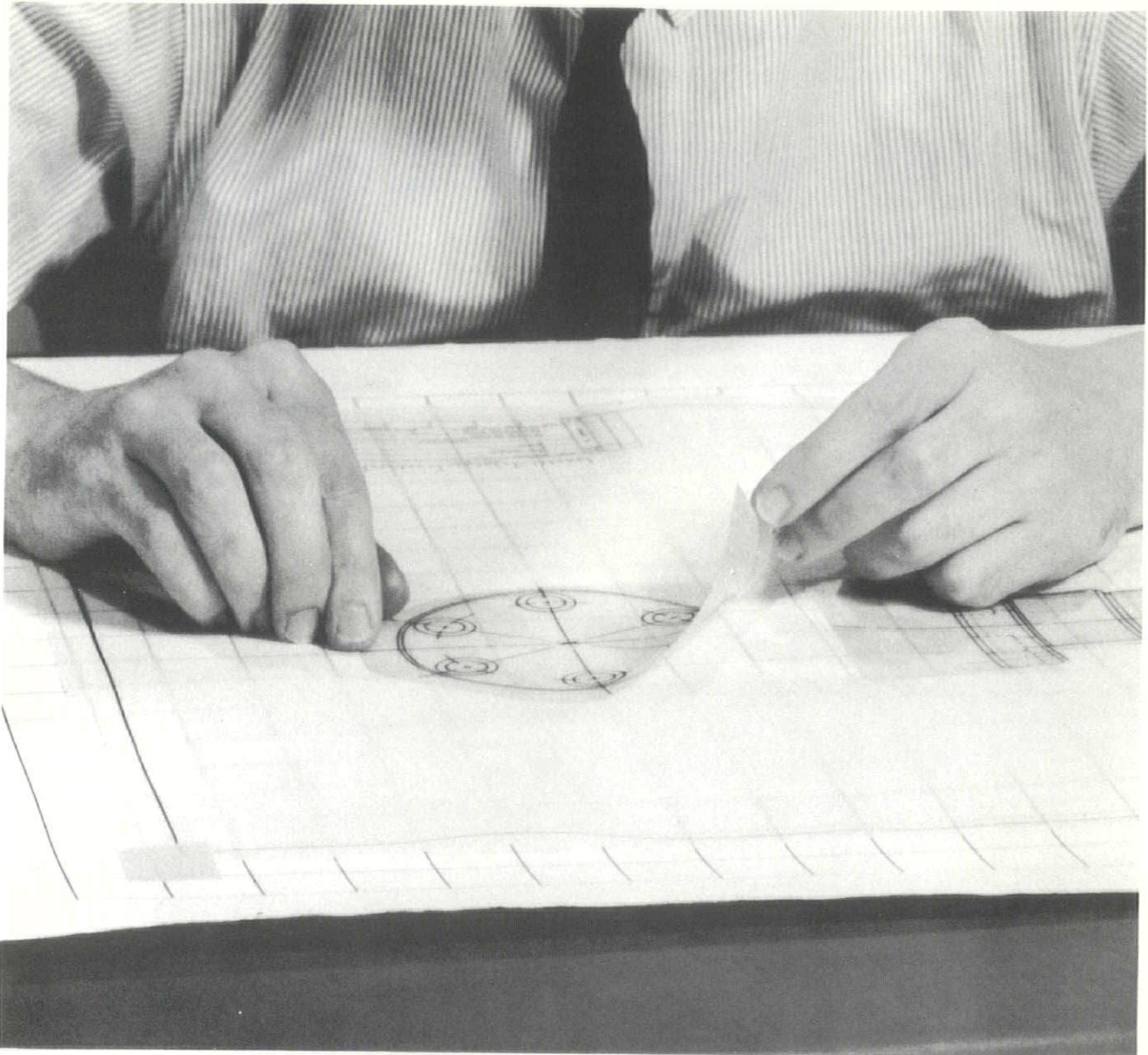
An institution is envisioned which would be involved with all aspects of the Hawaiian heritage, with arts and crafts, food, legends, religion, the mountains, the sea, and people. Scholarships should be offered in the school for the performing arts to effect a renaissance of the nearly lost arts of chanting and the hula. Lecture halls and workshops should be available for formal instruction and for the teaching of the ancient crafts of lauhala plaiting, tapa making and feather working, the art of fishing, and above all, for the art of the deep enjoyment, understanding and love of all natural things. A substantial library, a records room, map room, an herbarium should be included in its plans. Extensive exhibit spaces for artifacts and ethnic displays are a necessary complement to the teaching facility.

The map transmitted herewith graphically illustrates the program recommended above. The program is preliminary; much research remains to be done before the next steps in planning are undertaken. The recommendations are long-range and visionary. But the goals are real, they are attainable and there is an urgent need to get started. The rich and beautiful heritage of the land of pali uli, the ahupuaa of Moanalua must be restored and preserved.

We would like to acknowledge the extensive assistance of Miss Frances Damon in matters pertaining to the collected notes and records of Gertrude MacKinnon Damon and to indicate our gratitude for the privilege of studying them. May we thank Harriet Damon Baldwin and Frances MacKinnon Damon who gave access to those records and at whose request this report is made.



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