

# Hawaii Architect 9/74

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1974

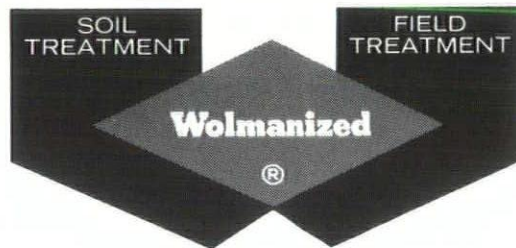
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# Hawaii Architect 9/74

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Cover: Luis Barragan, "Los Clubes,  
Mexico" from Ecology in Design.

# Landscape Architecture in the United States: Development 1940-1974

Third in a series

by EDWARD SHORT  
and TOM PAPANDREW



Luis Barragan: Plaza Del Bebedero De Los Caballos, Las Arboledas, Mexico.

In light of this, you might well imagine the chagrin of landscape architects having their services limited to developing a shrub and tree planting plan.

**"High intensity development is hard for me to grasp."** — Amile Barboza, chief designer of the original submarine sandwich.

At the conclusion of August's issue, the author had sketched the development of landscape architecture to 1940 and had left you feeling pretty concerned about the future of the profession.

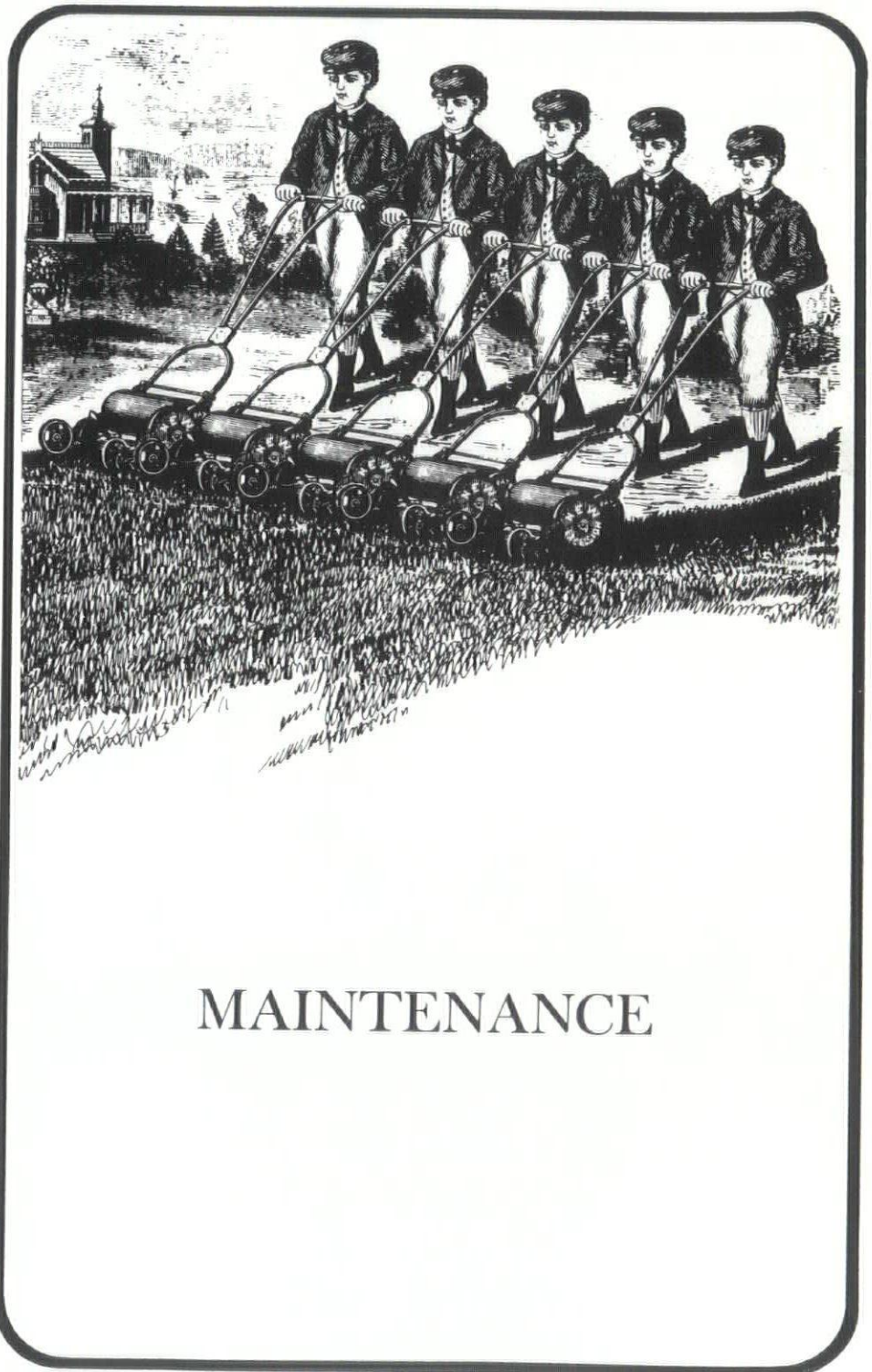
Well, sports fans, things got better.

The tradition of regional-oriented thinking developed by Frederick Law Olmsted, Charles Eliot, Jens Jensen and Calvert Vaux began to surface in the works and writings of landscape architects Christopher Tunnard, Garret Eckbo, Kevin Lynch, Ian McHarg, and others.

It was the initiative of these men that put action into the professions' growing sense of social responsibility and forward looking ideals. They added to the tools of their professional practice by mastering and incorporating systems analysis, long-range program planning, and computer methodology.

Landscape architects began to work on projects of increasingly wider implication. Project areas in which landscape architects had a major role might best be illustrated by examples: site planning of new towns: the Irvine development in Southern California; site planning of college campuses (Foothill College Los Altos, California, by Sasaki, Walker & Associates), site planning of shopping centers (River Oaks Shopping Center, Chicago, Illinois, by Lawrence Halprin & Associates); urban design (Ghirardelli Square, San Francisco, California, by Garret Eckbo); 42 by 100-foot Samuel Paley Park, a vest pocket park, New York, by Zion & Breen Associates; and Portland Plaza, Portland, Oregon, by Lawrence Halprin & Associates.

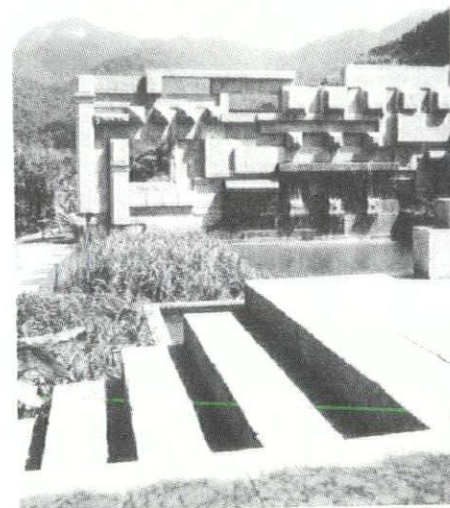
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## MAINTENANCE

# Landscape

from page 5



Dr. Candido de Paula Machado's residence, Rio de Janeiro Garden and wall by Roberto Burle Marx.

All this may be too much for some who continue to think highly of landscape architects as latter-day floral decorators. So, as a matter of fairness, it should be pointed out that there have been notable achievements in the area of planting design. The recent work of Roberto Burle Marx of Brazil and Luis Barragan of Mexico provide examples of highly imaginative design and use of plant material, water, stone, earth forms and sculpture.

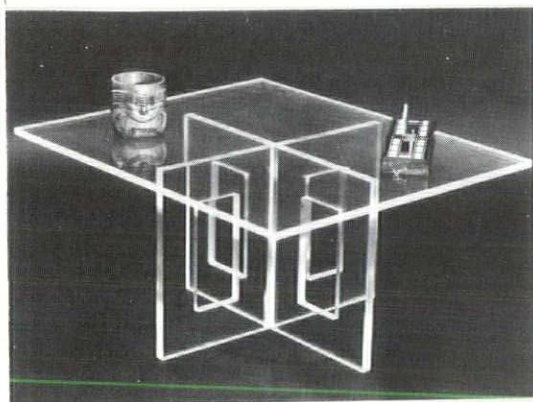
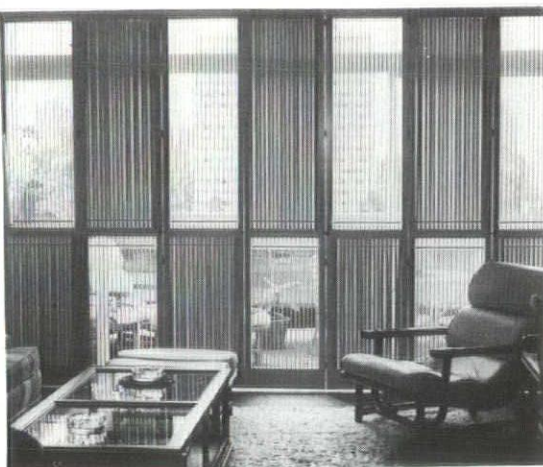
Landscape architecture today has regained the stature it enjoyed at the turn of this century. Landscape architects are making contributions in many aspects of our daily lives. It is significant that Ian McHarg, a landscape architect, represented the design professions in the recent Earth 2020 lecture series that was presented in seven major U.S. cities.

Continued on page 24

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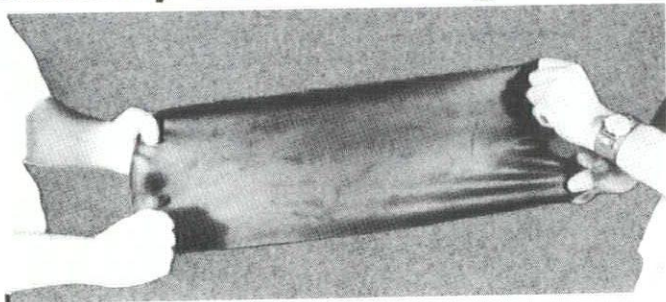
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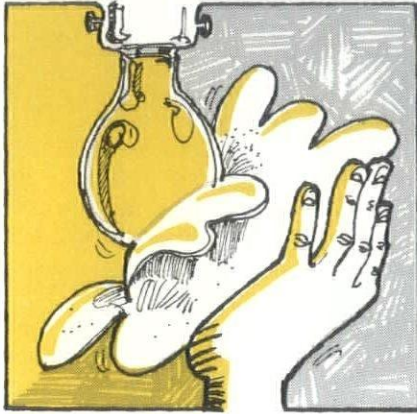
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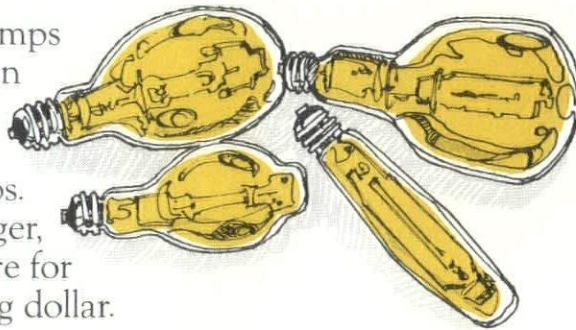
## 1. Cleanliness Counts.



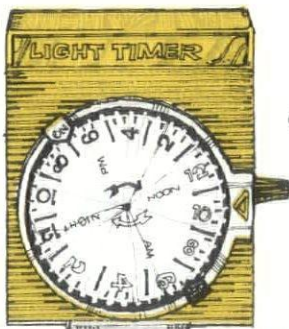
You'll increase lighting efficiency enormously with regular cleaning. It's hard to believe, but you can lose 30-40% of lighting efficiency due to dirty bulbs and fixtures. A frequent once-over with a cloth and soapy water should do the trick.

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# The Architect's Guide to Practical Archaeology

## or What to Do When They Find Bones on Your Site

by JIM REINHARDT

Sooner or later, everyone in the construction industry in Hawaii will be faced with the instant crisis of what to do about "that bunch of old bones" found on his job site. Potential responses vary from "Feed them to a neighbor's dog," to "Grind 'em up and add 'em to the concrete — they do wonders for the plasticity," to "Stop the job! Call Reverend Akaka! Get out the white pig . . . better yet, go find a virgin to sacrifice."

But, then comes the realization that

you really do have to do **something**. Here's what:

1—**Call the Police Department.** It's possible that those "old bones" might be a not-too-recent gang-war victim or a forcibly retired Chinatown gambler. In any case, an officer will stop by the jobsite and take a look. In all probability, he'll tell you the remains are too old to be of concern to them.

2—**Call the Department of Public Health, Bureau of Statistics.** They may require you to file a Disinterment Per-

mit. This is no big deal. It sounds much worse than it is. All they want to know is where did you find the remains, what you found, and what you did with them. (They really don't care what you did with them, but feel that they ought to know.)

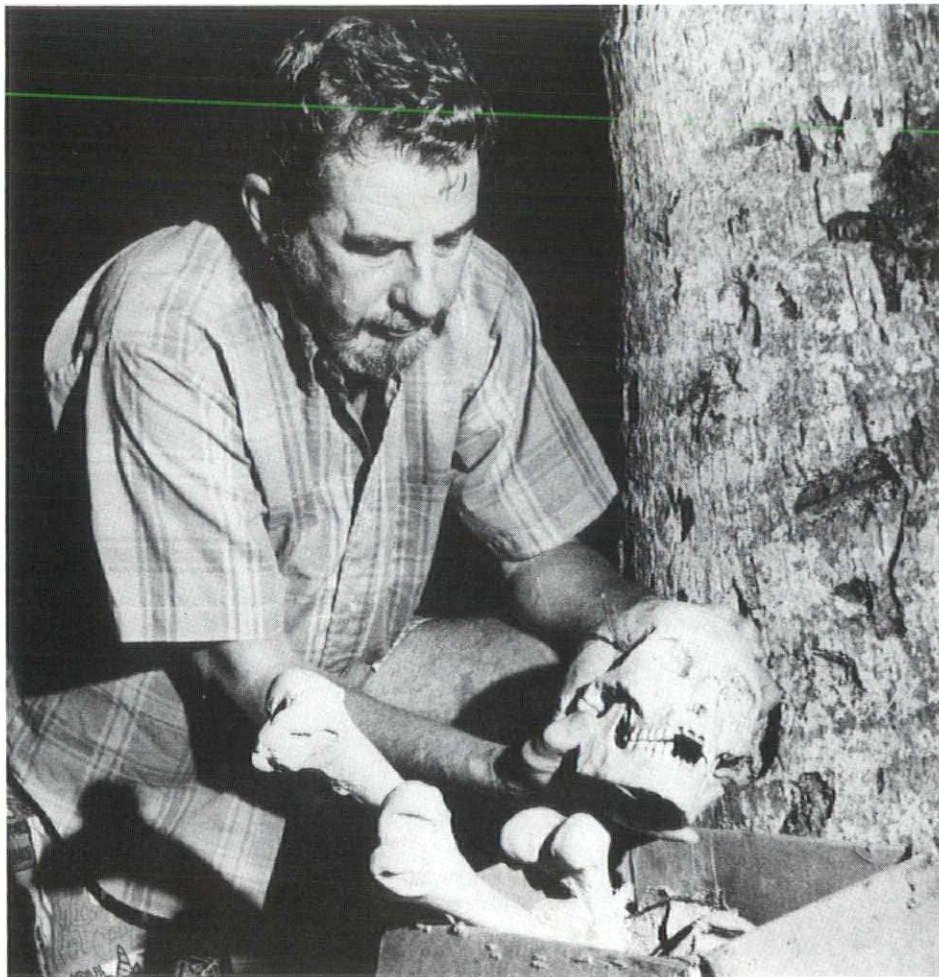
3—**Run an ad in the Notices section of the daily newspaper.** "Found at XXXX Hamakua Circle on August 6, 1974. Partial remains of two individuals. Anyone having knowledge of the remains or wishing to have possession thereof, contact John Jones (here you should give the developer's name, as you don't want to handle all those crank calls) by September 6, 1974." Don't expect to be overwhelmed with responses.

4—**Contact the Bishop Museum, Hawaiian Archaeology Section.** They'll probably go to see if it's anything even remotely interesting. If they take the remains with them, you don't have to file that Disinterment Permit. You may also learn something about the history of your site, about Hawaiian archaeology and about Hawaiiana.

For instance, I learned that in pre-European times, Hawaiians often knocked out their front teeth as a sign of mourning at the death of a loved one, that the Hawaiians buried their dead in very shallow graves, usually in the flexed position (knees to chest), and usually in the area where they lived. Not terribly useful, but interesting.

The people at the Bishop Museum are very friendly, helpful and interesting to talk with. And there is always the remote possibility that what you found might be important.

5—**Call the Department of Land and Natural Resources, Registrar of Historic Places.** More archaeologists. They want to know as exactly as you can tell them, where and what you found. When the excavation stage is over, send them a site plan locating discovery sites and identifying what — in detail — was found. They'd like to have a metes and

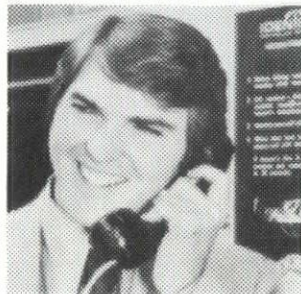


Gene Hunter, Honolulu Advertiser writer, with a skull he found while walking his dog through a neighboring construction site. Photo by Craig Kojima from August 14, Honolulu Advertiser.



# You've probably been asking yourself...

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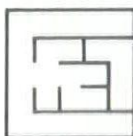
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At ten o'clock on a recent Sunday night, the author received a call from a neighbor of a project just beginning construction. It seems there were a lot of old bones in the ground.

bounds description, but a dimensioned site plan will do.

Their suggestions for disposal of the remains are (1) give them to Bishop Museum, (2) put them back where you found them (this may mean under a foundation or a pipe line), or (3) This is their preferred method: rebury all of the remains you find in one common grave, and locate it on your site plan.

They are trying to develop statistical data on where the early Hawaiians lived, how many of them there were, and so forth, so they want to know how many remains you found. Again, you'll probably learn some interesting bits of information. One man, for example, when digging a hole for his backyard swimming pool, found the remains of 32 people. It wasn't even a very big pool. The big benefit here is if you provide them with the information you get an official 8½ x 11 letter (suitable for framing) from the director thanking you for your help.

6—**Call a Kahuna.** It may seem like "just a superstition" but there are religious implications involved with digging up someone's bones—maybe not to you, but to them. In our case, Sam Lono was consulted. He said that from what we were able to tell him, no special measures were called for — that the original ground blessing was sufficient. He did caution us as to some specific artifacts to be on the lookout for, and if we found any of them, to contact him immediately. Your case may be similar, but then again it might not.

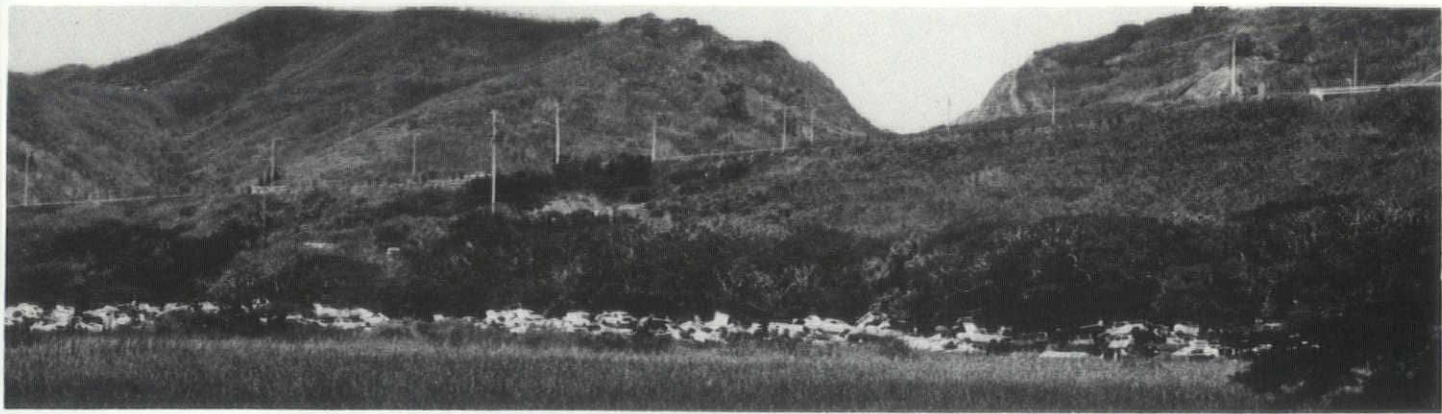
7—Last — and strictly optional — **call one of the daily newspapers — if they haven't already called you.** They're always hungry for human interest stories, and it'll give your project a plug.

All of this will take a couple of hours of your time (billable under "Extra Services"). You'll talk with some very interesting people, get an official letter for your wall, and learn something about Hawaii. It's worth it.

# Viewpoint: Garbage in Hawaii

by JUDY BLANCHARD  
League of Women Voters





Hawaii has about 3,000 tons per day of municipal solid wastes to handle — over 80 per cent of that on Oahu — not including over 10 million tons per year of agricultural wastes, and wastes from some military sources.

The disposal sites in the state are unsafe, unsanitary, breeders of vermin, polluters of the air, the water and the land. Correcting this situation will require a great deal of money and concentration on the problem. The money is there.

In December 1972, *The Hawaii State Plan for Solid Waste Recycling* reported that the counties were spending over \$5 million per year on solid waste handling and disposal. By December 1973 the figure had grown to over \$7 million. By 1988 it is estimated that the counties will be spending \$20 million per year.

This is a great deal of tax money spent to burn or bury materials that could be put to use. Particularly when sale of usable materials could offset the cost of providing a recycling service.

Metals can be made into new products.

Clean paper and cardboard can be made into new paper and paper products.

Glass can be made into new glass, glass wool, ceramic tiles; used in concrete or as grit for chickens.

Organics (all burnable trash such as food, yard trimmings, paper, plastic, manure, sewage sludge, crop wastes) can be used as compost for the soil, food for animals, or changed into energy. It can be burned for power or converted to oil or gas. One ton of mixed refuse will produce more than one barrel of oil.

James Cannon reports in the November '73 issue of "Environment" that it takes less fuel to process scrap steel, aluminium, copper and glass than it does to produce these substances from raw materials.

He says, "If all the steel added to

garbage heaps in 1970 had been recycled into new steel, there would have accrued an energy savings equivalent to the energy released from burning 16.4 million tons of coal. This is enough fuel to run eight large (1000 megawatt) power plants for a full year."

That is about 10 times the electrical generating capacity in the entire State of Hawaii.

There are technical problems, of course. Collection, shipping, separation and other handling costs are high.

Prices favor raw materials. Users of raw materials do not pay the full environmental costs of processing, manufacturing or disposing of their products. Those who do use scrap materials get no credit for removing materials from the waste stream, conserving natural resources and generally creating less pollution. Policies on mining and lumbering on federal lands work against the announced national policy of resource recovery.

Capital gains treatment for timber, recapture of mineral exploration and development costs depletion allowances . . . all of these favor raw materials.

Higher rates for scrap material — by limited markets — unbelievable delivery dates — all of these penalize recycling.

Specifications which require "all new materials," and consumer preferences for new materials also hurt recycling.

In Hawaii, recycling is difficult because of transportation costs and quantities of waste that are too small to support a manufacturing process. Recycling is thought to be more expensive than present solid waste disposal. However, prices of scrap materials have risen so dramatically in the past year that dealers have not been able to supply both foreign and domestic markets.

According to *The States' Roles in Solid Waste Management*, the report of a task force created by the Council of State Governments, many local governments underestimate the cost of solid

waste services by not including such items as the following:

1—Administrative office and equipment costs when located with or used by other government units.

2—Operations equipment, facilities or labor costs when used partially by other governmental units.

3—Administrative and managerial labor costs when a single manager functions in more than one capacity or for more than one department.

4—Property taxes lost when public land is used for a municipal function.

5—Allocation of tax or service fee collection costs related to that portion of the budget taken up by the collection and disposal operations.

6—Allocation of personnel and property insurance costs.

7—Cost of utilities if some are municipally provided.

8—Cost of facility and equipment depreciation.

9—Cost of facility and equipment repairs, primarily the costs of major renovations or overhauls.

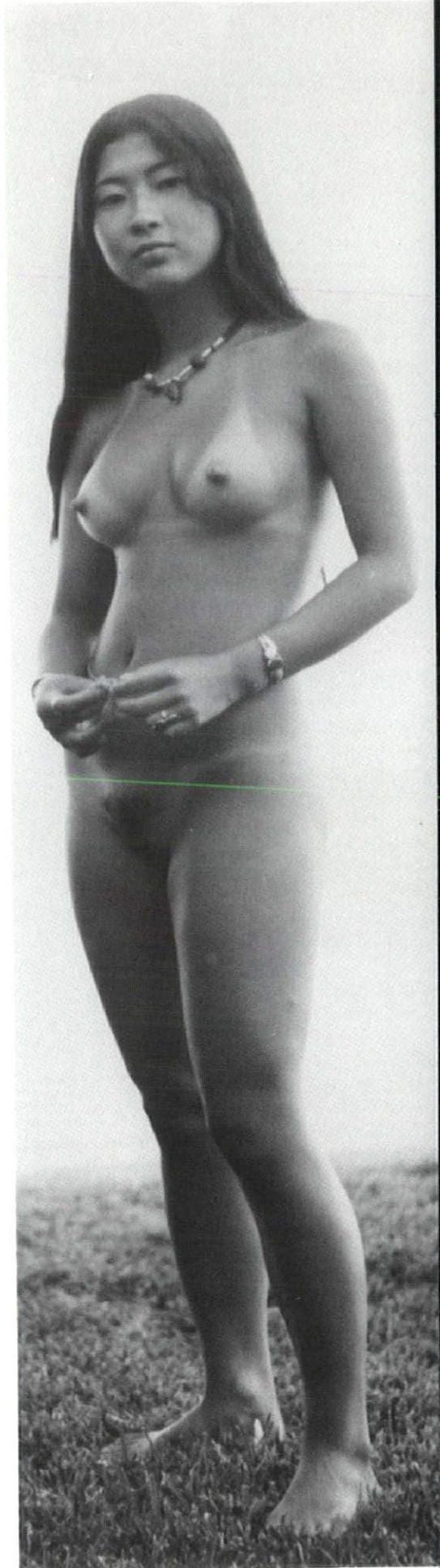
10—Financing costs, especially interest and other financing service charges.

There are many forces today demanding reassessment of taxation and land use policies to reflect new environmental and social considerations. In 1972 the Environmental Protection Agency did not dare recommend to the President that tax benefits be taken away from big natural resource-using industries in order to stimulate recycling. They chose to recommend tax benefits for recycling industries as more politically feasible — but no action was taken.

Prices of scrap materials have risen dramatically in the past year. Perhaps tax incentives are not so important now. Perhaps the current energy crisis will give the nation the courage to change

Continued on page 13

THE MIND OF JERRY HAUSER



tax policies now that we know shortages cause serious disruptions. In one way or another, in order to assure that wastes will be routed into the production stream, these materials need priority treatment.

On the national level, the Interstate Commerce Commission and the Federal Maritime Commission must have policies reflecting such priorities.

The Hawaii Public Utilities Commission should be aware of its role affecting materials flow.

The State of Hawaii could stimulate recycling, especially for the Neighbor Islands, by eliminating State Wharfage Charges on shipments of scrap materials. The Recycling Plan states that the Dept. of Transportation estimates the State would only lose about \$12,000 per year by dropping this charge.

First, there could be a formal declaration of State policy favoring conservation and reuse of resources.

To implement such a policy, *The Hawaii State Plan for Solid Waste Recycling* made these recommendations:

1—State land should be set aside somewhere near downtown Honolulu as a centralized "Recycling Park", the land to be leased out to industry for recycling purposes only, and its use to be controlled so as to be compatible with its surroundings. This would be an incentive for recycling industries to cluster together so as to promote centralized segregation. Location of recycling industries near the major sources of waste and port facilities would reduce the transportation costs.

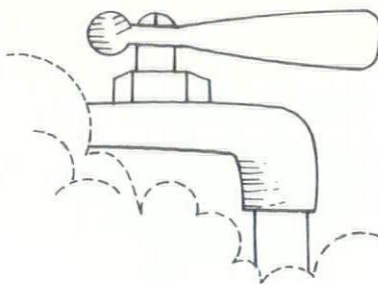
2—The counties should consider announcing a subsidy, to be funded out of County operating funds, to all new recycling industries for at least the first year of their operation — and that would reflect the cost to the counties to otherwise dispose of their wastes.

3—The counties should implement user charges to finance their solid waste collection and disposal systems. This would help finance the capital and operating costs of improved solid waste handling, and would also be a disincentive for household wastefulness.

4—Local industry should form task forces to study feasibility of recycling specific materials. For example, automobile tire dealers might study waste rubber recycling.

5—The State should maintain a continuing program of recycling research and promotion, including the constant

Continued on page 14



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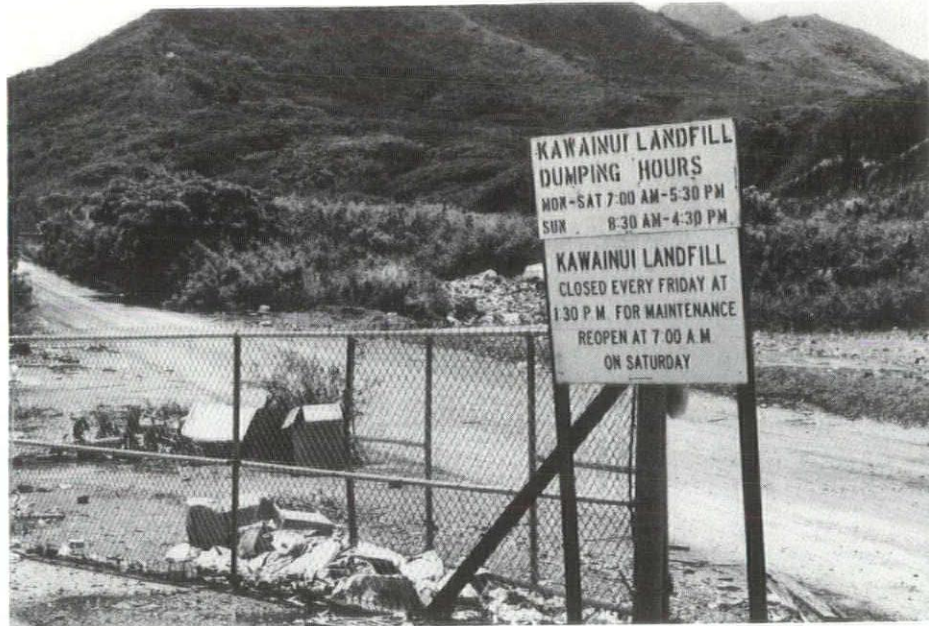
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## Garbage from page 13

updating of the State's solid waste inventory and an improved dialogue with industry.

6—The State should consider a tax credit to industry for the construction of pilot plants demonstrating new and experimental processes for recycling, as certified by the Department of Health.

In the year since the Hawaii State Plan was published, there has been no visible action of any of these proposals.

The counties could each declare a policy to work toward resource recovery. They could encourage private industry to devise ways to use materials from the waste stream in place of imported materials. They could provide land for temporary storage of materials for which there is a market — such as newspapers and scrap metals. They could offer containers for voluntary

separation at disposal sites used by the public. They could provide seed money to experiment with new ventures as conditions change.

Most importantly, the counties **must** honor the public trust and operate landfills in a perfectly safe and sanitary manner so that future use of the land is not compromised.

Other states are looking to new structures to accomplish resource recovery.

Connecticut has a solid waste management plan which is a pioneering effort to apply the technical, managerial and financial skills of private business to the problem. Goals of the plan are: maximum resource recovery and minimum environmental impact, maximum benefits at least user cost — using private industry wherever possible, and social and political feasibility.

To implement the plan, Connecticut has established a Resource Recovery

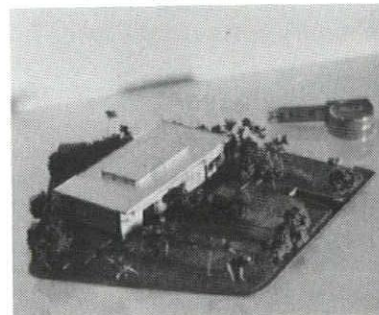
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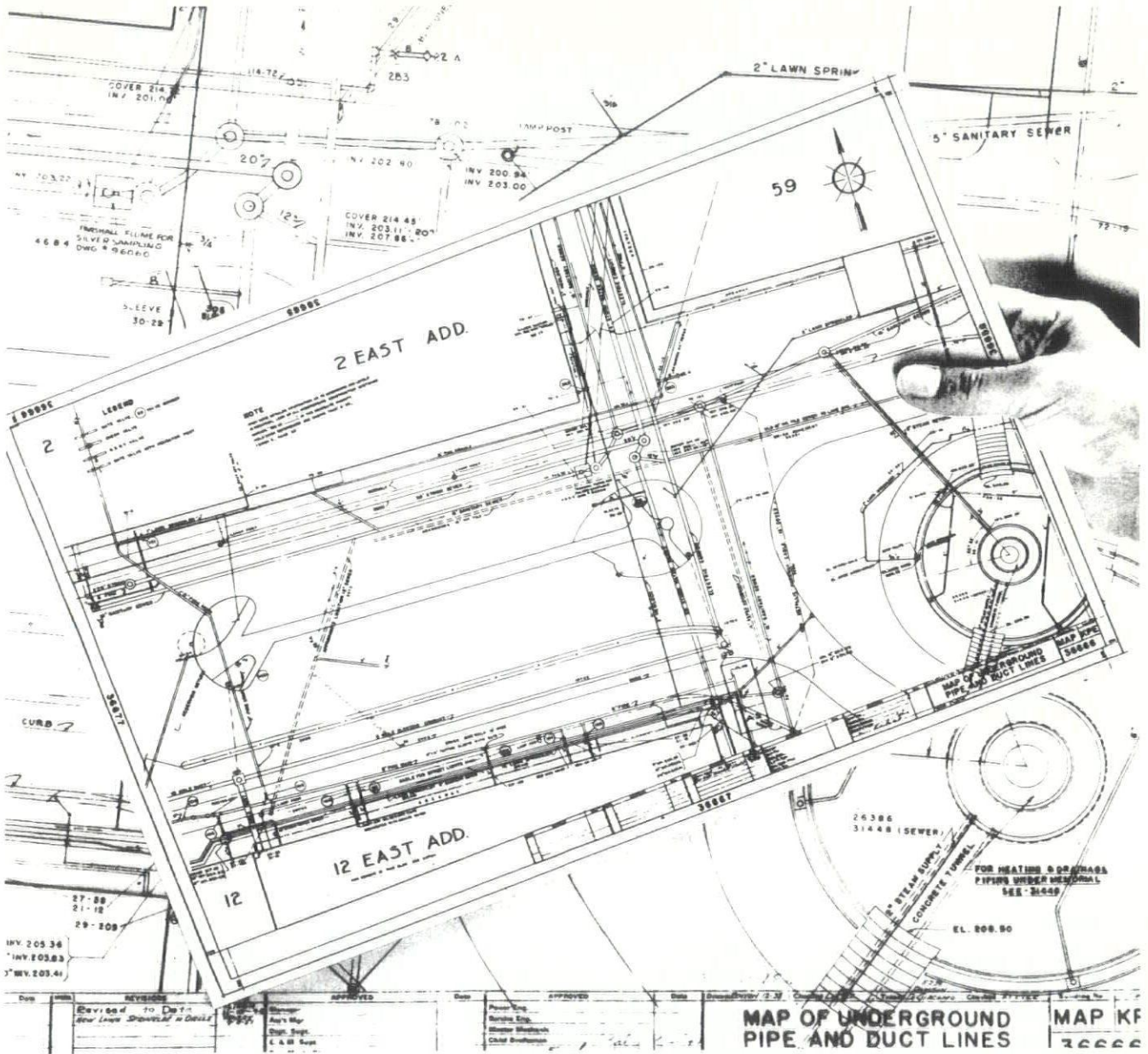
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# A Mural for the Airport

Murals cannot exist without architecture and architecture should not exist without murals. A mural can reflect a building's statement or it can give a new meaning to an old space.

Subtle, small, bold, or large, according to the situation, and anywhere from a bathroom in a small house to an outside wall of an office building, every building should have its own distinct mural which is an integral part of that building's personality.

Murals have been around since the beginning of man in the form of cave paintings. Throughout history, murals have surfaced on and off in different countries as the most prominent art form. Italian frescoes conveyed a religious message as did Byzantine mosaics. Russian and Mexican murals were used for political means. Only recently in the U.S. have murals become more popular. I feel they will continue to grow until they are part of our

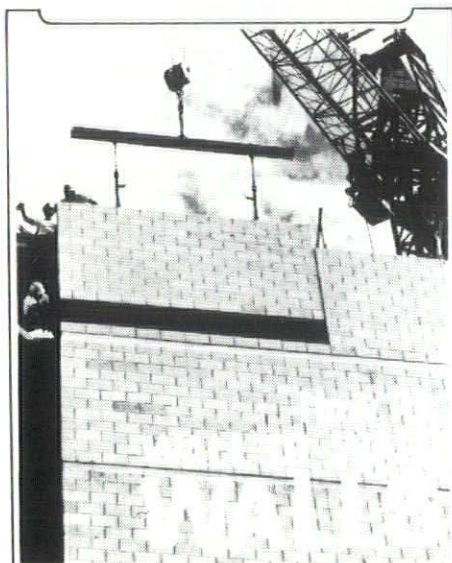
culture rather than the exception.

Muralists and architects both start out with predetermined limitations, as opposed to painters who create their own. I find the limitations more exciting. The Airport mural presented a particularly interesting set of "givens" — an obnoxious surface of uneven concrete ridges, an oddly proportioned wall where the mural was to be (12 feet by 112 feet) with five pilasters within the wall.

The space around the mural was great. It had natural lighting, a long 30-foot-wide corridor in front of it, and the wall was defined by a door on either end.

These elements together with the natural movement and excitement of an airport plus my positive reaction to the design of the building itself, were incorporated into the mural.

Kathe GregorySilvera



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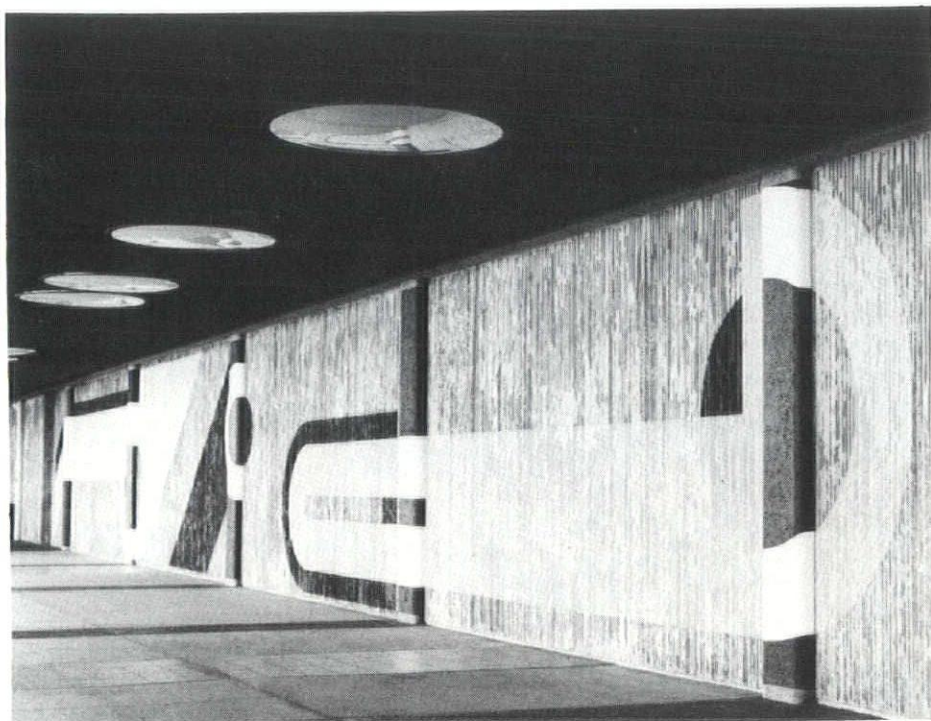
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# Book Review Kamehameha County

reviewed by CAROL SHRADEL

A book by Hal Glatzer. Published by Friendly World Enterprises, Box 361 Pepeekeo, Hawaii 96783.

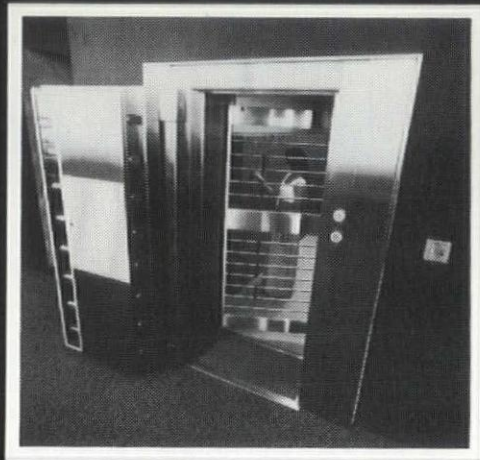
We met Glatzer at a dinner party in Honolulu in 1973. He is a tall, slight, good-looking rogue who can play a guitar or spin an Island yarn as well as any man alive. In *Kamehameha County* the yarn is a mystery set in the future of West Hawaii. (The long Kona Coast to you, Son.) Each of the land deals of today is depicted as fully developed in this story of the Big Isle in 1979. The cast is all in place, the Japanese in their expansive holdings and the haoles in their rent-a-cars, as the curtain rises on the death of a Newsmen.

Glatzer is himself a Big Island newsman and one has only to read a few pages of this first novel to realize how very cunning is his mind. The shape, style, and production of *Kamehameha County* are all totally original. The wit and apparent eye for detail is a treat for all of us who have turned our jaundiced eyes hopefully over our morning black and white napkins.

Now that the King is in hiding and America is once more turning her sights on economic survival perhaps the world Glatzer depicts will be averted, but as one who has recently lived on the Big Island I can assure you that Kamehameha County is a signpost accurately pointing the direction of the developed future of our largest Island. The book has it all: real estate deals, sex, drama, tourism, violence, satire, humor, and understanding of that most difficult relationship between the residents of Hawaii today and the residents of the expanded Hawaii of tomorrow.

Conclusively Glatzer proves, once and for all, that it takes more than a white belt and white shoes to identify the pure at heart. Buy the book for \$2.95 — it is a must for every office which intends to do work on the Big Island.

## Inside deals our SPECIALITY



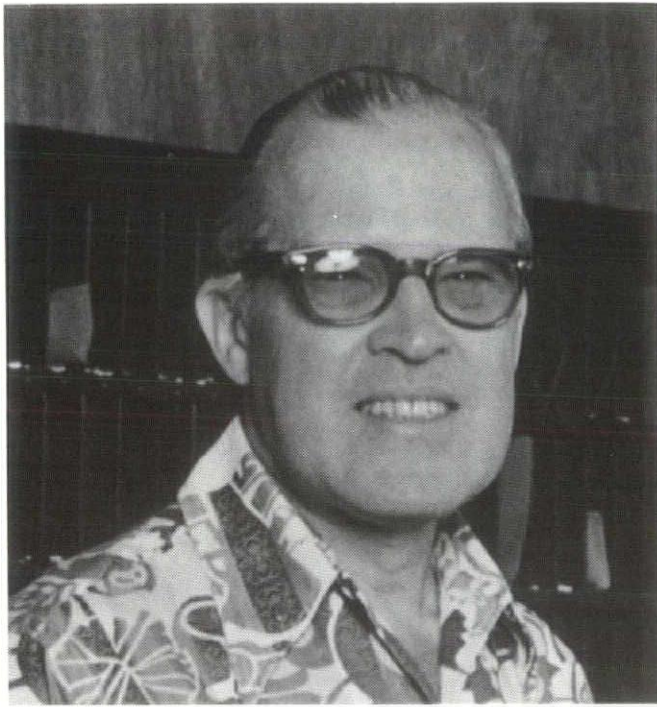
Inside offices... banks... hotels... restaurants... schools... and factories, from Pago Pago to Honolulu, the name to remember from initial design to the final details of installation is sen company. Now with a new symbol, reflecting the contemporary metals, —the colors— and the warm wood tones that keynote fine commercial furnishings and design.



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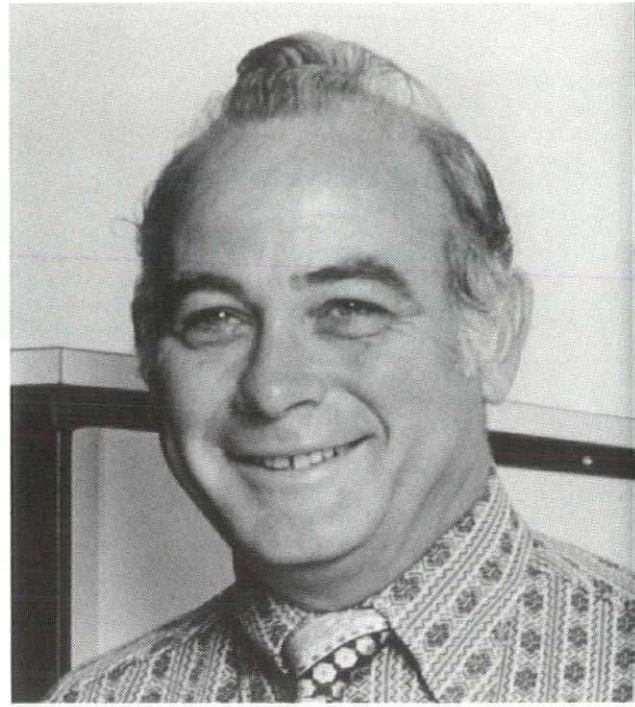
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“I looked into other companies, but I really get service from the phone company. And that’s the key — great service.”

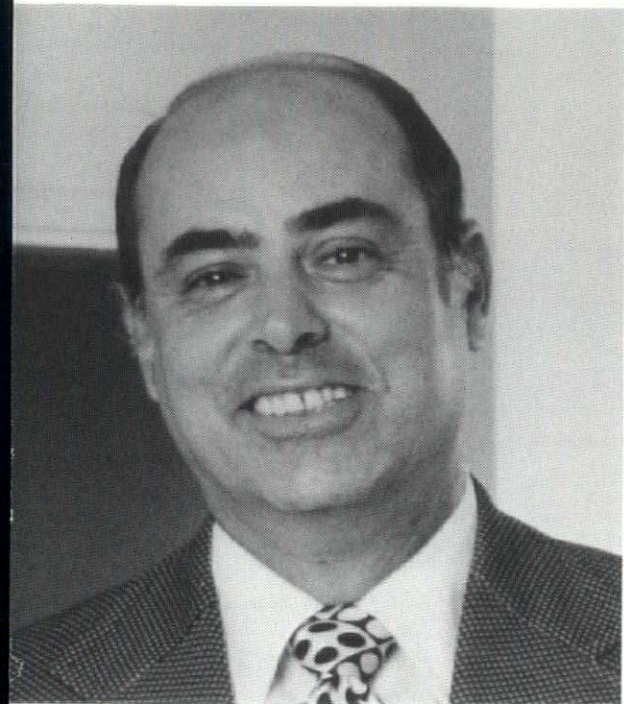
ROBERT H. BUTTERFIELD, *Vice President & General Manager, Mauna Kea Beach Hotel, Kamuela, Hawaii*



“The other company never did get things working right, so I returned to the phone company. They put me back in business over one weekend.”

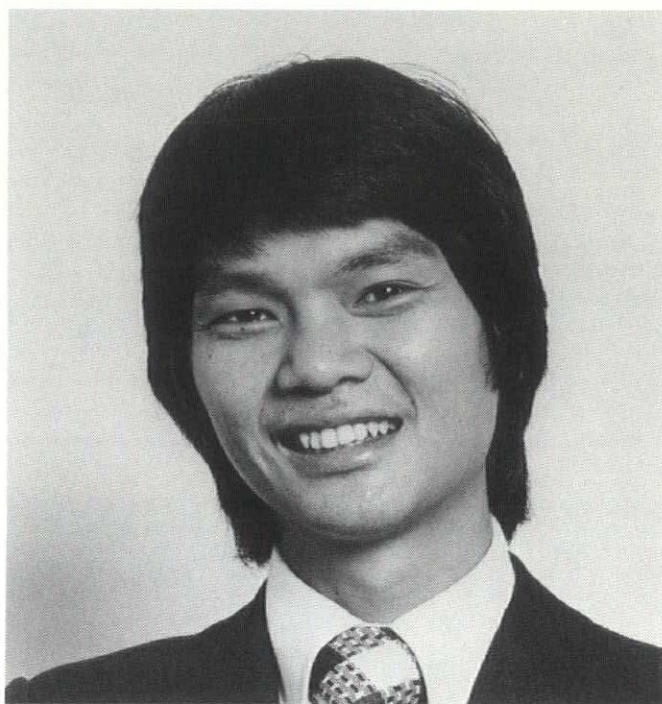
DON MOORE, *President, Telecheck Hawaii, Honolulu*

# We keep y



weighed the pros and cons, and I decided to stay with the phone company. They have the resources and expertise. And their price was competitive."

*RICHARD DAVI, Executive Director  
Kapiolani Hospital, Honolulu, Hawaii*



"The other company's proposal was about \$40 a month less, but we knew the phone company could provide better service."

*COLIN R. LEONG, Store Manager  
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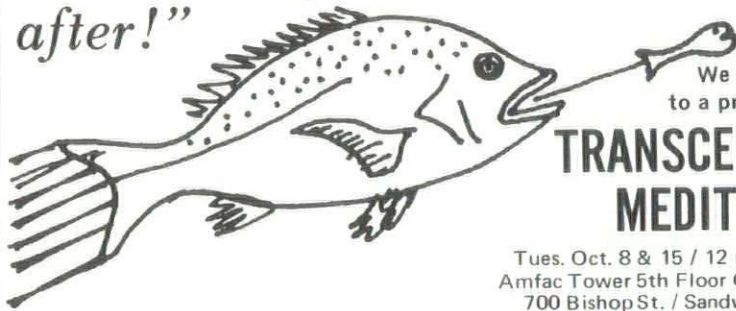
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## Garbage

from page 14

Authority charged with providing disposal services to municipalities; marketing recovered products; condemning land under certain circumstances; and contracting with municipalities to receive and process their waste.

The Authority has no regulatory powers and, like a business, must be basically self-sufficient — with revenues from user fees and sales of materials covering all expenses, including debt service — although the State does assume the ultimate risk if the Authority's expenses exceed its revenues.

\*\*\*

As the value of materials in the solid waste stream rises, more people will be vying for control of these resources. Government must act:

- To protect the land and life support system.
- To assure provision of an essential sanitation service.
- To assure equitable access to valuable materials.
- To assure the most frugal use of public money.

Government has these responsibilities to the public, but government does not have adequate business expertise to assess rapidly changing markets and technologies.

The business community has better technical and managerial skills, but the profit motive cannot be the controlling factor in matters affecting the health and safety of the people, protection of the environment, conservation of resources, and use of public funds.

Since everybody creates the problem, everyone needs to help with the solution.

1—Waste less.

2—Let your government know you want the problem solved. Garbage has no constituency if everyone takes an "out of sight, out of mind" attitude. Officials won't spend money on solving this problem unless they know you care about it.

3—Visit your local dump. Look at what is thrown away and help figure out ways to reuse it that make sense in your community.

This article was adapted from a publication prepared by the League of Women Voters of Hawaii under training grant No. T900431 from the Office of Solid Waste Management Programs, Environmental Protection Agency to the League of Women Voters Education Fund.—

— February 1974

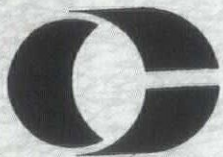
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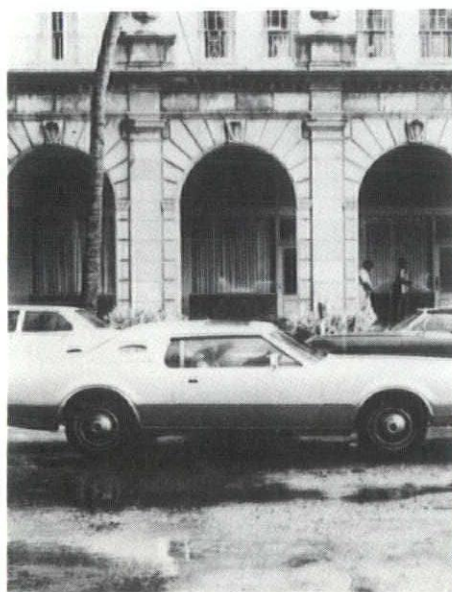
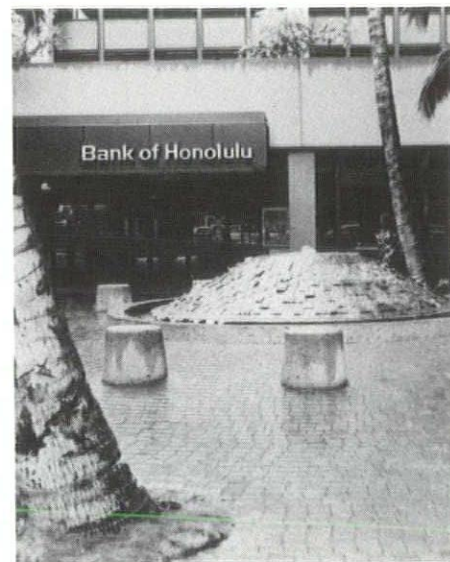
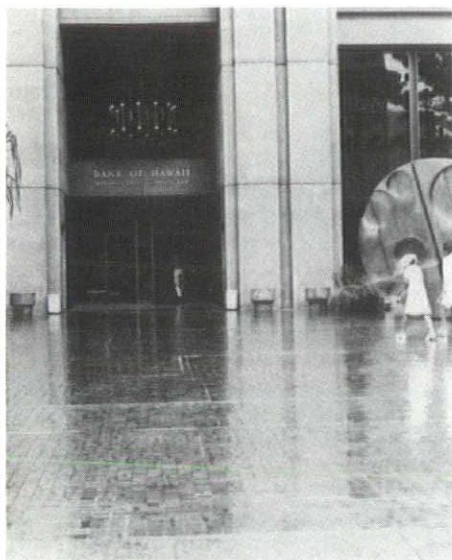
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# The Streets of Honolulu: Downtown at Bishop

First in a series

by ERIC ENGSTROM



The streets of Honolulu seem to have grown up with a basic lack of sympathy for anything but the automobile; judging from the morning and evening rush hours, even the automobile has its problems. One of the purposes of this series is to find out what the conditions are now, what they were, and what they are planned to be in the future.

Bishop Street was, and still is, the major business thoroughfare in downtown Honolulu. Many of us have seen the picture in the Bishop Museum of the street in the Thirties, looking makai, showing the waterfront and a large ship at the Aloha pier. It has been said that large ships looked as though they were right in the middle of downtown.

That effect is no longer possible; our view is now blocked by the overpass to the Aloha tower. Why this particular bit of freeway weight construction had to be put there is somewhat a mystery; perhaps the large number of seaborne travelers needed a taxi and bus access.

The construction of new high-rise structures on Bishop Street has done two things to it. First, the basically low-rise character of buildings has been disturbed; once there were buildings of

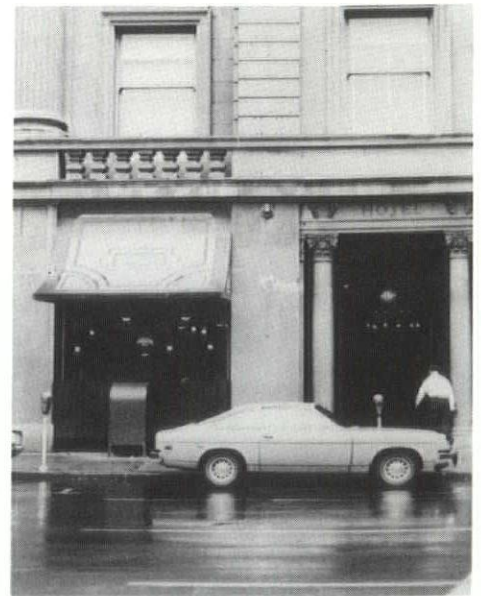
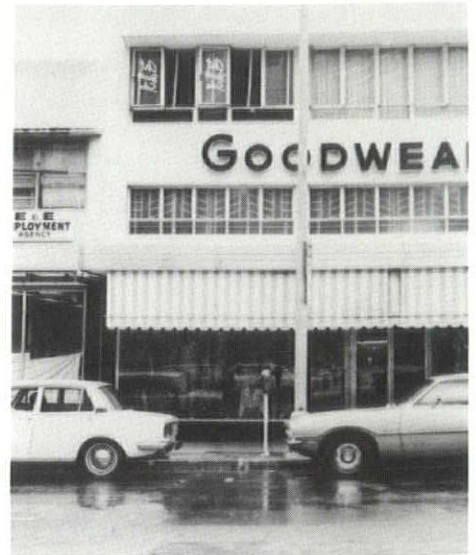
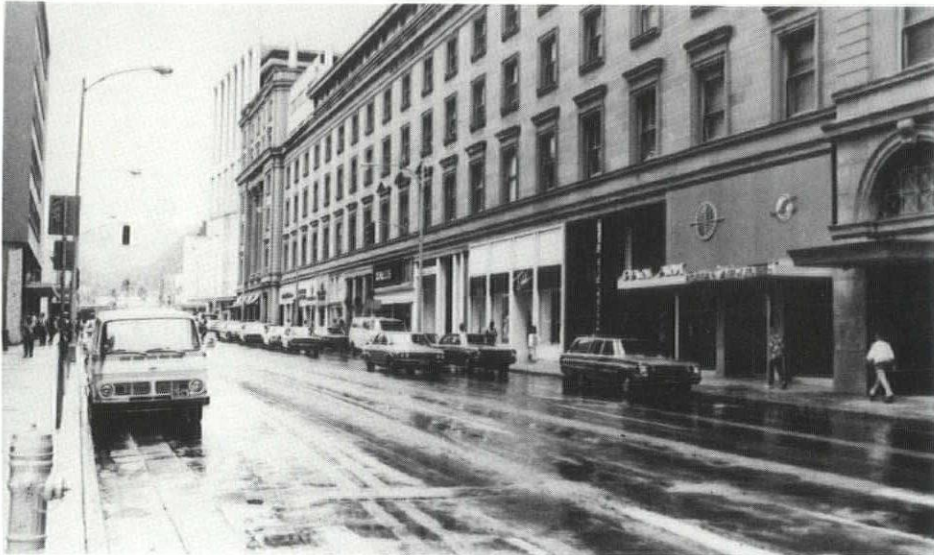
nearly the same scale from the Alexander Young Building to the Dillingham Transportation Building along the Diamond Head side. The Davies Building is gone, and the Alexander Young's days are numbered.

The First Hawaiian Bank Building will probably remain, and the Dillingham Transportation Building will be with us for a long time. On the Ewa side the only link to the past is the Alexander and Baldwin Building, also scheduled for a long future.

The second factor which has altered the look of Bishop Street is the opening up of pedestrian plazas in much of the new high-rise construction. Davies Pacific Center and Financial Plaza both have fountains and amenities; when the Alexander Young finally goes there will be a large plaza on the mauka/Diamond Head corner of King and Bishop.

What does this all mean to the street's users? Downtown Honolulu is growing at a rapid rate as far as available office space. At the mauka end of the street an office building is under construction, and a second tower is proposed for the Pacific Trade Center. Additional office space is being con-





sidered for the parcel behind the Dillingham Transportation Building.

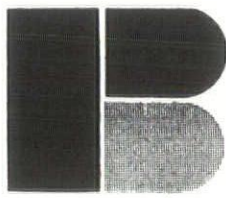
While all these continue the trend toward a more centralized business and financial center, they put an overload factor into the already congested streets in and around the downtown area.

According to the newsletter of the Downtown Improvement Association,

parking in the area is at capacity for monthly parkers with few spaces available to those who must pay daily. Unless new buildings, even those outside parking districts, construct garages with capacity equal to those occupying the office areas there will be further overload. This type of activity, however,

Continued on page 28





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## Landscape

from page 6

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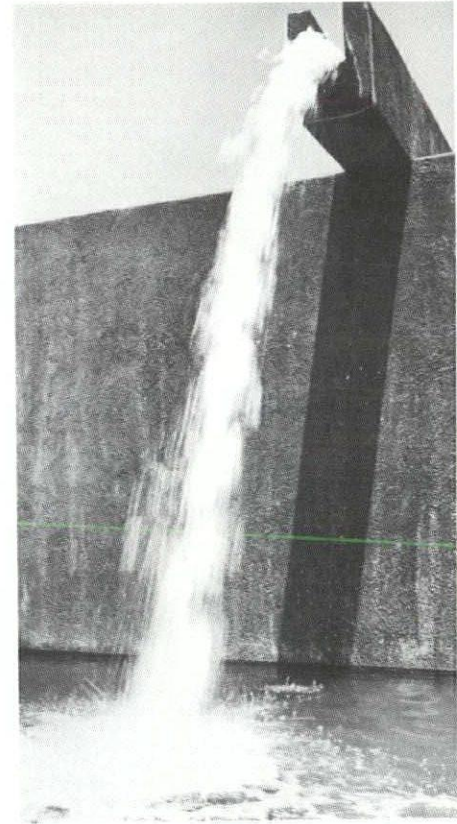


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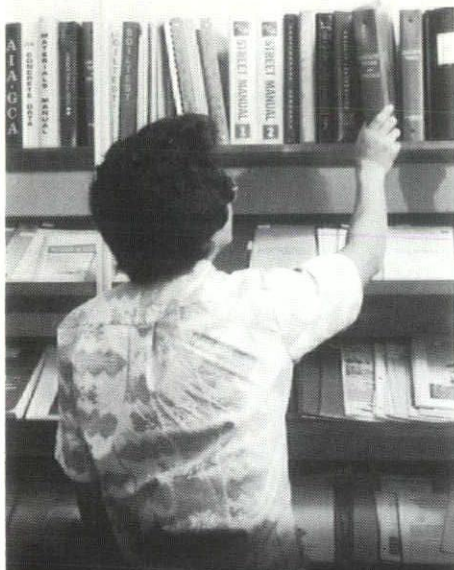
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# AIA Questionnaire Response

by JIM REINHARDT

In June, the executive committee sent a questionnaire to the general membership. The aim was to determine the views of the membership on direction and priorities.

The most significant finding was contained in the number of respondents. Of the 350 questionnaires sent out, 84 were returned, in spite of repeated emphasis through the Memo and through the Architectural Secretaries Association. The significance is hard to miss: 76 per cent of the members of the Hawaii Chapter don't give a damn what the chapter does. Beyond that, of those who did respond, 52 per cent indicated that chapter meetings were not important enough for them to attend.

An overwhelming 90 per cent of the respondents felt that a first priority of the chapter should be to assist architects with office management, contracts and technical matters. High priority was given by 76 per cent to taking an activist stance regarding legislative, environmental and public planning issues.

Mass Transit and Housing were major concerns, with Growth, Population Dispersal and the H-3 not far behind, all around 80 per cent. The R/UDAT program drew 71 per cent support.

AIA seminars and continuing education drew 87 per cent and 77 per cent respectively, while the Community Design Center drew a mere 38 per cent.

Something of a surprise was the low concern — 47 per cent — with campaign finance reforms, though 82 per cent felt it important to work on the selection process of architects for government

work. The need to improve contracts and working conditions with DAGS and DOT was indicated by 67 per cent.

The Man-Hour Data Bank interested only 56 per cent of the respondents, but 84 per cent thought it important to establish new compensation guidelines.

Group insurance programs, a job description and wage survey, an employee benefit scale and a portable employee pension plan all drew indications of support from respondents in the upper 60 per cent range. An employee union drew 27 per cent. An arrangement for sharing draftsmen to balance times of high and low workloads was suggested.

Documents and forms are obtained from the AIA office by 88 per cent. Masterspec is used by 25 per cent. A regional or national convention has been attended by 28 per cent. The downtown location for the office drew 77 per cent support.

A desire for meetings at the AIA office — less expensive than the usual restaurant type — came up frequently. The possibility of lunchtime — brown bag — meetings was also raised.

A series of newspaper articles about architects and architecture was suggested several times, and was related to a general need for improved public relations on the part of architects and the AIA.

In all, the responses reinforce the directions presently established by the executive committee, add emphasis here and there, and give a foundation for the next years EXCOM to build upon.

# AIA Awards: Last Call

Through the Honor Award Program, the Hawaii Chapter, AIA, seeks not only to single out distinguished design, but also to bring public attention to the variety, scope and value of architectural services. The jury has been asked to select the award winners on the basis of the overall architectural quality of the submissions, emphasizing the relevance to human needs and activities, and the architect's ability to contribute through his buildings to the improvement of our man-made environment.

#### Eligibility:

All entries must be works of architecture designed by firms whose principals are registered and practicing professionally in the State of Hawaii, and who are members of the Hawaii Chapter, AIA. The projects may have been erected anywhere in the United States or abroad and must have been completed within the last five years.

An entry may be one building or a related group of buildings forming a single project, including parks and plazas, as well as remodeling and restoration of old buildings. In the case of multi-building and/or urban design projects, the jury shall decide if a sufficient portion of the concept has been constructed to permit its evaluation as architect (as opposed to "paper" design) proposals.

#### Classifications:

The program is open to projects of all classifications. It is not necessary that the entrant designate his entry by category; equal emphasis will be given to all entries.

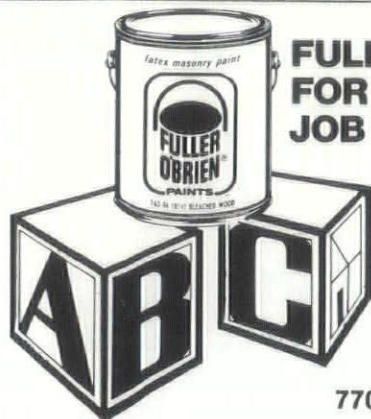
#### Registration/Schedule:

A registration fee of \$30 for each submittal must be paid by the entrant at the time of submittal. Checks or money orders shall be made payable to: Hawaii Chapter, AIA. No entry fees will be refunded for entries which do not materialize.

All entries must be submitted to the Chapter office, 1192 Fort Street Mall, Honolulu, Hawaii 96813, prior to 4 p.m. October 18, 1974, using the official entry form.

Winners will be announced prior to October 28, 1974.

Full details for submittals are available at the AIA office.



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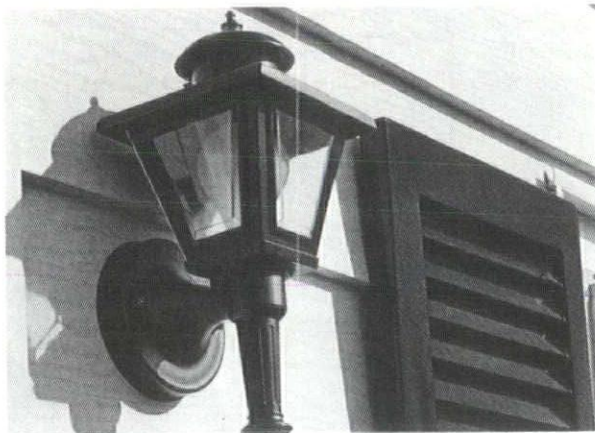
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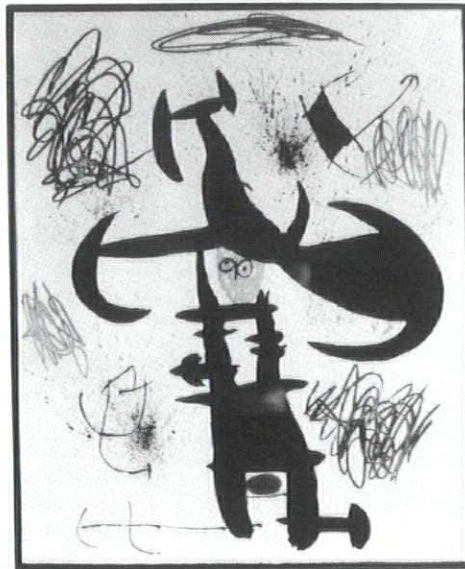
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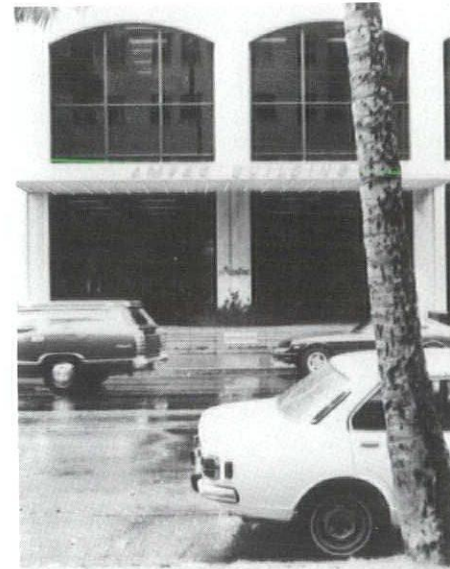
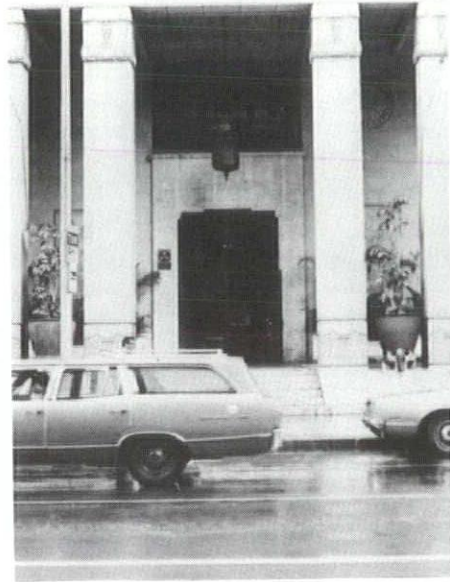
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## Streets

from page 23

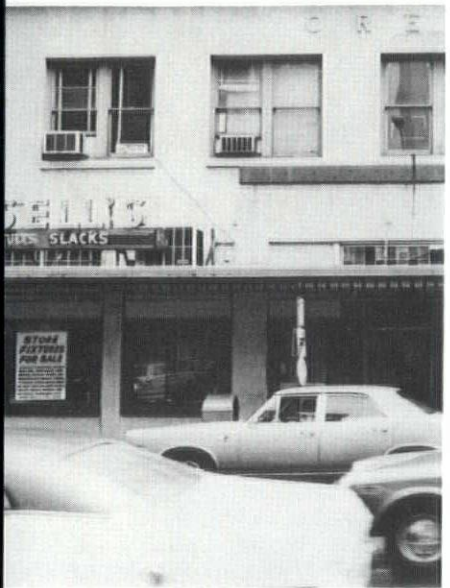


isn't really conducive to a pedestrian orientation. Garages by their very nature can only allow one or two floors of commercial retail space, often bisected by ramps.

The cars themselves are a major problem as well. Bishop Street used to have two-way traffic with parking on both sides of the street. Now it is one way for most of its length with virtually no on-street parking. It has become, in the words of the State Department of Transportation, an "arterial," diffusing traffic to smaller, less used streets.

The street is at capacity during the rush hours and for the pedestrian it becomes a game to try to get across King Street at the corner of Bishop. In

Longs Drugs



fact, walking from the Hawaiian Telephone Building to Amfac Center uses all the energy and sneakiness at one's command like a basic training obstacle course.

Crossing Bishop is a bit easier, especially at the mauka corners. The fact remains, however, that the automobile long ago took over the property rights from pedestrians.

Opening up the mall areas has meant that the pedestrian gets a fairer shake for his walking. Off-street activities have increased pedestrian access to shops in the various indoor and outdoor malls. Amfac Center has become a midget Ala Moana; its real problem is that it turns

Continued on page 30

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To illustrate a severe short time hazard to a roof deck covering, a test was performed a while back simulating the spiked heels women used to wear. Now days woman's shoes are not unlike the WAC issues of WWII. But, to duplicate the "spiked heel" effect a quarter inch diameter steel rod with flat ends was placed on top of the *Hydro-Ban* covering (Polyvinyl chloride with a neoprene rubber laminate with a 0.030 thickness) under which was half inch plywood. Progressive loadings of 100, 300, 500, 750 pounds were applied using a Baldwin Universal Testing Machine. The load in pounds and the corresponding psi are: 100=2,037.49; 300=3,056.23; 500=10,187.45 and 750=15,281.17.

Here are the results: At 100 lbs. a slight indentation in the plywood substrate, the *Hydro-Ban* showed no scuff marks or cut through; at 300 lbs. there was permanent deformity of the plywood but the material showed no scuffing and cut through; at 500 lbs. the rod penetrated into the plywood 3/32" causing permanent deformation. There was no damage to the membrane. And at 750 lbs. which results in a stress level of 15,281.17 psi, the membrane was not penetrated or cut and still would have acted as a water barrier.

So for a membrane-type roofing cover which provides a weather tight seal against rain and moisture and resistance against heat, wind and sunlight in addition to the heavy vehicular or pedestrian traffic, call me and I'll fill you in on the specifications of *Hydro-Ban*.

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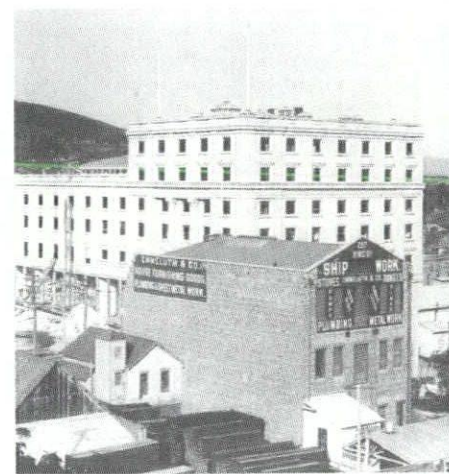
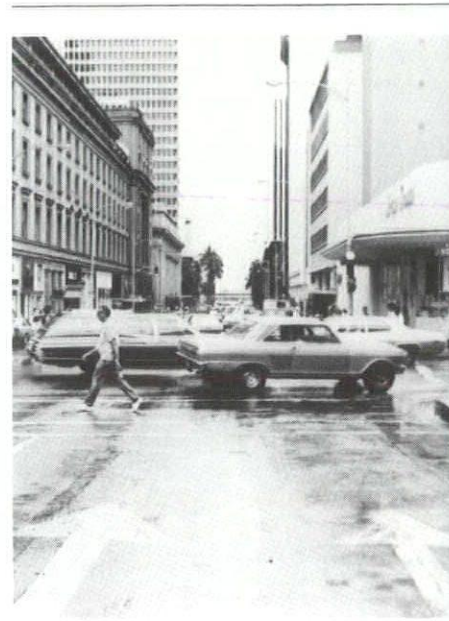
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## Streets

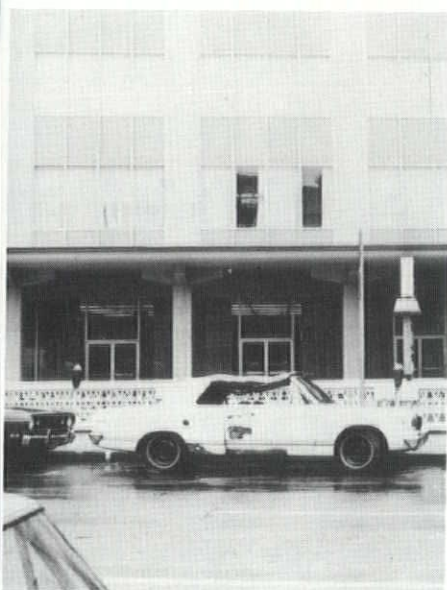
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its back on the street. Both Davies and Pacific Trade use outside and streetfront malls which enhance outside activity, especially at the noon hour.

The planting around new buildings has increased along Bishop Street, but not that much at the street edges. The street itself tends to separate rather than bring together what occurs on its edges. One way to solve this would be to totally ban all on-street parking, and picking up the parking lane as a traffic lane, change the center lane to a planted median.

This has been tried with great success on the mainland, and it tends to have two results. The first is to make the visual street components narrower and therefore minimize the expanse one has to cross by allowing a small resting area. The second is to green up the center of the street which has a tendency to look



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and feel like the middle of the Sahara at high noon. A third less scientific result is that it is just more pleasant.

Even with this relatively simple cosmetic solution, until a better transportation system is developed, we are going to have congestion, narrow sidewalks, hard to cross intersections, and a harsh visual environment. The features of the street that are good are worth emphasizing, the wall of buildings with occasional green pukas is a good start toward a pleasant environment.

But until some planning for transportation is seriously considered, Bishop Street will remain a lot less than a distinguished and fun place where one works, eats, shops, and walks pleasurable. It could be one of urban America's nicest streets.

All it needs is a little love, to paraphrase the Beatles.

# An Architect's Avocation

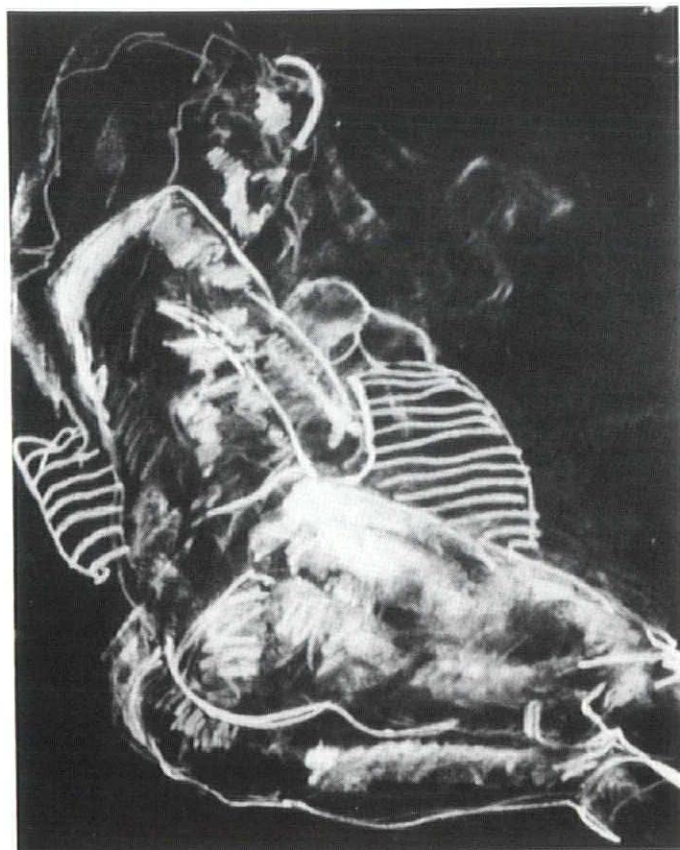
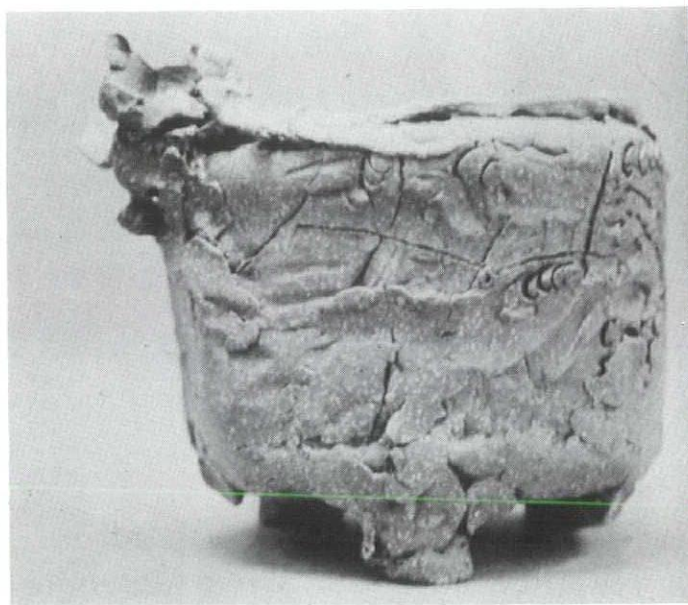
JAY WILSON

This page lower left: pastel, conte and crayon drawing purchased for the collection of the State Foundation on Culture and the Arts.

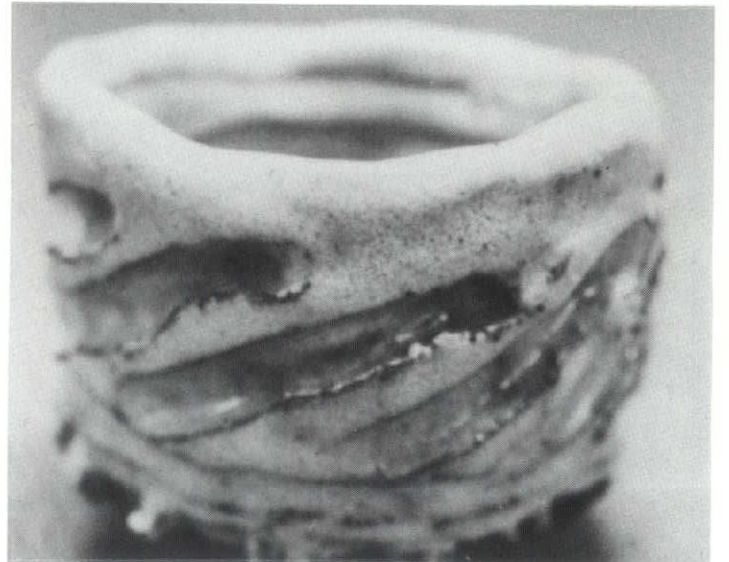
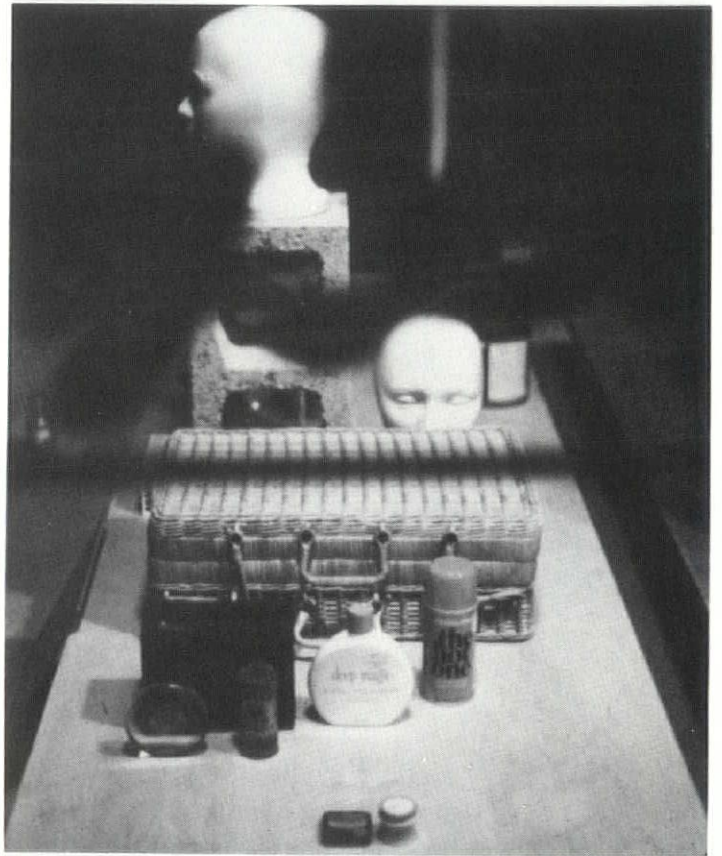
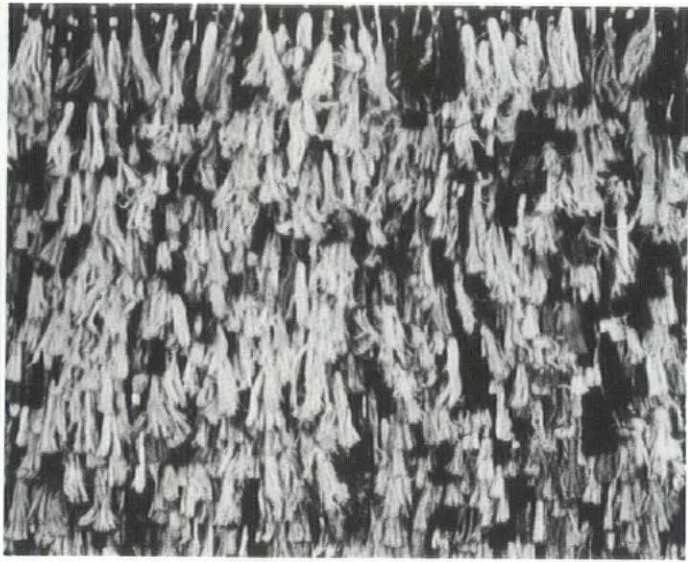
Lower right: Hawaii craftsman '73 entry purchased for the collection of James Mishima.

Opposite page, upper left: 5' x 7'6" tassled rug purchased for the collection of Haines, Jones, Farrell, White, Gima.

Upper right: Detail of display window for King's Discount Drug Store, Auburn, Alabama.







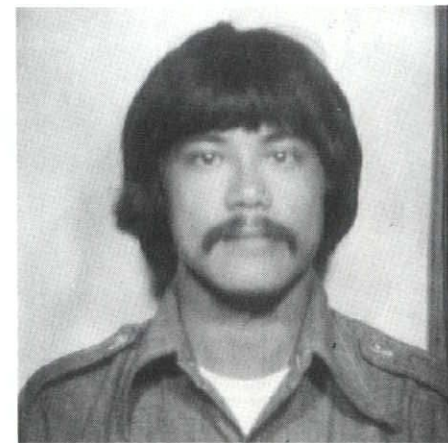
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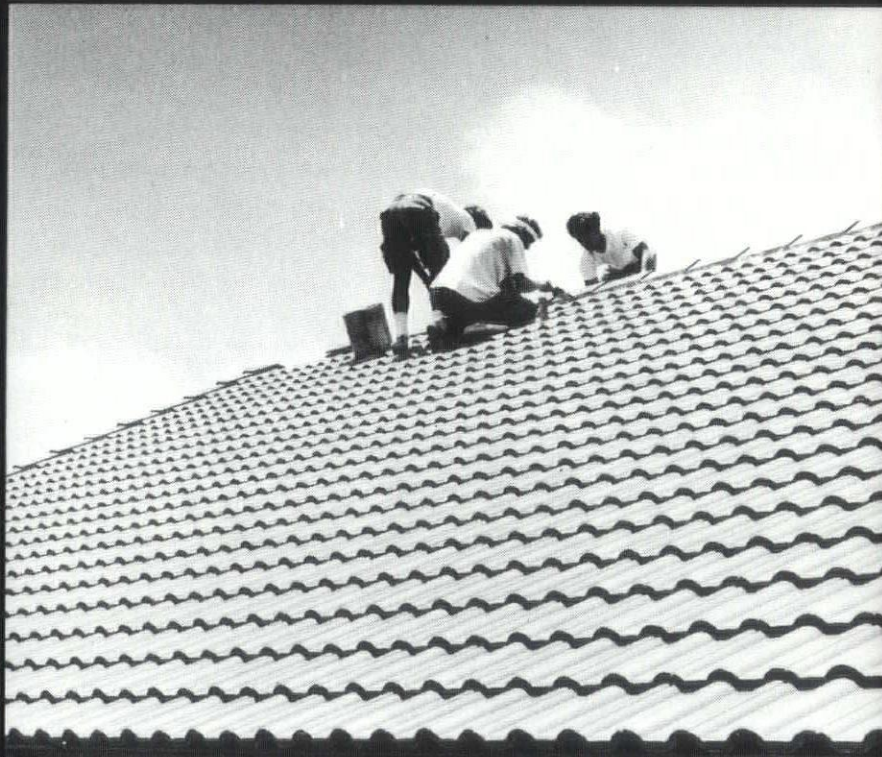
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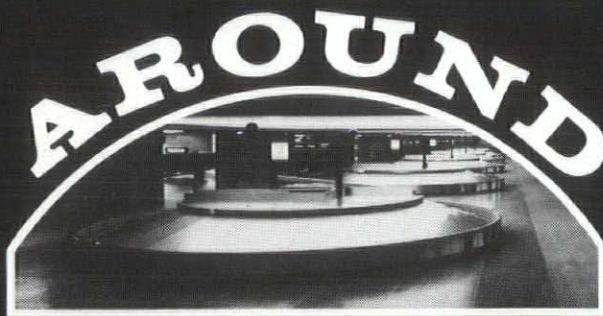
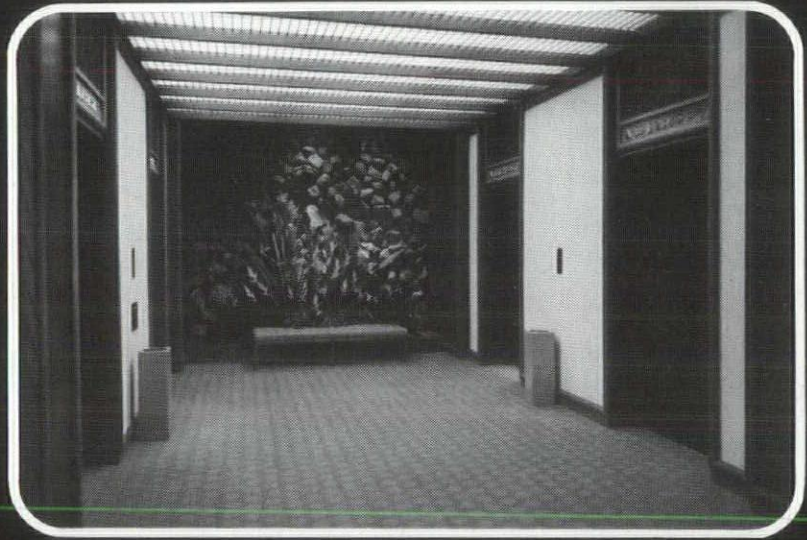
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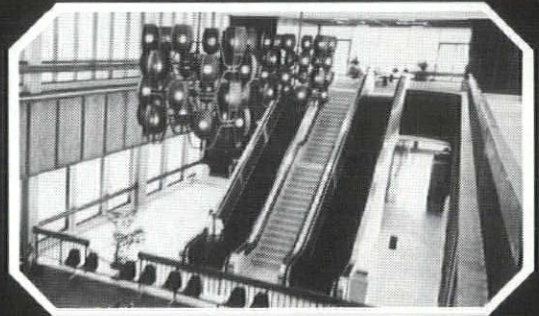
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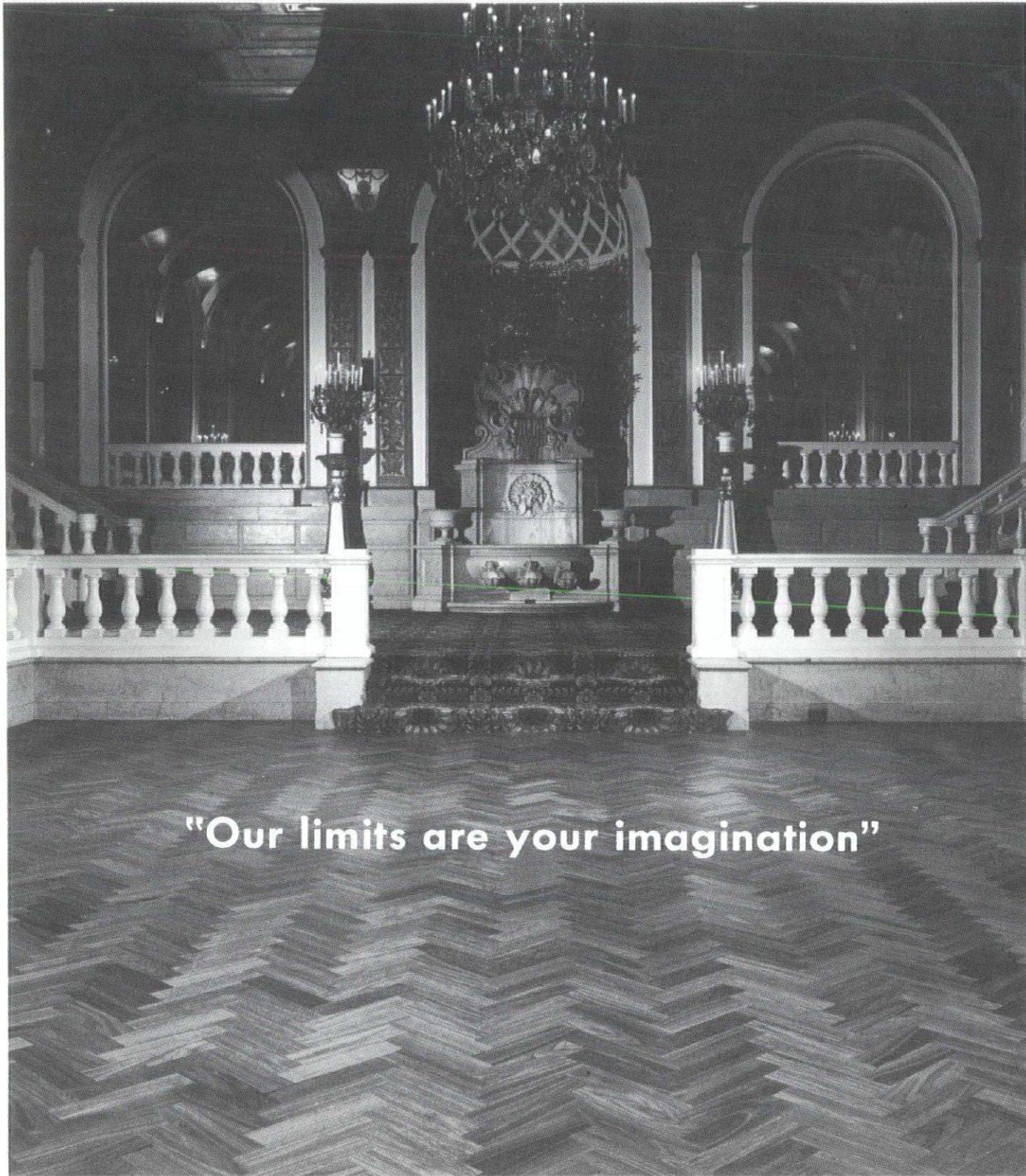
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