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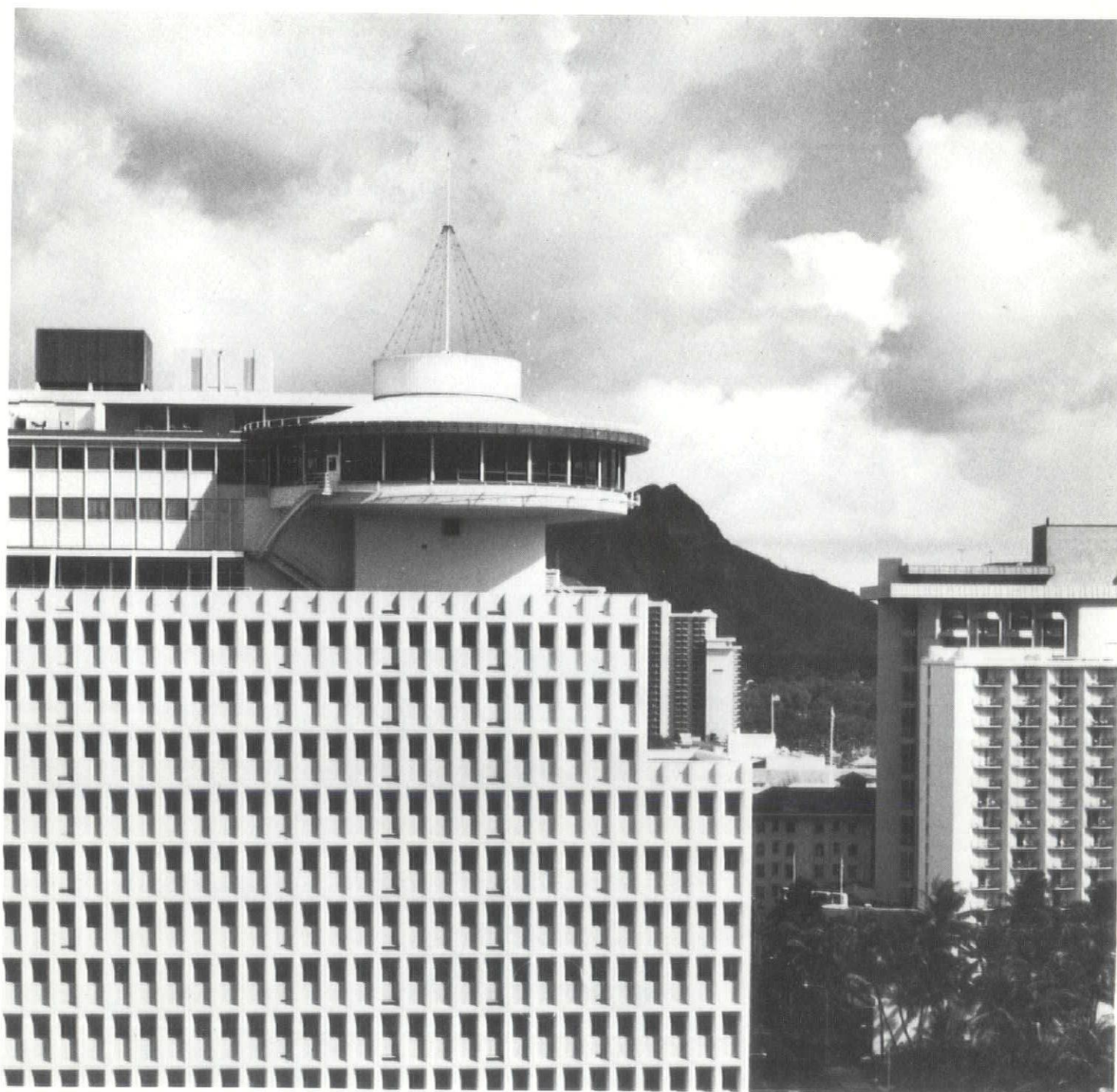
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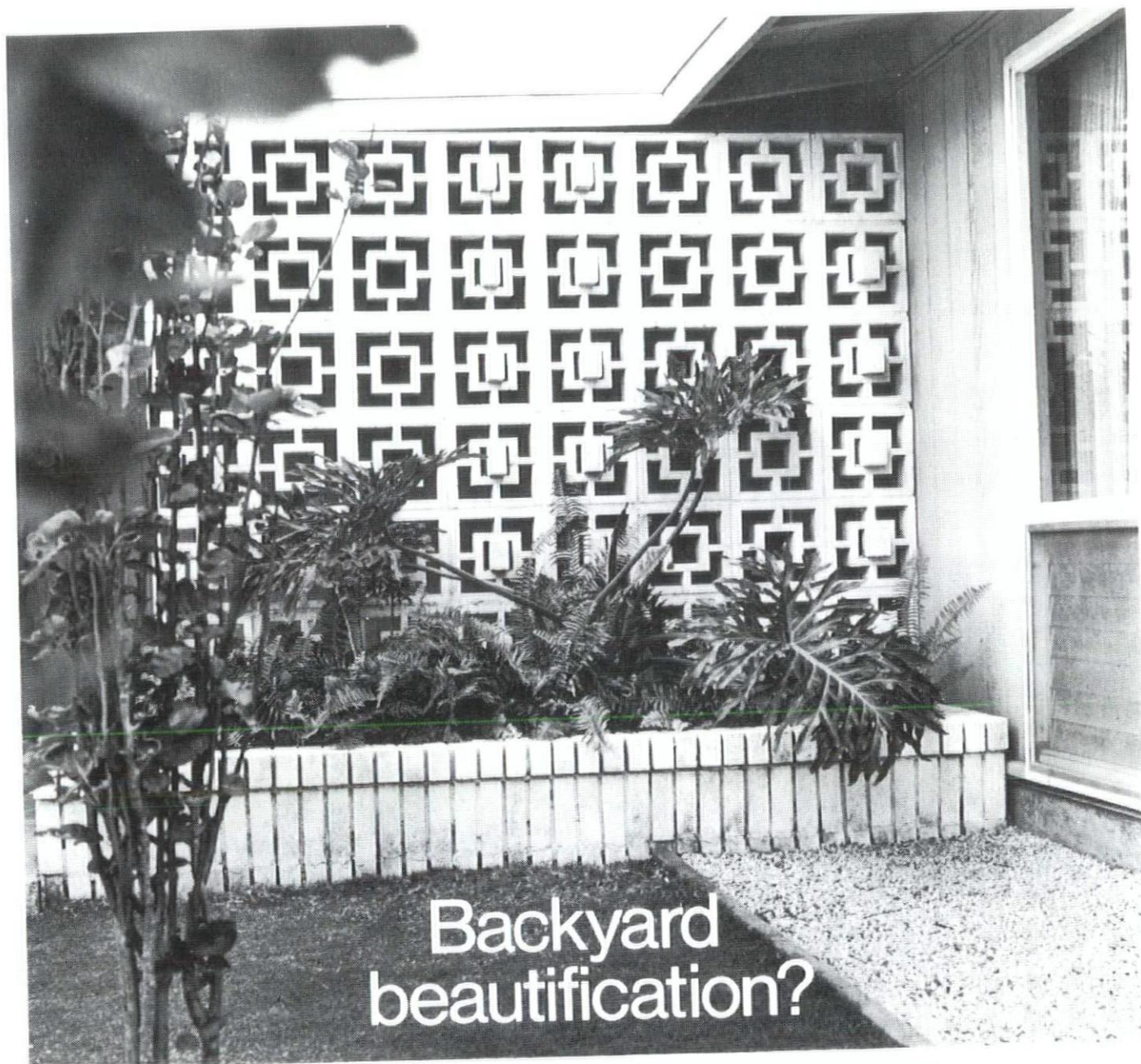
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September Is Aloha United Fund Month

Last year, in support of the Aloha United Fund, 163 of the 711 architects and their employees who make up our "industry," contributed a total of \$8,413.

By comparison, the engineers (who are about equal to architects in number) contributed \$31,280. Doctors, 42 per cent of whom gave, contributed \$39,000. Dentists — 50 per cent gave, for \$12,000. CPAs — 69 per cent. Federal employees — 84 per cent. State employees — 84 per cent. City employees — 92 per cent. 23 per cent of architects (including draftsmen, and secretaries) gave.

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TCEP Recommendations Have Strong Points

Temporary Commission for Environmental Planning has released their recommendations for public discussion before reporting to the legislature on November 1. While Life of the Land's criticism that the recommendations lack teeth has some merit, it would be foolish to write the committee's work off as "just another study." The report has many strong points. The men who make up the committee are those with contact with the problems and the task of dealing with them day to day — and with the authority to do something about them. The assumptions that "... Hawaii's natural environment is finite, limited, and destructible ..." and that we should "... present a har-

mony between man and nature, and that the government should use the tools available to it to ... to preserve, to heighten this harmony" — these are a good place to begin.

What happens now is the real question. George Mason in his August 27th editorial calls for "... a new kind of toughness at the helm — in both government and business." He goes on, "The missing link is cohesive and lasting leadership at the political and economic level."

The task before Hawaii now is to turn the direction of these recommendations into policies that really guide action and into laws that back up the

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On Urban Design: An Introduction to The September Issue

By Rolf Preuss, Urban Design Editor

With this issue Rolf Preuss who has contributed numerous articles in the past, takes on a new responsibility as Urban Design Editor.

The September and November issues of *Hawaii Architect* concentrate on the subject of urban design. Seven articles are presented by individuals who are concerned in one form or another with urban design. The first article is by Edward J. Greaney, deputy director of Planning and Economic Development, describing Act 119, which became law as of July 1, 1973. Act 119, "is believed to be the first state law to require urban design plans on a statewide basis." This Act, Greaney suggests, could have far greater physical impact on our daily lives in years to come than any of the major "reform" proposals in planning and land use controls deliberated by the 1973 State Legislature."

"Now we have no more excuses, we must have urban design plans," states James T. Yamamoto as an appropriate footnote to the foregoing article. Yamamoto's thesis is that "existing tools and policies governing development of the landscape avoids the worst, but fails to raise the level of the common and the pedestrian." He calls for a redefinition of urban design to break away from "its limited physical orientation; and its focus on property lines." "We should enlarge its perspective by recognizing basic people's needs as they relate to spatial and services requirements and uses."

Tom Creighton poses several interesting questions in his article with regard to the urban design element called for by the State Legislature and the development plan called for by the newly adopted City Charter. "First, there is the basic question: What do we mean by urban design?" The underlying programmatic question, according to Creighton,

"is whether urban design is at all possible unless the City (Counties and State) adopts policy for maximum - optimum size and sets goals for itself with some indication that it will abide by them." Will the general plan of the City & County of Honolulu, when it is finally revised, have an urban design element? After talking to a number of people about the responsibilities, Creighton states, "he is not at all sure what it may include!"

Jack Sidener attempts to provide the practitioner with a set of urban design principles which will enable him to deal with the complexities of problems at the urban design scale. To illustrate his principles of urban design, Sidener uses the Manoa Campus as an example of "one major institutional focal point which needs reinforcement." He stresses the need to strengthen the visual image of the campus through design.

In the November issue, Ron Baers, by the same token, attempts to develop a public framework for urban design. He stresses the need for professional planners to interact directly with community organizations, particularly at the neighborhood scale. Here's where citizen participation is mandatory and where the ultimate "user" can be most easily identified. He discusses five essential criteria which must be defined to make public urban design a salable and functional activity, within the context of incremental development, i.e., appropriateness of scale, placemaking, flexibility, connectiveness, and compatibility. The challenge to urban design, Baers states, is not to predict development form, but to develop a

public framework which is responsive to community goals and values.

The next article by Richard Hopper describes the State's effort to develop a quality growth policy for Hawaii through the State Office of Environmental Quality Control. Mr. Hopper discusses the work of the Temporary Commission on Environmental Planning established by the Governor and supported by the legislature to come up with a program for action to deal with the environmental concerns of the community. During over five months of hearings on all Islands, citizen groups voiced generally the same thought - "people see the problem as one in which government must become more involved - a strong sense of frustration was evident in the people's description of the failure of Federal, State, and local government to work together."

The final article by Michael Lee concerns itself with how urban design relates to attempts to meet the housing needs of Hawaii's people. "We must deal not only with the quantity of housing to be provided and other quantitative issues (e.g. sizes and prices of units), but also with the quality of housing and residential living and the impact of housing on neighborhood environments and urban form. "The key question linking these concerns is whether housing needs can be met in ways that are compatible with urban design objectives." Lee raises a number of issues at several levels of planning and urban design which he suggests should be considered by persons in various design and planning fields as well as in the housing and development industries.

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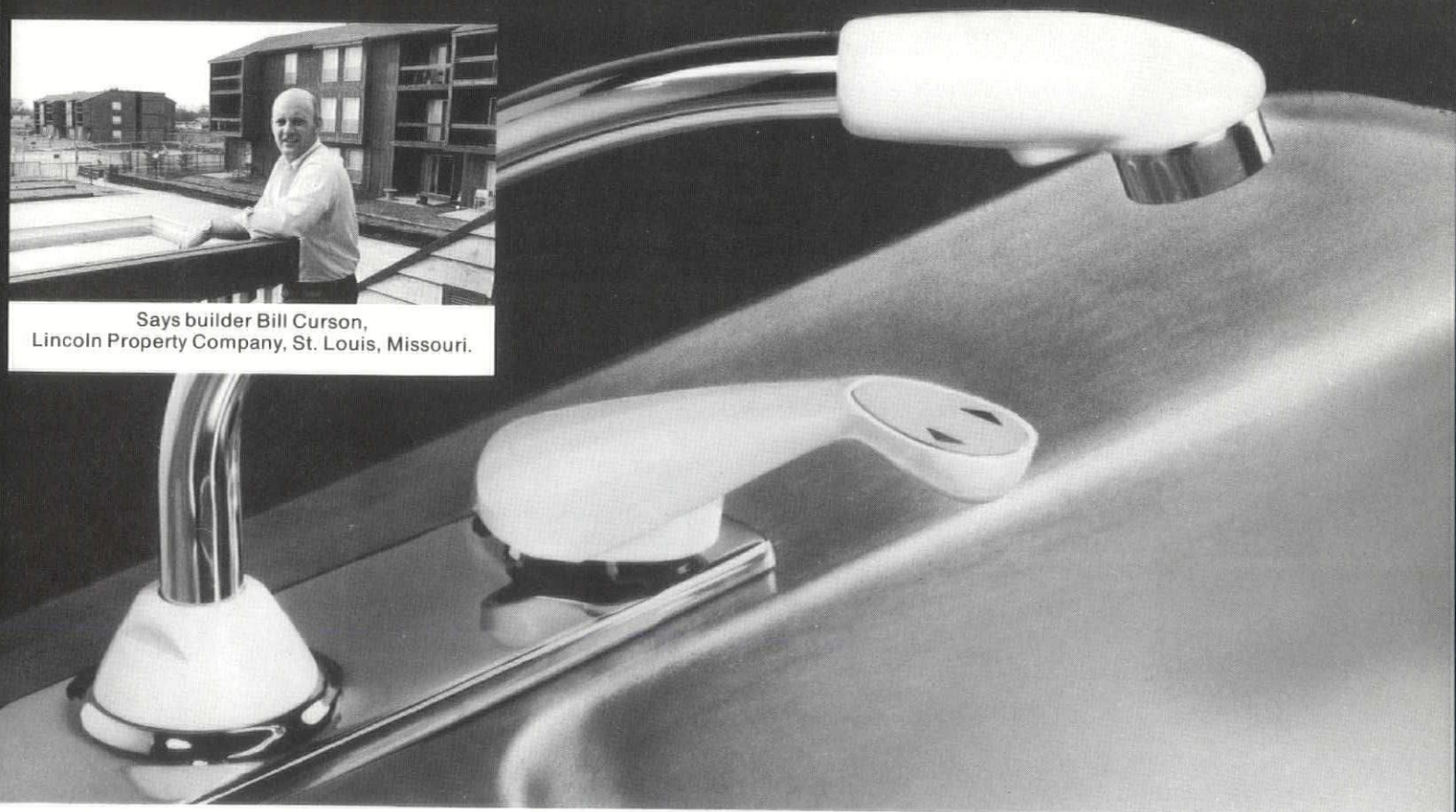
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The Design Plan Law: An Act For Architects

Edward J. Greaney, Jr., the author, is Deputy State Director of Planning and Economic Development. He headed the joint DPED-University of Hawaii task force which prepared "Tourism in Hawaii/The Hawaii Tourism Impact Plan," published last year.

by Edward J. Greaney, Jr.

Major changes in planning and land use controls, deliberated by the 1973 State Legislature, caught public interest this past spring. Comparatively little attention was given to a measure which actually passed and became law, however, and could have far greater physical impact on our daily lives in years to come than the "reform" proposals.

Entitled "Relating to the Development of Urban Design Plans for Each County," Act 119 is believed to be the first State law to require urban design plans on a statewide basis. A State Administration sponsored bill, it experienced relatively smooth sailing in its course through both houses and became law as of July 1 with Governor John A. Burns' signature on May 17.

The Act requires each of the State's four Counties to prepare and observe one or more urban design plans "to facilitate quality design in future development and construction, both public and private."

The new law is a product of the 1972 State of Hawaii Tourism Impact Plan, issued by the Department of Planning and Economic Development, which stresses the importance of the relationship between the architecture of resort development and its larger setting, whether urban or rural.

* Volume One of the two-part Plan

deals with statewide tourism concerns and devotes one of eight chapters, and one of its seven "findings," to the design of resort areas. Three recommendations are made in regard to design standards: (1) design review boards for each county "as technical review committees of public and private construction;" (2) an "adopted" urban design plan for each County as an amendment to its general plan; and (3) zoning ordinances which influence the appearance as well as govern the use of buildings.

The review board recommendation calls for the site plan design review for all construction — subdivisions as well as single hotels or planned development. The zoning ordinance recommendation has specific reference to height limitations in relation to visual and physical requirements of the environment; it calls for a height restriction map based on a landscape and urban design survey. It also urges consideration of such zoning incentives as broadening the density bonus concept but calls for its repeal for properties abutting public open space.

** Authors of the Tourism Impact Plan — inevitably dubbed TIP — envisioned urban design plans as being expressions in law of standards and guidelines regulating resort develop-

ment. One component would be a "development restriction survey" which considers historic sites, the landscape, wilderness areas, the shoreline, significant views, the location of existing towns, and other features of the environment "to be preserved and/or enhanced." As befits the role of State planning to set forth only broad guidelines for County action, the TIP design finding declares "implementation will be concerned with guiding the concentration of development around specified nodes of growth."

When the bill was first introduced expressing this line of thinking, it drew criticism from County planning directors who objected to the provision that the design plans be amendments to County General Plans. As such the plans would be subject to the Dalton ruling, they observed, and design plans should be treated as implementation devices for carrying out policy, not policy statements themselves.

Hence, the implementation section of the bill was amended to read: "Each County shall develop an appropriate method of implementing its design plans. It may program the design plan into a series of actions or projects with assigned priorities that will reflect a systematic method for ultimate design

Continued on Page 8



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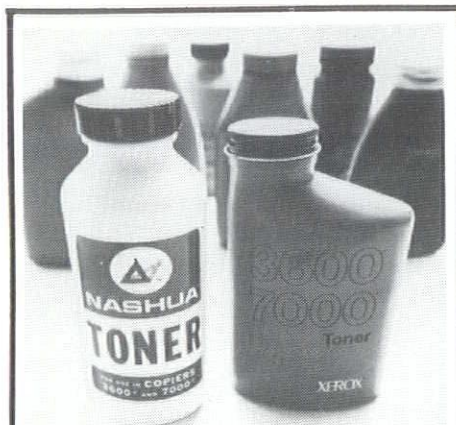


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Greaney from 6

plan accomplishment."

An annual progress report is required to be filed with DPED each September by the counties. Mayors may select whatever County agency they deem best for the assignment and "citizen participation shall be encouraged during... preparation and implementation."

If Counties are now required to have such plans, how are they defined? While no specific definition is offered, the Act says they contain at least five "elements": (1) the land uses permitted by their general plan and zoning; (2) pedestrian and vehicular circulation systems; (3) necessary and desirable public and private community facilities; (4) historic sites, significant natural land and water features, and views and vistas which must be protected and enhanced; and (5) "basic concepts of environmental character, including architectural character."

At this fifth element Act 119 may be breaking new ground in legislating aesthetics. It states these concepts are preserved by six design controls. The first of these, height limitations, "should bear a relationship to the natural land features and views which are to be protected under the plan." Further, "structure heights should not compete with natural land forms nor should buildings interrupt those views which should be available to other property owners or the public at large."

The second control, densities, should "prevent excessive concentrations of people which would alter the intended character and integrity of resort and historical areas." The remaining four controls are coverage ratios, shoreline and other setbacks, building material and color standards for conforming with the "setting" involved, and sign regulation.

There are nine identified "issues" in the TIP design chapter which calls for the legislative proposal. They are: overloading of facilities, Waikiki's density, "urban (resort) sprawl," rural historic sites, visual impact of resort development, architectural preservation, shoreline accessibility and appearance, the lack of mobility of the tourist as this relates to encouraging more visitor activities on the Neighbor Islands, and support and infrastructure concerns.

It should be observed, however, that Act 119 does not require that the design plans shall be for, or restricted to, the resort areas of each county.

It remains to be seen what County initiative will make of the Act. By its very existence, however, the new law has reasserted the importance of the design professions in the "comprehensive planning."

* Volume Two is a regional development plan for West Hawaii.

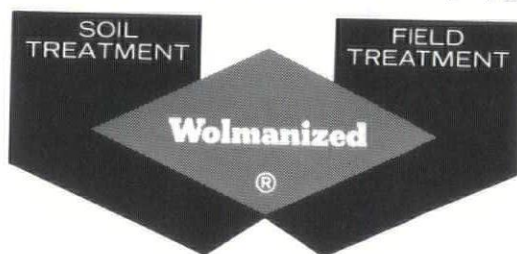
** Authors of the chapter on Urban Design were Carl Mahoney, then with the U.H. School of Architecture, Brian Choy, and Jane Preuss.



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Will Honolulu's General Plan Have an Urban Design Element?

By THOMAS H. CREIGHTON, FAIA

The answer would seem obvious to the question: Will the General Plan of the City & County of Honolulu, when it is finally revised, have an urban design element? The State Legislature, in its last session, passed an Act requiring it. Each County is mandated to include urban design as part of its general planning procedures. Yet questions may remain, because the order will be difficult to carry out and we can't be sure what the end results will be.

The Legislature's action appeared to be a triumph for the individuals and professional and citizen groups who had been insisting for some time that design of the urban environment is as important as the technical, social, and economic elements in its planning. However, the mandate hands back to the protagonists of urban design some problems that they may not have foreseen, and raises questions that the County planning departments and planning commissions may not be ready to answer.

First, there is the basic question: What do we mean by urban design? Prior articles in this series have approached that one. The reply seems easy at first, but anyone who tries to give a really useable, noncontroversial definition faces difficulty. The wide and continuing argument over San Francisco's urban design element in its general master plan gives a slight indication of the hassles that lie ahead.

Even if we could all agree on a description of urban design that the various Planning Directors would be willing to use as a working definition, large decisions would still remain. As a general plan element, in what ways does design relate to the other aspects of the plan: transportation, housing, land uses, and so on? Which comes first? Do you prepare a design (as San Francisco did in its height, bulk, and other guidelines) and then make the other elements fit into it? Or would it be better to let the design grow out of the functional program for living, working, circulation requirements — following after com-

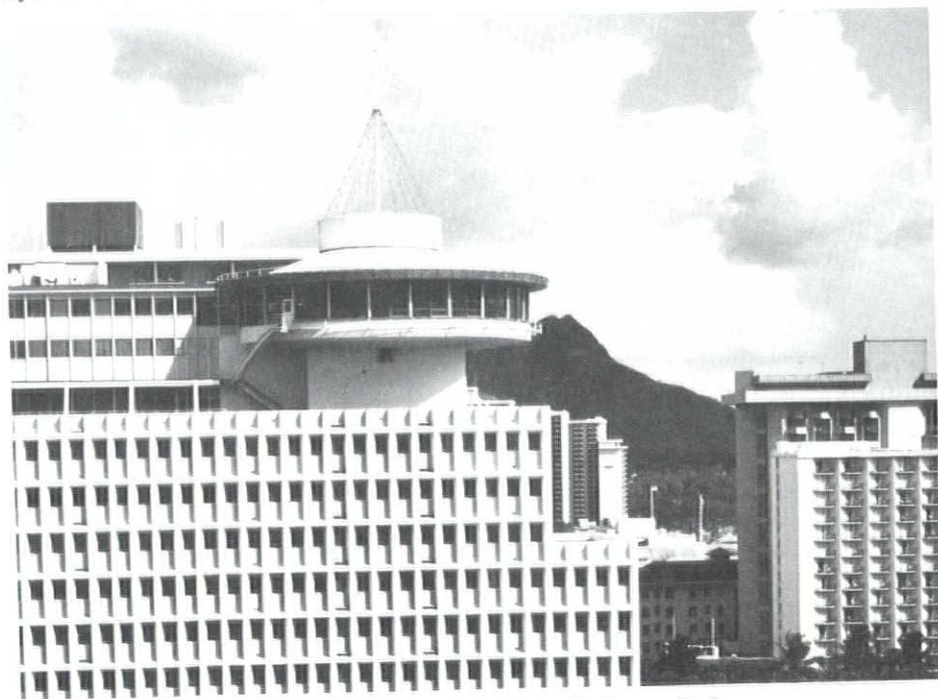
pletion of the housing, commercial, recreational, transportation, and land use elements?

The underlying programmatic question is whether urban design is at all possible, unless the City adopts policy for maximum-optimum size and sets goals for itself with some indication that it will abide by them. Every architect knows that you can't begin designing until you have a program worked out with your client. How many patients is this hospital to care for: chronic, acute, ambulatory? How many units will this residential development provide, with what room count? In the same way, how many people are going to live in this city, at what densities?

SPUR (San Francisco Planning and Urban Renewal Association), an effective citizen planning organization in which many of the local architects are active, has criticized that city's urban design plan for lacking the guidance of such a quantitative program. Setting height and bulk envelopes and plotting open areas are meaningless exercises, says SPUR, "when the city has not

determined its optimum level of development — or congestion." In Hawaii, not only have Honolulu and the other cities no goals for ultimate, optimum sizes, the State itself is still debating growth policies and population limits.

In a sense it's amusing and frustrating that we have to admit to indecision at this late date about design as a part of the planning process. Not too long ago city planning was large-scale architectural and landscape design and not much else. Since L'Enfant's plan for Washington, no one except sanitary engineers had cared much about how American cities would grow — in what forms, with what arrangement of buildings and streets and parks and other necessities and amenities — until the city beautiful movement and the formation of municipal art societies around the turn of the last century. Borrowing their ideas for the design of cities from the garden city concepts of Ebenezer Howard and Sir Patrick Geddes in England, the new big city master plans were grandiose, beautifully landscaped large-scaled site plans by architect-



Could an Urban Design Plan eliminate this?



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landscaper-planners like Daniel Burnham and Frederick Law Olmstead.

City after city followed the lead of Chicago and San Francisco in hiring these civic-art proponents to make handsome designs for the future, many of which remained simply drawings. The First National Conference on City Planning, held in Washington in 1909, was both the high point of the city art planning movement and the first hint of a new comprehensive planning approach. However, the city-beautiful city planners continued active in the burgeoning profession of planning at least until the 1927 Standard City Planning Act, landmark legislation that just preceded the Great Depression.

From that point on, "design" began to take a back seat in city-planning development. When the next significant planning legislation was passed — the Housing Act of 1949, which made submission of general plans a requirement for Federal financial aid — the elements that were called for in general planning were land use, circulation, public utilities, and community facilities. No mention of anything like urban design. And at the next turning point, the Housing Act of 1964, social planning was included specifically for the first time in the definition of a general plan, but still there was no reference to urban design.

City planning, it seems, has moved and is still moving around a circle of interpretations: from physical design, with other elements carelessly considered; through an emphasis on technical analyses; to a concern with social implications of the general plan; and now back to a realization that the whole planning effort must add up to a coordinated design. It's gratifying to realize that through all these developments the American Institute of Architects has held a remarkably consistent position. A national AIA Committee on Urban Design was set up in 1920, and

Institute publications (including Paul Speirigen's definitive book, *The Architect of Cities*) have consistently urged inclusion of urban design considerations in urban planning processes.

History leads us back to the present, and back to the question of whether we really will have an urban design element in Honolulu's new overall plan. Of course we are required to have a new part of the plan with that title. But frankly, after talking to a number of people about the possibilities, I'm not at all sure what it may include, whether it will be just a pro forma exercise, and what policies or City goals it will illustrate.

For example, the Honolulu Planning Director and his staff (renamed and reallocated as the new City Charter requires) will have a difficult problem in resolving the differences between the development plan, called for by the newly adopted Charter and described there in some detail, and an urban design element, called for by the State Legislature. It may be that Robert Way and his planners will conclude that they are very nearly the same thing, that the expanded definition of a development plan which includes architectural and

Continued on Page 12



... and provide parks?

Creighton from 11

scenic considerations as well as detailed land uses almost answers the need for urban design studies. If it should happen that the new development plans turn out this way — a kind of enlargement of the planned development total-design concept — the result could be an interesting approach to urban design.

Such a method of meeting the Legislature's requirement would, in a sense, recall the original understanding of city design-planning: site planning on a very large scale. Is that what the Legislature had in mind? In fact, did the Legislature as a whole have an idea of what it was requiring, beyond some fine sounding words? Put in another way, are there as many mental pictures of an urban design among the members of the Legislature as there are different per-

sonalities?

What about the problem of designing without a fixed program? There seems to be only one possible answer, similar to the technique that all planners of long, long range distances into the future have had to adopt. It is to identify alternate goals, describe them in some detail and attempt to assess their implications, and then block out designs for the most promising and the most likely. Bob Way has tentatively suggested something like this as a way out of the dilemma, although he hasn't had time to analyze all its potentials.

If the Honolulu urban design element comes out as something similar to the San Francisco model, this approach would mean that alternative height and bulk envelopes, for instance, would have

to be made for all of the various parts of the Island, and alternative Island-wide guidelines developed from them. The amount of work involved in such a proceeding is appalling: developing and designing the alternatives, explaining and defending the process at public hearings, carrying the reasoning through the Planning Commission and the City Council. Endless time would be required.

As a matter of fact, time will be an important consideration in what the Planning Director and his advisors decide to do in Honolulu, and I'm sure that it will weigh heavily in the other Counties also. The Honolulu revision program is late, struggling to catch up with time lost through inadequate funding and staffing, and nothing is welcome that delays the program further at this point.

Certainly the mandated job will not be shrugged off; a number of thoughtful staff people are giving the problem careful analysis. But it will be done with a methodology as simple as possible and with some inevitable hedging because of lack of sufficient programmatic background. The result may be disappointing in certain respects to some urban design advocates. I'm not at all sure that we can anticipate consistency among the Counties. There certainly won't be any beautiful 1900-type perspectives of an ideal city; the future is just too fuzzy at this point for such visualizations to have any meaning.

Nevertheless, the return of **design** to urban planning is a development that all of us in the architectural profession should surely applaud. We'll just have to be patient until its proper place among all of the other plan elements has been fully explored. Everyone is feeling his way today among practices and procedures for a systematic, holistic design of the environment, and if the first steps are faltering, maturity will eventually make us more sure-footed. There is no doubt that we are witnessing another important stage in the history of the planning of cities.



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Hawaiian Electric

Urban Design As a Public Discretionary Responsibility

By JAMES T. YAMAMOTO

It is not without some irony that we should be admonished by the State Legislature to develop urban design plans for our several Counties. The compelling nature of this legislative mandate has been lost among those of us who are seeking legislative intent. Since the State enabling legislation governing the responsibilities of planning does not limit the several Counties from adopting and implementing urban design plans, it is interesting to find that its discretionary character has been swept aside. Now we have no excuses; we must have urban design plans. What a relief! We have settled that issue; now, we move on to another.

It is the general thesis of this brief exposition into urban design that existing tools and policies governing development of the landscape avoids the worst but fails to raise the level of the common and the pedestrian. Why? The existing tools remain focused upon the single lot image of land development; we have retained the lot-by-lot property line approach in the design of land uses and development.

We have simply added a more sophisticated treatment of its use through density-intensity ratios, view planes, minimal property standards, minimal site improvement standards, and the flexible planning "unit" development. All of these innovations are property line oriented, the PUD notwithstanding. The concept of property still pervades the design professional's practice — this focus on individual property lines is an obsession in the design process, with attendant effects which should prick our social and aesthetic conscience.

Let me support my thesis by drawing some illustrations on how the existing and predominant application of developmental standards has failed to improve the level of urban design by any reasonable standard of measure. I believe that we need not question the **quality** of our urban landscape relative to its design; it certainly leaves a great deal to be desired architecturally and environmentally speaking.

The two standard tools of urban design are the zoning ordinance and the subdivision ordinance. The former gov-

erns uses, lot size, density, intensity, and minimal on-site improvements; the latter governs the design of land for sales and improvement, requiring minimal off-site improvements. Both of these ordinances have an adverse and exclusionary impact on individuals and families ill-equipped to pay the going rate to improve property in the name of health, safety and welfare.

This exclusionary impact, while inadvertent, raises the cost of improving lands to the lot owner and eventually to the home consumer. The current practice of land planning and improvement fails to recognize this exclusionary impact. If it is in the public interest — that is, the community as well as the home consumer benefit — then it might be well to distribute the cost of these improvements among the community at large. This is a plea for economic equity in the face of rising land improvement costs and prices.

Another impact of these public policy standards is the sustaining influence of the lot line design and development orientation. These policies



Under a Urban Design Plan who would be responsible?



promulgating a dated concept in environmental design controls relate developmental standards on a property lines basis. It is certainly a legalistic approach to design. The relationship of spatial and services needs beyond the property lines are seldom considered in the design process, generally initiated by the property owner or developer. Public policies do not fully inform the entrepreneur of his responsibility beyond the property lines — the parks dedication statute aimed at this responsibility though its compliance has been very spotty indeed — and moreover, the public is not assured that the jurisdiction is looking after his best interests on the impact of the development within the general area within which it is to be located.

Most of the Punchbowl-Makiki example is an appropriate case in point. By any spatial and services standards, this is a net deficient area. The resident of the Punchbowl-Makiki area must compensate for these deficiencies by seeking these services elsewhere at his own expense. Fortunate or unfortunate, the majority of residents of this area have the wherewithal to engage in this kind of discretionary behavior.

Picture if you will what would have been the impact if people with limited means were the residents of this area. Its saving grace is that the residents of the area, at present, have the capacity to seek out their needs elsewhere. The shift from a predominantly single-family area to a high density multifamily area without the accompanying spatial and services needs commensurate with the changing density and population composition serve simply to establish an area of **permanent** transition. Though, there are signs of quelling this movement to alter the area more dramatically — e.g., the maintenance of the single-family units is remarkably high in face of this onslaught of multifamily developments within the area.

The existing concept of urban design has proved wanting. It is, simplistically



Could the Urban Design Plan control property line mentality.

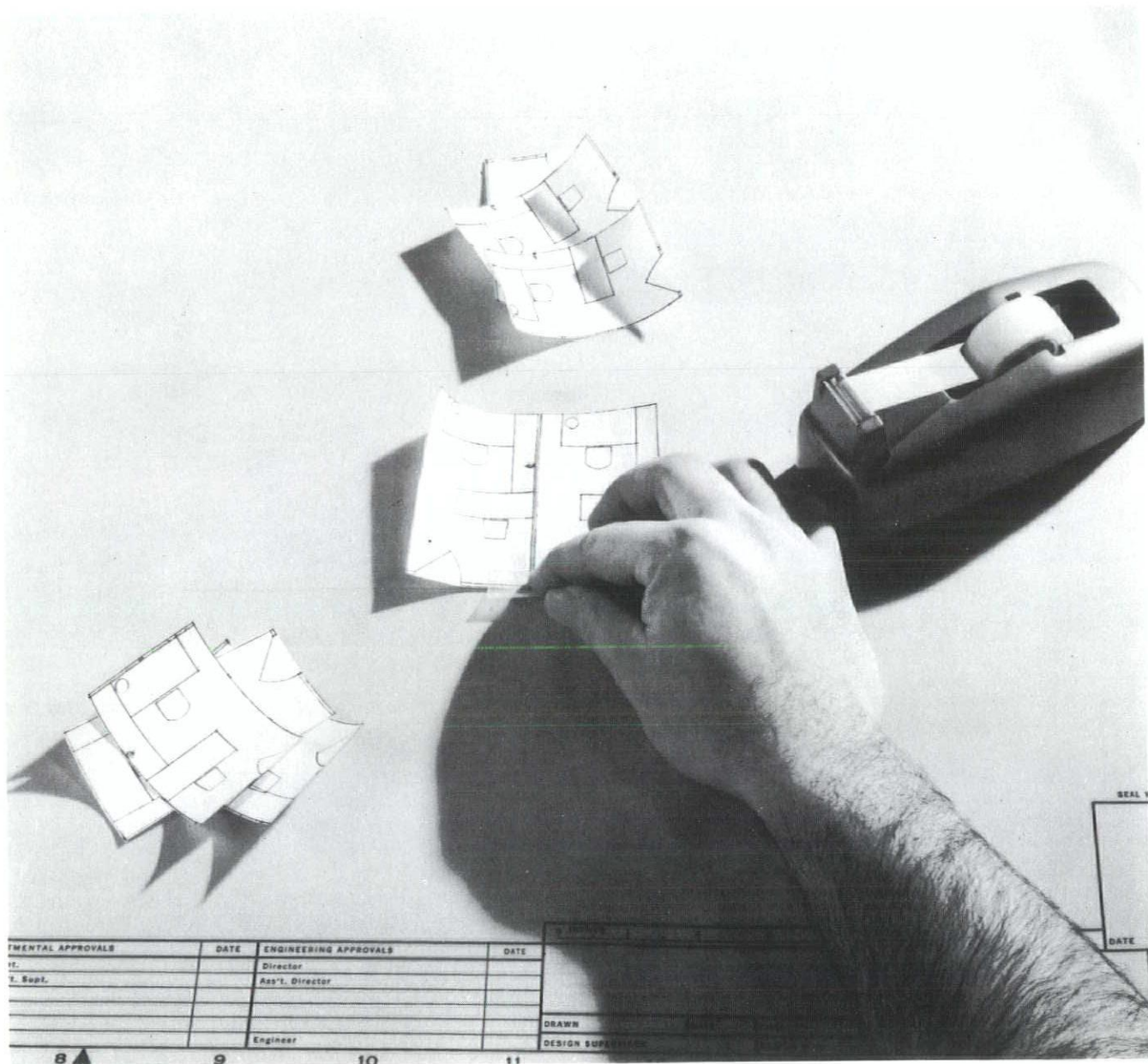
stated, unusually non-people oriented; it is a physical concept, albeit a narrow one, with its singular emphasis upon scale limited, by and large, within the confines of a single lot. It permits the steady development of high-rise slabs along the freeway, with limited regard for basic people needs. The physical parameters of design predominate in the developmental pattern permitted within the area.

In brief summary then, existing practice of urban design by both public and private individuals and their participating design professionals can be faulted on these two basic points — its limited physical orientation; and its focus on property lines. We need to

revamp our thinking about urban design and its practice in order to capture the fading opportunities of maintaining the unusual qualities of Island living of unparalleled physical beauty and life styles. As a start, we might redefine urban design to break away from the constraining limits of its present operational definition. We should enlarge its perspective by getting beyond the property lines; we should enlarge its perspective by recognizing basic people needs as they relate to spatial and services requirements and uses; and, we should not fail to recognize the need to establish some implementing mechanism which does not establish a Procrustean

Continued on Page 17

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Yamamoto from 15

bed of urban design.

These three attributes of a more contemporary approach to urban design might be further amplified by introducing some basic elements of public design. One element might consist of a **design frame** to break away from the property line mentality. It should cover an area determined by site inspection and community analysis; it might cover a traditional "neighborhood" or two. Another element of urban design would be design and performance **criteria** traditionally found within the land development control ordinances. However, their application within the community should not be uniformly established; rather, they might be appropriately revised for specific design frames. This discretionary application of design and performance criteria should be the product of a **joint design process** between the public and the private parties, based on an explicitly described administrative procedure established via public hearings.

The joint urban design process would necessarily be limited to land improvements having a significant impact upon the area. For a start, we might set for a coverage of any improvement encompassing 50,000 square feet of floor space regardless of land use category or 50 dwelling units whichever is the lesser. This arbitrary standard would capture most of the significant land improvement projects for a mandatory public review and participatory process. Some may argue that this is much too costly; however, the key question remains, can we afford not to?

Let me close this brief speculative piece by quoting a statement made by August Herkscher:

"Property is now to a large extent abstract and impersonal... And as for owning a plot of earth, it now means less and less... A man's home is no longer his castle when the total environment is altered unrecognizably.

"What the individual requires, therefore, is not a plot of ground but a **place** — a context within which he can expand and become himself. A place in this sense cannot be bought; it must be shaped, usually over long periods of time, by the common efforts of men and women."

It is this need of a place that makes urban design all the more a public planning imperative. A very noteworthy start is the present effort to relocate the Ota Camp residents into a planned environment meeting **their** needs and to sustain their life style.



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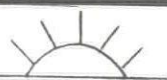
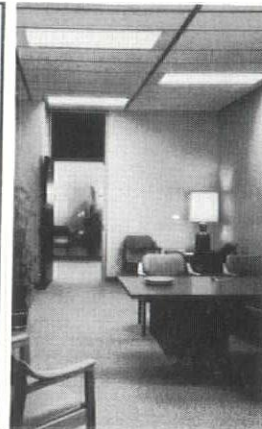
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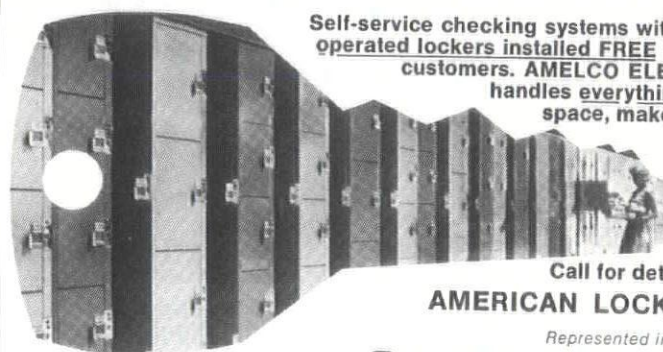
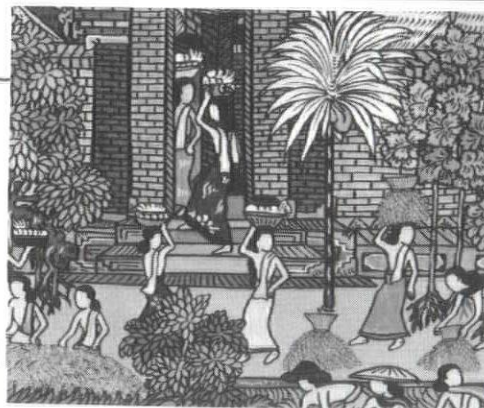
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Principals of Urban Design Part I

By JACK SIDENER, AIP

First Principle: Focal points should be created or reinforced by urban design.

In any urban agglomeration, focal points tend to happen naturally. It is the designer's job to see that they are clearly visible (comprehensible), accessible, and serve to illustrate the social or institutional hierarchy of the community. In Honolulu, the Central Business District, the Capital District and Civic Center, and the Tourist Center (Waikiki) are all relatively visible, and so far their cumulative design evokes their functions with reasonable clarity.

The one major institutional focal point which needs reinforcement, in my view, is the Manoa Campus of the University of Hawaii.

The Manoa Campus suffers from an old campus plan which was based upon the notion of pastoral seclusion, while the academic focus has been more toward participation as a major force in the urban community. The recent revision of the plan in the 1960s tended to perpetuate the concept that the campus should be focused inward, and buffered from the community in a pattern common to most American colleges. This standard form is that of an academic core (library, etc.) surrounded by clusters of buildings segregated by academic discipline, and an outer ring of less central functions (East-West Center, athletics, facilities, dormitories), a ring-road and perhaps a

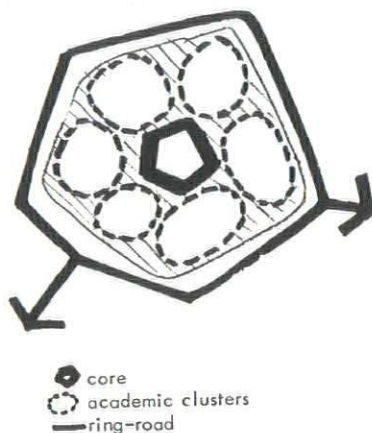


Fig. 1

green belt (Fig. 1). In the city, the city offices, commercial core and other community centers are somewhat similarly arranged; linkages between the campus and city cores are presently rather tenuous (Fig. 2). As presently proposed,

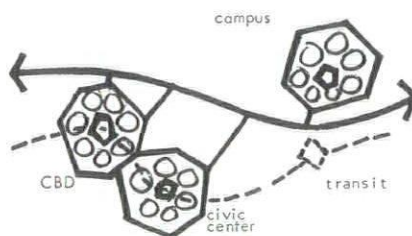


Fig. 2

the powerful linkage of rapid transit will miss the present campus core by a considerable distance.

One Mainland campus which recognized a similar problem is that of the University of California at Berkeley, which has developed a very functional focal point for city-campus communication by building a Student Center at the very edge of its land (Fig. 3). This multifunctional complex, which in-

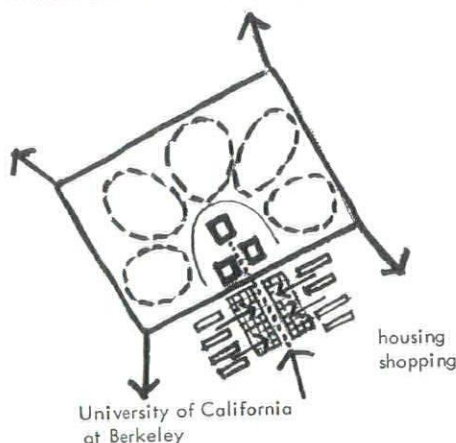


Fig. 3

cludes a cafeteria, restaurant, snack shop, bookstore, student lounges, and a magnificent new theatre complex, was consciously sited nearest the Telegraph Avenue shopping area, and even provides (Fig. 4) a free speech area "on the

line" and several spaces for public assemblies.²

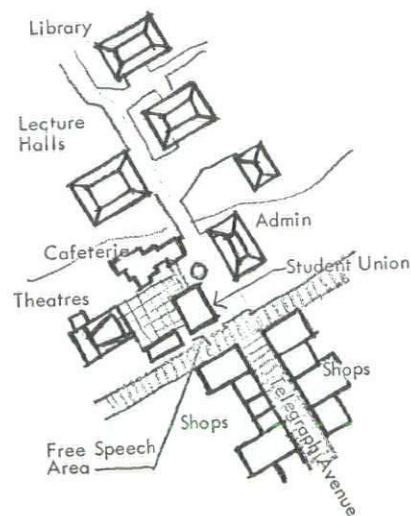


Fig. 4

The city and campus were in a sense given a stage for confrontation, and The Free Speech Movement, granddaddy of all student movements of the 60s, was ignited by the refusal of campus officials to recognize the rights of students to set up political information tables in this "disputed area" in the fall of 1964, an election year. Many well-known confrontations have occurred in the same place. Whatever your feeling as to the value of such social abrasion, there are signs that conflict was a necessary stage in the social evolution of the Berkeley campus community, and that a true public forum, in the Greek sense, is evolving (Fig. 5). Telegraph Avenue and the student center are inseparably linked as a combination public thoroughfare and gathering place, not unlike the Agora of Athens must have been. People are encouraged to linger, to partake of the smell of Marakesh, the braless beauties, pretzels, and flower carts; the scene is intensely urban, festive, and socializing.

At the University of Hawaii, the functions which might comprise the

In an earlier series (Hawaii Architect, Oct. 1972, Nov. 1972, Jan. 1973), the author presented a definition of urban design as a professional discipline, and discussed some aspects of urban design practice relative to comprehensive plan-

ning. This series of articles will attempt to provide the practitioner with a set of principles¹ which will hopefully enable him to more readily deal with the complexities of problems at the urban design scale.

Agora of Manoa are unfortunately dispersed with long and not necessarily pleasant walks between. (Fig. 6). From the fine cafeteria at the East-West Center to the libraries and soon-to-open Student Center, and then on to the off-campus shopping area is nearly a mile, and includes an unpleasantly barren walk under the H-1 Freeway.

With the contemplated construction of a new University sports arena, a lecture-theatre, Art Department school and gallery, and other facilities, a fresh look at their siting to reinforce the University as a community focal point may be in order.

Since in the Warnecke plan there was discussion of another "axis" perpendicular to the old mall³ (Fig. 7), why not make this axis the focus of most of the capital expenditures for the next ten years? The result would be a new and exciting complex linking the old campus core with a new shopping and residential area makai of the freeway (at the proposed rapid transit station). The adjacent sketches (Fig. 8, 9) illustrate one possible architectural form that could evolve, assuming a "building" of say 1.5 million square feet of space built in increments, which would accom-

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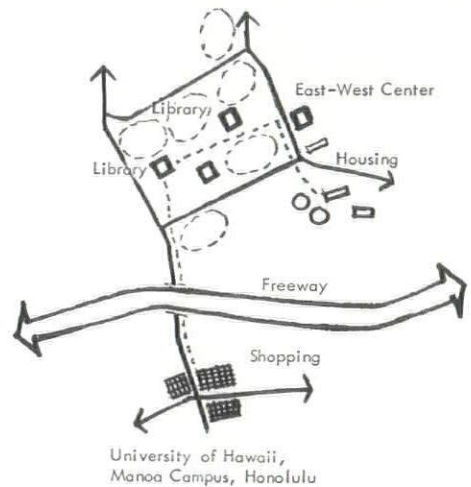
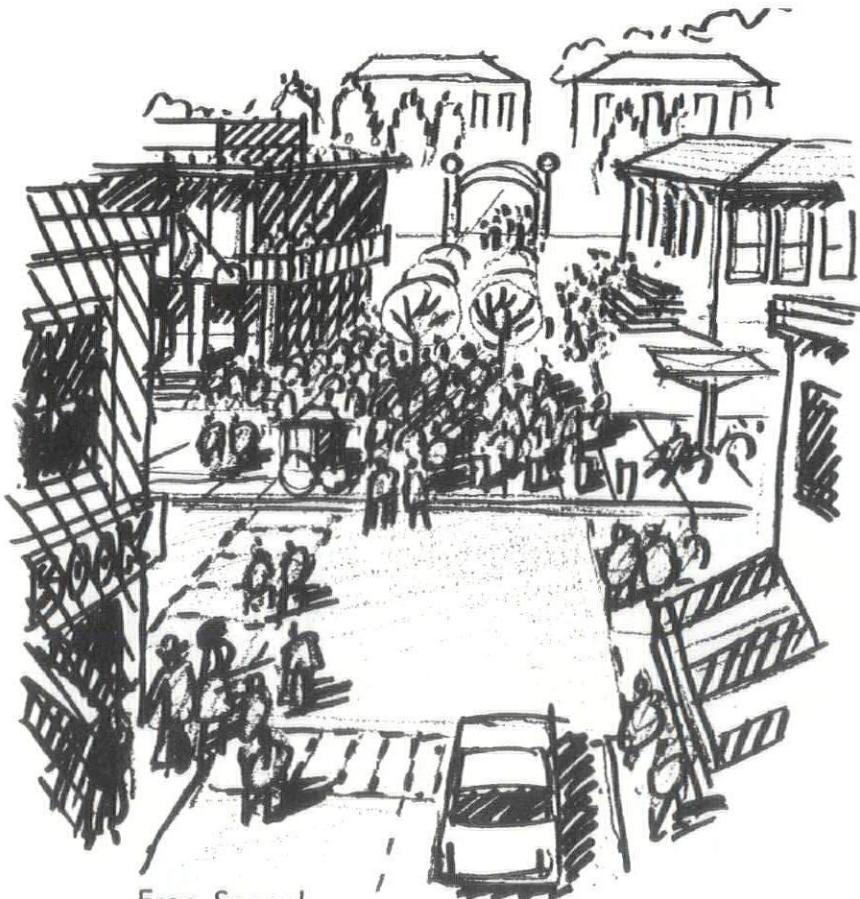


Fig. 6



Free Speech area—
Telegraph and Bancroft, Berkeley

Fig. 5

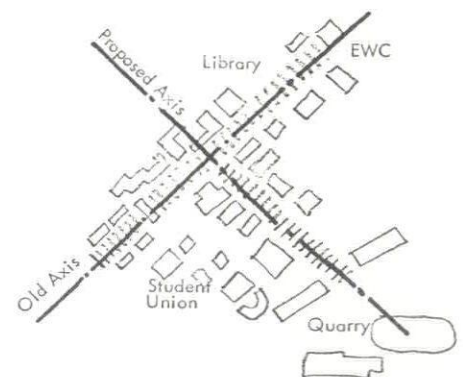


Fig. 7

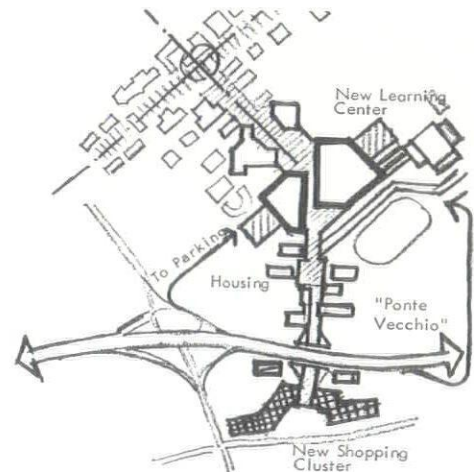


Fig. 8

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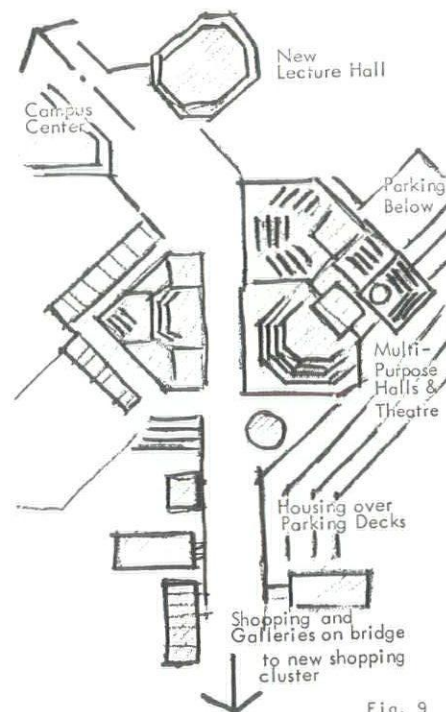


Fig. 9

moderate university growth for several years. This would be a universal space (not unlike the main pavilion at Osaka Expo) accommodating a multitude of constantly changing functions, including large and small lectures, major indoor sports, political rallies, bookstores, individual video-tape "lecture machines," lounges, TV studios; this building would be the multimedia center for the whole campus.

Dormitories and married student housing should be nearby; the viaduct or underpass links to the old campus core and the new shopping district could be lined with galleries and shops as is Rome's Ponte Vecchio. This viaduct could have some form of public transport connecting campus and transit, encouraging heavier use of the proposed parking structures, and elimi-

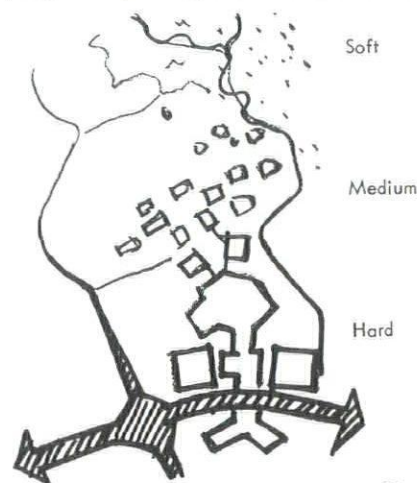


Fig. 10

nating most on-campus parking.

This brings us to another principle.

Second Principle: The scale and intensity of development should be directly related to the degree of accessibility.

The above proposal for a new Agora on the Manoa Campus would follow this second principle, by shifting the concentration of activities to the makai end of campus, near the freeway ramps and proposed transit station. This principle, if followed a few years ago, would have relegated the Bio-Medical Center to the quarry area as well. Its present location with attendant distance from adequate parking confirms the concept.

One of the major benefits would be comprehensibility through visual clarification of campus zones into a hierarchy of "hard" to "soft" forms (makai to mauka). Right now, campus planning tends to homogenize the campus into an all-medium texture, with large structures at both the mauka and freeway ends, confusing orientation and averaging all the open areas into similarly sized spaces which are too large to be urban, and too small to be park-like.

Like elsewhere along the impending transit route, the time to plan is now. By virtue of its vertical separation from the old campus the quarry area has been undeveloped, but the helter-skelter building program of the last few years is beginning to nibble at the edges with single-function buildings unrelated to each other. On the makai end, there seem to be moves by the Highway Department to alter the freeway access pattern, which could be disastrous in the long run unless it is part of a new design for a campus front door.

Fortunately, the building boom has been slowed by economic pressures, and the University of Hawaii has time to reassess its Development plan, and hopefully will do so in accordance with the kinds of urban design principles discussed in these articles.

1. **Principles** are suggested standardized means by which to solve certain agreed-upon objectives. The agreement we'll leave to the AIA and AIP councils; for this series the author will assume the following as objectives of urban design: (1) comprehensibility, (2) efficiency, (3) adaptability to change, (4) feasibility, (5) usability (conformances to needs), (6) affordability, (7) pleasurable, (8) variety, and periodically, (9) contradiction.

2. See "Where the Action Is," by Roger Montgomery, *Architectural Forum*, June 1970; also see "Making No Little Plans," by Jack Sidener, *Hawaii Architect*, October 1972.

3. **Preliminary Long Range Development Plan**, University of Hawaii, February 1966.

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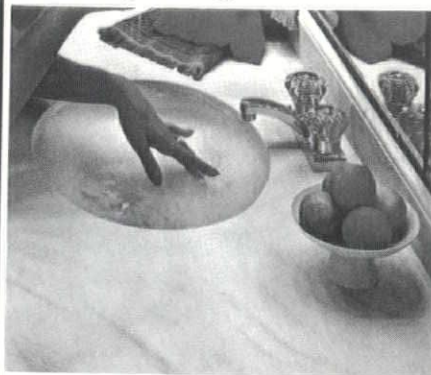
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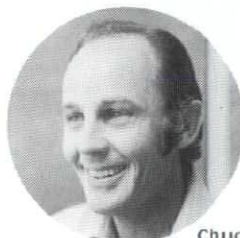
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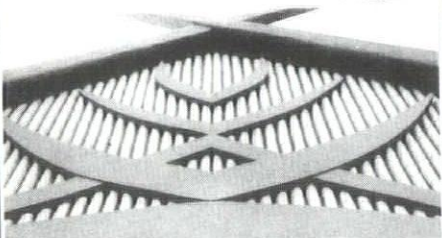
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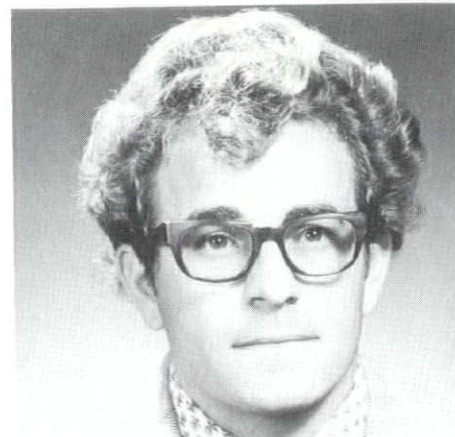
The Hawaii chapter of the AIA has within it much experience and expertise of value in making the transition from directions and goals to implementable policies and laws that will do what is intended. We have begun to let our voice be heard on these matters, but only begun. Now is the time to do the hard work. The AIA must make itself available to the legislative committees or to anyone else in pursuit of these same goals.

LETTERS

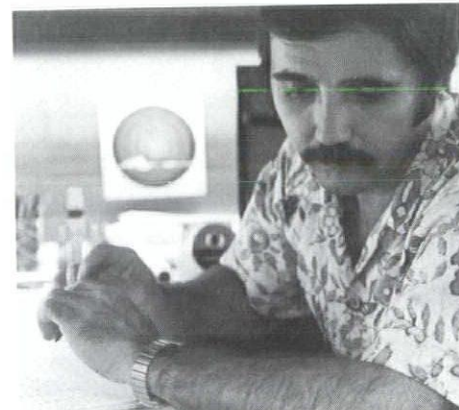
In my article in the July issue of Hawaii Architect ("H-3 and the General Plan Amendment"), I stated, "no testimony was offered by the public for any of the three highways." This is incorrect! There were in fact two people who testified for H-3 at a subsequent Planning Commission hearing. They were: Don Bremner, chairman of the Planning Committee for the Kailua Community Council, and Takeshi Uyesugi, president of Kalihi-Palama Community Council. Sorry.

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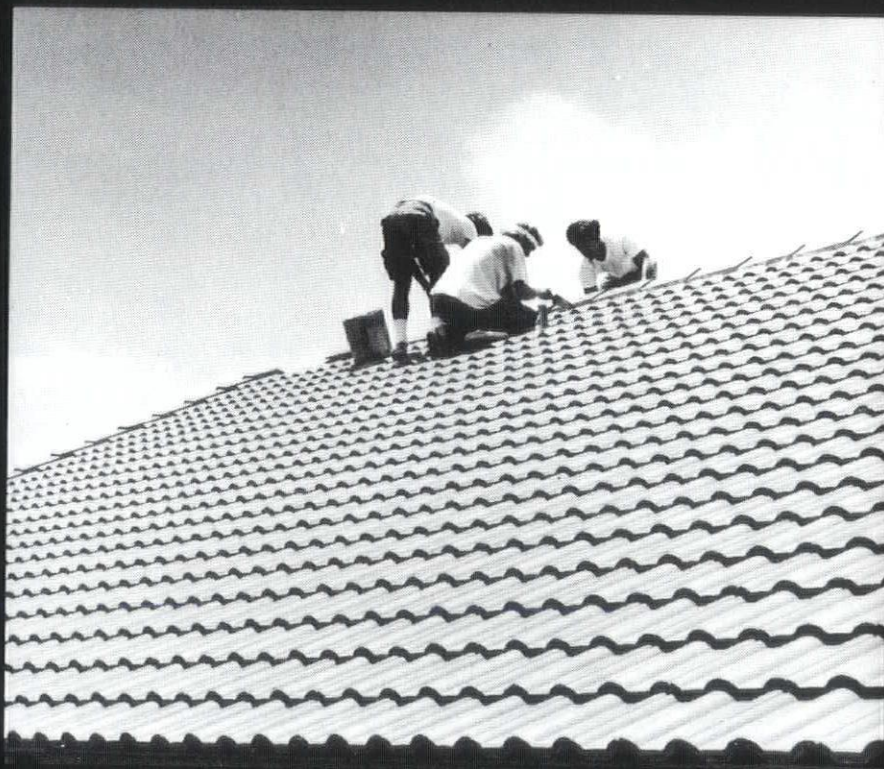
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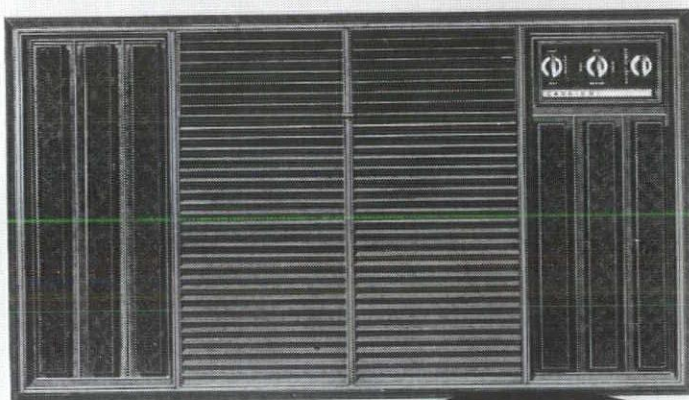
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