

# Hawaii Pacific Architecture

March 1996

**Streetscapes**

**Exceptional Trees**

**The Outdoor Circle**

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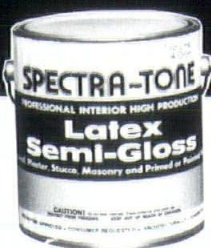
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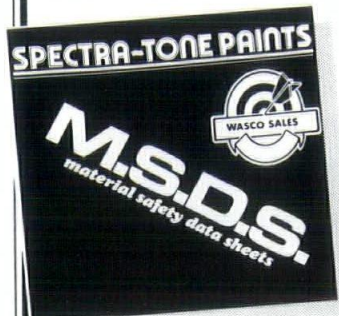
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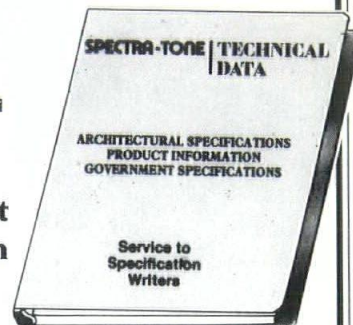


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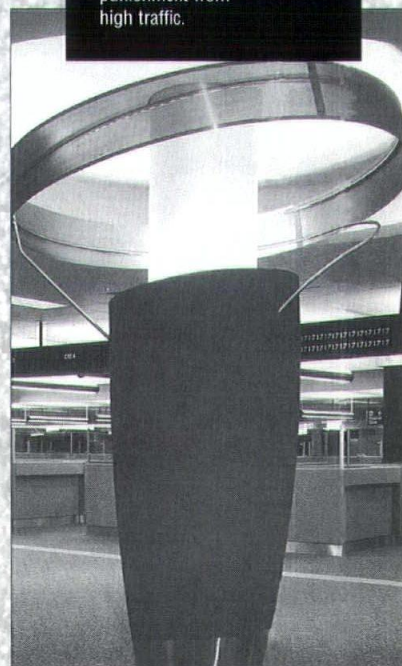
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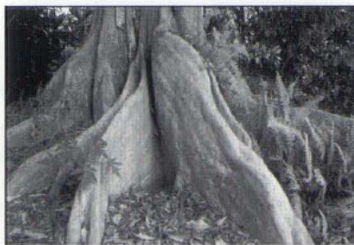
### IN THIS ISSUE ...

*Hawaii Pacific Architecture* focuses on streetscapes this month. Jim Nicolay, ASLA, and Michael Terry, ASLA, discuss what elements make up successful streetscapes while James G. Freeman, AIA, talks about how streetscapes fit into urban design. Work of The Outdoor Circle, a statewide beautification organization, is featured and Mary Steiner, chief executive officer of The Outdoor Circle, provides information on the state's exceptional trees. This month's cover of Orchard Road in Singapore successfully incorporates greenery into the streetscape design. The Hawaiian Tapa, used on the cover and throughout the magazine, is courtesy of Bishop Museum.

*Hawaii Pacific Architecture* is the monthly journal of the AIA Hawaii State Council. Subscriptions are \$36 per year. Opinions expressed by authors do not necessarily reflect those of either the AIA Hawaii State Council or the publisher. The appearance of advertisements or new products and service information does not constitute an endorsement of the items featured.



8 More Than Just Streets



14 Hawaii's Exceptional Trees



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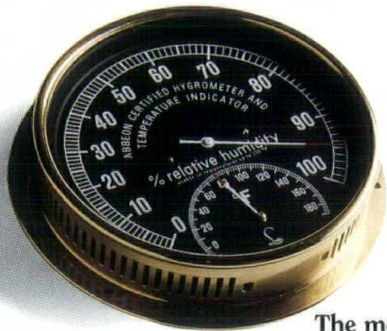
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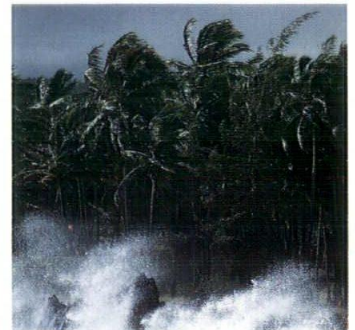
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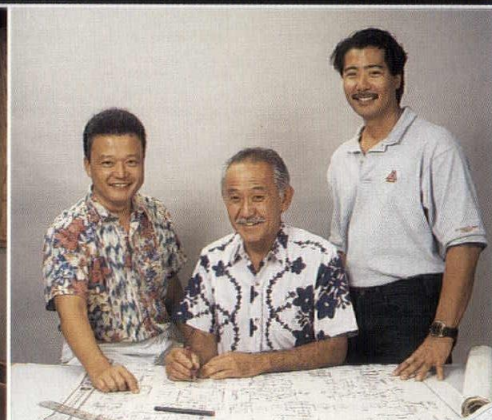
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\*National Weather Service Data  
<sup>1</sup>Refer to National Evaluation Service report NER-405







## Tampering with Tradition

In 1953, Like Like Drive Inn Restaurant opened in Honolulu as a drop-in diner that was slated to become an isle-style tradition.

Allied Builders was tapped for contracting duties in 1994 when Roy and Dora Hayashi, owners of the one acre Keeaumoku property, decided to create the two-story Like Like Plaza, enhancing the popular restaurant, adding ADA amenities, and offering new tenant opportunities.

Observes Doc Sasaki, senior designer for Architects Hawaii, Ltd.: "Renovations can be technically and emotionally tough. Without available records, there were a few surprises — even some old railroad track. Allied's people were always cooperative and efficient. The working chemistry was good."

"Keeping hospitality in place was important to us," recalls Hayashi of Like Like's remodeling.

"We appreciated Allied's caring, organized approach." Adds his wife, "I looked forward to our weekly progress meetings and missed seeing everyone when we were pau."



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## Onaga Installed as 1996 BIA President

Gerald S. Onaga, president of G.S. Onaga, General Contractor, is the 1996 Building Industry Association of Hawaii president. He succeeds Ron York, president of Skylights of Hawaii Inc.

Onaga, a certified graduate remodeler, is a past chairman of the Hawaii Remodelers Council and the BIA's Public Relations and Membership committees. He served on the Steering Committee of the 1995 BIA Home Building and Remodeling Show Speed House.

Other officers installed were President-elect Edmund Aczon, president of Aczon Construction Ltd.; Vice President Albert D. K. Chee Jr., senior project manager for Horita Development Inc.; Secretary Danny Graham, president of Graham Builders Inc.; and Treasurer Garrett Tom, senior manager of Ernst & Young LLP.

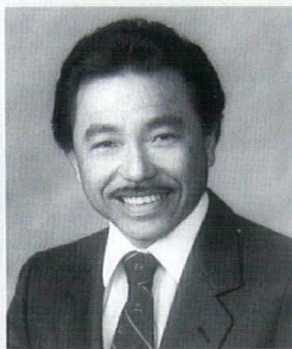
## Historic Preservation Honor Awards

Nominations for the 1995-96 Historic Preservation Honor Awards, presented by the Historic Hawaii Foundation, are being requested and are due March 15.

The three award categories are Preservation Awards for a specific building, site, project or structure; Preservation Commendation for a government agency or organization; and Preservation Certificate for an individual.

Projects qualifying for nomination include preservation, restoration, renovation and interpretation of sites, buildings, architecture, districts, archaeological sites and objects of significance in

the history and culture of Hawaii. Criteria for awards include quality, excellence in planning, implementation and follow-through.



Gerald S. Onaga

There is a \$25 processing fee for each nomination. The award presentation and ceremony will be held at Historic Hawaii's annual meeting this spring. For more information or to request nomination forms, call Lisa Yee at Historic Hawaii, 523-2900 or fax, 523-0800.

## Gold Nugget Awards Entry Deadline Announced

The Gold Nugget Awards program is accepting entry applications for the 33rd annual recognition of the "Best in the West" design and planning achievements. Projects from 14 Western states and Pacific Rim countries are eligible.

The awards program includes 40 categories that encompass a broad range of residential and non-residential achievements. Attached and detached homes for sale cover 14 categories based on lot type and plan size. "Best of Show" categories will honor detached and attached residential projects.

The "Summer Comfort" award recognizes resource conservation in residential designs. The Technical Achievement Award honors innovative systems and new building products. The International Housing Award pays tribute to design excellence from Pacific Rim entrants. Judges also may bestow additional special awards, including a "Home-of-the-Year."

Custom homes, affordable detached and attached communities and specialty areas such as seniors' housing, cluster housing neighborhoods, apartments, mixed-use and remodeled houses are

among residential categories. Commercial and industrial categories cover public- and private-use facilities, hotels and resorts, offices, entertainment complexes and renovated and rehabilitated structures.

Land planning achievements are recognized in categories for completed and "on-the-boards" plans for new redevelopment/ rehabilitation and infill entries.

Prospective entrants may call (909) 987-2758 for materials. Fees and entry applications must be received by April 8. Final deadline for completed entries is April 22.

## NAHB Releases Workers' Compensation Survey

The National Association of Home Builders released the results of its most recent survey of workers' compensation costs. The survey, based on 1994 figures, showed that workers' compensation added an average of \$4,321 to the cost of building a new home in the United States. Hawaii topped the national list with a cost of \$6,906 for workers' compensation and Iowa ranked the lowest at \$2,505.

The study was based on calculating labor costs for the construction of a standardized house in order to better compare state-to-state costs. The standardized house was considered to be a 2,000-square-foot, slab-on-grade home with one bathroom.

The national average cost of workers' compensation fell \$9 from 1992, the previous year studied, to 1994. According to the report on the study in *Nation's Building News*, "The dramatic declines in costs in certain states indicate that reforms are beginning to provide some relief on the home building industry's bottom line." It remains to be seen whether Hawaii will experience any significant benefits from the changes in the workers' compensation laws enacted in 1995.



## Parade of Homes Scheduled for June

The Parade of Homes, traditionally held in September, has been moved to June 15-16, 22-23 and 29-30. The annual event is sponsored by the Building Industry Association of Hawaii and the Hawaii Association of Realtors®. It is presented by Bank of Hawaii.

New and remodeled single-family homes, town houses, high-rises and conversions can be entered in the event. The Parade of Homes, which already has 16 entries, showcases the latest trends and developments in home building, remodeling, interior design and landscaping.

The entry deadline is March 15. For more information call Kim Mitsunaga at BIA, 847-4666, Ext. 204.

## Bamboo Conference Set for May 24-26

The Big Island Resource Conservation and Development Council, together with the University of Hawaii at Hilo College of Agriculture and College of Continuing Education will present the first conference and trade show on bamboo ever held in Hawaii, May 24-26. The three-day conference, which will be held at the University of Hawaii at Hilo campus, will explore potential uses and the propagation of bamboo.

Internationally recognized bamboo experts from Asia and North and Central America will address the history, cultural uses, farming practices, economics and valued species of this versatile plant. Some of the many products derived from bamboo will be featured at the trade show.

Registration, accompanied by payment should be post-marked by April 15. General registration is \$195 per person; Hawaii resident registration is \$95 per person; and late registration, appli-

cations received after April 15, is an additional \$25 per person. Checks should be made payable to Big Island RC&D.

Applications and payment should be sent to: Bamboo Conference; University of Hawaii at Hilo; Conference Center; 200 W. Kawili St.; Hilo, Hawaii 96720-4091.

## Servco Opens Renovated, New Showrooms

Servco Pacific Inc. recently opened one new showroom and renovated another at 1610 Hart St. The latest in appliance innovations are available at these showrooms, including a full line of GE and Hotpoint products, Monogram cook tops and refrigerators, Kold-Draft ice machines and FiveStar commercial gas ranges.

Showroom hours are 8 a.m. to 4:30 p.m., Monday through Friday. Industry professionals are invited to call Servco, 848-2411, to set up an appointment to visit the showrooms.

## Trust for Public Land Initiates Grant Program

The Trust for Public Land, with generous funding from the David and Lucile Packard Foundation, is launching a competitive grant program for land trusts and other land conservation organizations in California and Hawaii.

The California and Hawaii Land Trust Grant Program is designed to increase the capacity of existing and emerging local land protection organizations to preserve open-space resources over the long term. Grant awards of up to \$7,500 will be made for projects related to public education, innovative approaches to land conservation, land stewardship

and building organizational capacity.

During a two-year period, the program will provide a total of \$50,000 to \$70,000 in grants for land conservation projects in Hawaii. Nonprofit or community groups in Hawaii are encouraged to apply. The deadline for submitting applications for the first grant cycle is April 1. The guidelines and application packet can be obtained by calling or sending a fax to Herbert Grench, program manager, at (415) 321-7995.

The Trust for Public Land is a national land conservation organization that has protected more than 800,000 acres of land in the United States and Canada.

## Toyomura Receives National AIA Award

Local architect Dennis T. Toyomura, FAIA, recently received an award for his individual contributions to governmental affairs from the American Institute of Architects. Sen. Kay Bailey Hutchison, Texas, made the presentation at a reception on Capitol Hill.

Toyomura was recognized for having been instrumental in lobbying for AIA's position on tort reform, procurement, sunseting, consumer protection and professional conciliation.

Chuck Ehrhorn, president of the AIA Hawaii State Council said, "His (Toyomura) knowledge and long-standing relationships with legislators and members of the state ad-

ministration have made it easier for architects in Hawaii to work with government on a variety of professional issues."



Dennis T. Toyomura



Success achieved through common themes

## **More Than Just Streets**

by Jim Nicolay, ASLA, and Michael Terry, ASLA

**A**ttractive and memorable urban streets occur throughout the world in cities of varying size, in various climates and at both monumental scale and modest proportions. Other streetscapes are little more than a blight on the landscape. Either can become a defining characteristic of its respective cities.

Successful streetscapes recognize that streets are for people rather than automobiles. These areas are civic spaces as well as thoroughfares, places for commerce and recreation. A successful streetscape is defined by the buildings which line its vistas and spaces created by its edges, trees which

shade it, details of its furniture and by the pleasure it brings to the public who uses it.

A poor streetscape frequently suffers from a focus on traffic and commerce, extensive setbacks and parking, overhead utilities in favor of trees and furniture consisting of little more than traffic signs. An unsuccessful streetscape ignores people.

Surprisingly, cities that have consistently better streetscapes have managed to either create or maintain the areas by applying several simple treatments — each in response to its own setting, climate and culture. Poor streetscapes result from neglect or by ignoring these same simple ideas.

**Street trees work successfully in defining the character of Singapore's streets.**

Photos courtesy of  
Belt Collins Hawaii

### **Singapore — Successfully Green Streets**

The streets of Singapore have become recognized as one of Asia's most pleasant, despite oppressive tropical heat, uninspired architecture and a blandness resulting from a bureaucratic approach to civic design. Singapore has focused the design of its streetscapes on several simple fundamentals. The rigid enforcement of these design principles gives Singapore's streets coherence, consistency and makes the streetscape truly a defining characteristic of the city.

Singapore builds its streetscape simply of trees and landscape, but does so to a degree that the landscape overwhelms the surrounding facades. Street trees work suc-





cessfully in defining the character of Singapore's streets by providing abundant shade and creating a pedestrian-friendly zone separated from automobiles. Singapore has many high-rise buildings which sit atop podiums. The abundant street trees soften and conceal building facades which, aside from the ground floor, contribute very little to the streetscape.

A street tree ordinance mandates that every property have a dedicated zone, generally two to three meters wide between road and sidewalk, in which trees are planted. The species and spacing of the trees are legislated and no flexibility is granted. Trees are selected based on the ability to thrive without significant maintenance, and a great variety of species are used successfully.

The rigid enforcement of setbacks, universal buried utilities and the provision of adequate space for these large trees eliminates the conflicts of dense landscaping with vehicles and utilities in an urban environment. Most impressive, however, is the time frame in which this has been accomplished — the entire street tree program has been implemented since 1965.

In Singapore, consistently installing and maintaining street trees is enough to create good streetscapes.

## An Integration of Architecture in Sydney, Australia

Although street trees are one of the most important elements of a good streetscape, trees alone do not create a great street. The tropical climate of Singapore allows its streets to be defined almost solely by trees.

The seasonal climate of Sydney, Australia's largest city, uses more than trees to define its streets. The streetscapes of North Sydney, a major urban area near the harbor, are successful because of required architectural controls focused on creating streets for pedestrians, with street trees playing a minor role.

A continuous colonnade must be incorporated with each building along its setback line. Historically, shops throughout Australia have had an awning to shade the sidewalk. North Sydney has simply required this awning to evolve into an architectural element appropriate to the modern, high-rise scale of today's city.

These covered walkways provide a unity of scale for pedestrians, year-round shelter from the elements and link the many differing ar-



**San Vitores Boulevard, the gateway to Tumon Bay, a tourist destination on Guam, currently presents an unfriendly streetscape.**



**A streetscape concept, proposed by Belt Collins Hawaii, for enhancing the boulevard includes establishing a tropical landscape theme, upgrading sidewalks for safety and installing consistent and well-organized street furniture.**

chitectural styles along the street. There is no attempt to make this colonnade a single architectural element — it varies in size, material and proportion up and down the hilly streets — but its presence shifts the focus from individual buildings to the street itself. Like the trees of Singapore, the colonnade works by its presence and continuity rather than its precise design.

Streetscapes throughout North Sydney incorporate three other simple elements which help create successful streetscapes. Sidewalks are built uniformly of a single brick pavement, regardless of the material selection of the individual buildings. Street furniture is a uniform range of benches, lamp posts, signage, graphics and related elements throughout the entire municipality. Plane-trees, a large deciduous tree species are re-



quired to be planted at regular intervals near the curb.

Just as the street trees and covered walkway unify the streetside building facade, consistency in the groundplan treatment and recognizable details of street furniture gives unity to the immediate pedestrian environment along the street. In this very ordinary part of Sydney, attention to unifying elements is all that is necessary to create good streetscapes.

### **San Vitores Boulevard, Guam — An Unplanned Failure**

A collection of disjointed buildings, poorly defined intersections, random parking and a lack of signage control, landscaping and pedestrian amenities creates a streetscape that satisfies no one. San Vitores Boulevard in Guam is the gateway to Tumon Bay, a visitor destination area on Guam which has more than 4,000 hotel rooms and ample resort-related retail and recreational facilities. The area is critical to the economic health of the Guam tourist industry.

Sadly, modifications to increase design speed and capacity of this important roadway, combined with many of the uses on private property alongside have created a haphazard and dangerous environment for pedestrians. The high speed of the road encourages its use as a "bypass" for local commuters, which poses a danger for many tourists' who walk and shop at the many retail establishments along San Vitores Boulevard. Inadequate and discontinuous walkways and pedestrian crossings aggravate the tourists' safety problems.

The quality of the landscape along the road is varied, from high-quality frontages of the Guam Hyatt and the new Duty Free Shoppers facility to open storage of containers, rubbish, car lots and temporary "flea market" uses. The architectural vocabulary spans a similar range. Some retail areas are a riot of conflicting building signage

of different colors, shapes and sizes. Open parking lots with undefined edges and little screening separate buildings from each other and from the street.

Concrete power poles and lines dominate the visual environment. The main transmission and distribution lines servicing the majority of the island are routed through this area. In many places both sides of



**The Kalakaua Avenue streetscape includes tile paving, consistent and attractive street furniture and a balance of plantings and buildings.**

the street are lined with poles and overhead wires cross from side to side. Street trees are largely absent.

Luckily, these problems have been recognized and debated locally, resulting in a consensus among business leaders and governmental officials that something needs to be done.

### **Ala Moana Boulevard — A Growing Failure**

The stretch of Ala Moana Boulevard from downtown Honolulu to

the park and shopping center is an example of an unsuccessful streetscape getting worse. Each building turns its back on its neighbor, each takes away from the coherence of a street and adds little to the community. Sidewalks are hot and empty. The spaces between buildings lack purpose. Each new building further alienates itself from the street. Elements which link the various uses, buildings or define the street are nonexistent.

The mauka side of the street at 1360 Ala Moana presents a parking garage to the street; Nauru Tower is pulled away and elevated from the sidewalk; while the TV station, gas station and IBM Building are suburban structures on a city street. The backs of Ward Warehouse and Ward Center front the boulevard, while Bank of Hawaii, the car dealers and commercial buildings are distanced from the street by parking lots.

Office Depot, the newest addition to the street, disconnects the last few contiguous buildings that fronted the sidewalk, punctuating a block-long streetscape of buildings with a parking lot. Vacant buildings disfigure the street, and both Restaurant Row and the Federal Building are stand-alone structures that supplant public streetscapes with walkways separate from the street.

### **Kalakaua Avenue — From Failure to Success**

A significant streetscape was created in Waikiki with the renovation of the 1.2-mile pedestrian environment of Waikiki's main street. Commencing with the addition of the Royal Hawaiian Shopping Center in the 1970s, the Kalakaua Avenue Safety and Beautification Project in the 1980s and current additions to the streetscape, Kalakaua Avenue has been transformed from an ordinary sidewalk along a busy road into a unified streetscape appropriate to the center of Hawaii's visitor industry.

Like good streetscapes in other



cities, Kalakaua Avenue focuses on creating an environment for pedestrians which unifies a collection of various buildings, setbacks, materials and uses.

Prior to renovation, the streetscape of Waikiki was neither particularly safe nor attractive, and it did not address visitors' expectations of a major resort environment. After the addition of the Royal Hawaiian Shopping Center and the renovation of Kalakaua Avenue, a streetscape was created that includes tile paving, consistent and attractive street furniture and a balance of plantings and buildings which provide a variety of pleasant, interesting spaces for pedestrians.

In Waikiki, reorganizing and remodeling the sidewalks with an emphasis on the pedestrian created a successful streetscape.

The street character in each of the cities discussed is defined by the elements along the streets. Streetscape success is determined by the degree to which the streets are unified by common themes. Streetscapes can add to or diminish the civic qualities of a city, either by design or default.

*Michael Terry, ASLA, has practiced as a landscape architect and planner in Hawaii for 15 years. He has participated in the design of urban streetscapes in the City of Kapolei and Ko Olina Resort in Ewa, Oahu, and other commercial, residential and resort areas of Hawaii.*

*Jim Nicolay, ASLA, has practiced as a landscape architect throughout the Pacific and Asia, living in both Singapore and Sydney, Australia, from 1982 to 1993. He currently directs Belt Collins' international landscape projects.*

**Editor's Note:** A new streetscape for San Vitores Boulevard is currently being designed by Belt Collins Hawaii. Concepts being presented to the legislature include: creating design and use controls for adjacent properties, undergrounding of utilities, upgrading streetlighting, establishing a tropical landscape theme, upgrading sidewalks for safety, installing consistent and well-organized street furniture and reducing the speed limit.

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# Opinion

Have you given to the public realm lately?

## Streetscapes in the Urban Sector

by James G. Freeman, AIA

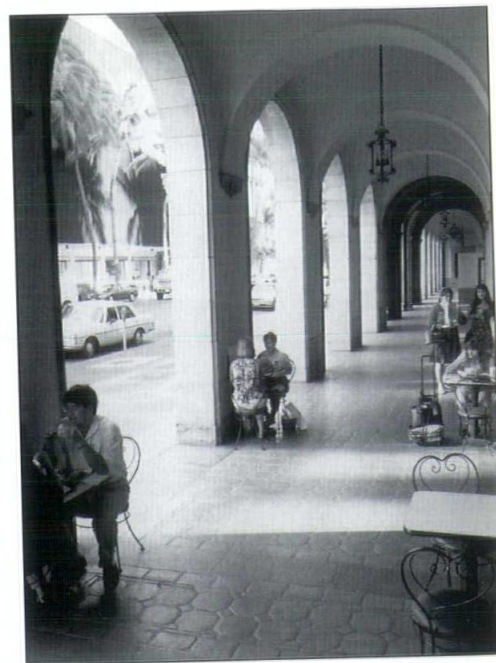
If architects have become preoccupied with buildings as exclusive entities serving a client's needs; if planners are preoccupied with traffic engineering and the subdivision process; and if landscape architects are delegated to infilling the remnant space; then who is thinking about the public realm? In other words, who is building the city?

Certainly designers are not relying totally on zoning codes that are intended as guides, allowing expression and diversity to stave off a catalog banality. Too often each design discipline focuses on its part and not to transcending the whole. The whole is the arena of urban design most often defined as the marriage of architecture and planning.

As the so-called more socially responsible era moves forward, architects could be the most creative and adapt at bringing form and substance to this arena. This could in-

**This streetscape sketch demonstrates that tree- and canopy-shaded sidewalks with storefront glazing at the sidewalk's edge provide a friendly pedestrian environment.**

Illustration by William Chang, AIA



**Arcades which are integrated with sidewalks contribute to the public realm.**

Photos by James G. Freeman, AIA

clude transcending zoning codes, site characteristics and the city fabric into livable art—spaces that uplift the human spirit and promote social responsibility.

One segment of this arena is the street. Known primarily in this country as the realm of the automobile, more livable communities will require the rediscovery that streets are for people too...streets, sidewalks and how buildings address these entities.

In a quick century, the automobile has gone from horseless carriage, to this century's "holy grail," to the No. 1 culprit of environmental degradation and unlivable cities. From unfriendly urban environments to sub-





urban sprawl and a consumer decadence, we should be learning some sobering lessons and should be getting involved. The street is a good place to start.

How can streets be designed to consider all its occupants? How should zoning codes guide designers?

Buildings with storefronts close to wide, tree- and canopy-shaded sidewalks are more socially and aesthetically acceptable than foregrounds of asphalt parking. Placing cars behind the building and massing parking at the sidewalk creates a friendlier, more intimate streetscape experience. Building facades that represent the physical context and metaphors of place reinforce the experience.

Arcades may contribute further to the public realm and economic vitality of shop owners, if designed as an extension of the sidewalk. Especially at sloping streets, arcades should parallel the slope of public sidewalks. Arcades should not be designed as physically separated elements, treated as though only there to capitalize on the floor-area-ratio bonus.

Continuous landscape setbacks, as required by zoning, create another barrier to pedestrians in an urban streetscape. Tree wells are an alternative that could provide contiguous flow and shade to the sidewalk. Pockets of pedestrian activity should be the focus of streetscapes, not linear street setbacks that create sterile, meaningless open space.

Even zoning can affect the pedestrian experience. Mixed-use zoning can contribute to the livability of communities, placing a multitude of activities within reach without using an automobile. Mixed-use zoning, more suitable to low- and mid-rise buildings, could replace the inefficient, land-grabbing single-story strip centers.

Designers can't just "do" buildings anymore. The country's cities can't afford it. The public realm awaits the profession's thoughtful contributions. Changing our ways will not be easy, I still crave the smell of a new car, but now I can visualize needing only one car per family in a land of transportation alternatives highly integrated and on a human scale.

♦ James G. Freeman, AIA, is a director with the firm Luersen Lowrey Tsushima Inc., formerly Johnson Tsushima Luersen Lowrey Inc. He is currently a director for the American Institute of Architects Honolulu chapter and a member of the Hawaii Pacific Architecture editorial board. His interest in urban design, spawned during his master of architecture work, led to his becoming chairman of the AIA Urban Design Committee and to developing concepts for sustainable communities in Hawaii.



**This execution of the zoning open space requirement nurtures the urban environment through place making.**



**Physically separated from the sidewalk, this arcade appears as though only there to capitalize on the floor-area-ratio bonus.**



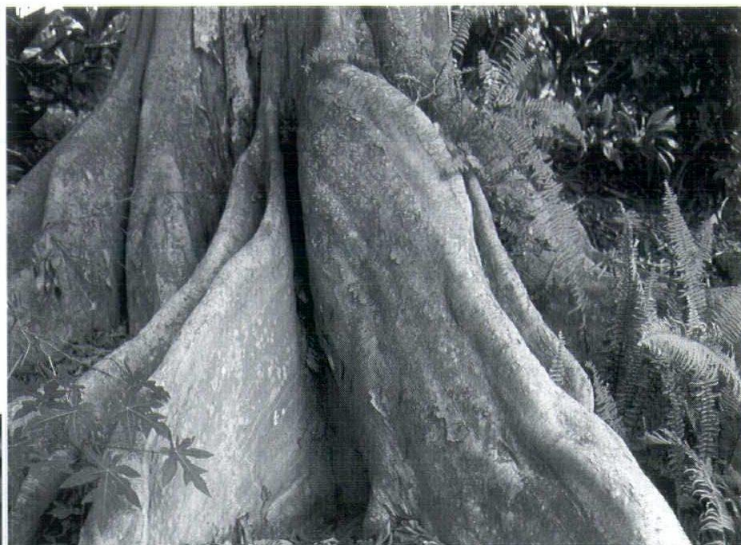
**This linear setback approach does little to contribute to the public realm.**



Legislation protects species  
with unique qualities

## Hawaii's Exceptional Trees

by Mary Steiner



**The *Canarium vulgare*, commonly known as the Pili Nut Tree, produces an edible fruit and an oil for cooking and illumination.**

Photos by Douglas Peebles



**Wood from the *Enterolobium cyclocarpum*, also known as the Earpod Tree, is used for paneling, interior trim and fashioning furniture components.**

**H**awaii's residents have stewardship of one of the state's most valuable assets—"exceptional trees." In 1974 a number of civic-minded individuals and organizations created legislation for protecting some of Hawaii's most unusual trees. The result of their efforts can be found in Act 105, passed by the state legislature in 1975. This Act mandates each county to "enact protective regulations to safeguard exceptional trees."

It was felt that state and county governments have a duty to enhance the natural beauty of the islands. The Legislature found that the state's rapid physical and economic development were leading to the destruction of many, and in some cases the extinction of several, of its exceptional trees.

Many people believed that short-sighted development stripped the land of its essential vegetation and trees, upset vital ecological balances and decreased the land's natural beauty. Passage of Act 105 brought with it the hope that appropriate land development controls would be put into place to prevent the removal and destruction of exceptional trees.

To qualify for exceptional tree status, a tree or a grove of trees must be deemed worthy by virtue of "historical or cultural value, age, rarity, location, size, aesthetic quality or endemic status." Each county has a County Arborist Advisory Committee. Appointments to this committee are made by the mayor and must include the county planning director (or his/her designee), a landscape architect and



at least three other members whose selection to the committee is based on active participation in programs of community beautification, research or involvement in the ecological sciences such as ethnobotany or Hawaiiana.

Anyone can nominate a tree or a grove of trees to be considered as exceptional. However, since trees given exceptional status require exceptional care, the property owner must "sign off" on the papers. The County Arborist Advisory Committee reviews nominations and makes recommendations as to the suitability of the trees proposed. In addition, committee responsibilities include advising property owners on the preservation and enhancement of exceptional trees, recommending appropriate protective ordinances, regulations and procedures and reviewing all actions deemed by the county council to endanger exceptional trees.

When driving on Oahu, notice the trees with signs announcing their exceptional status. The ironwood trees on Kalakaua Avenue in Kapiolani Park, the monkeypods on Pali Avenue fronting the zoo or the banyans in Ala Moana Park are just some of the more famous exceptional trees seen daily. Foster Botanic Garden, the Honolulu Zoo or Kaneohe Ranch also are locations where many exceptional trees can be seen in one stop.

A registry of exceptional trees is maintained by each county. The Outdoor Circle, a statewide volunteer organization which focuses on the preservation of Hawaii's natural beauty, has published two books on these trees. "Majesty" and its sequel "Majesty II, The Exceptional Trees of Hawaii" both offer full-color photographs by photographer Douglas Peebles. The text, written by Paul Weisich, describes the unique qualities of each tree and its relationship to Hawaii. A register of some of the exceptional trees found throughout the Hawaiian Islands is included in both books.

The exceptional tree program has come of age. Future challenges include a continued commitment toward a statewide increase of the protected list. Property owners, who have trees which they believe meet the aforementioned criteria and which they would like to have considered, should contact their County Arborist Advisory Committee or local Outdoor Circle branch.

↔ *Mary Steiner is chief executive officer for The Outdoor Circle and a member of the Mayor's Arborist Advisory Committee.*

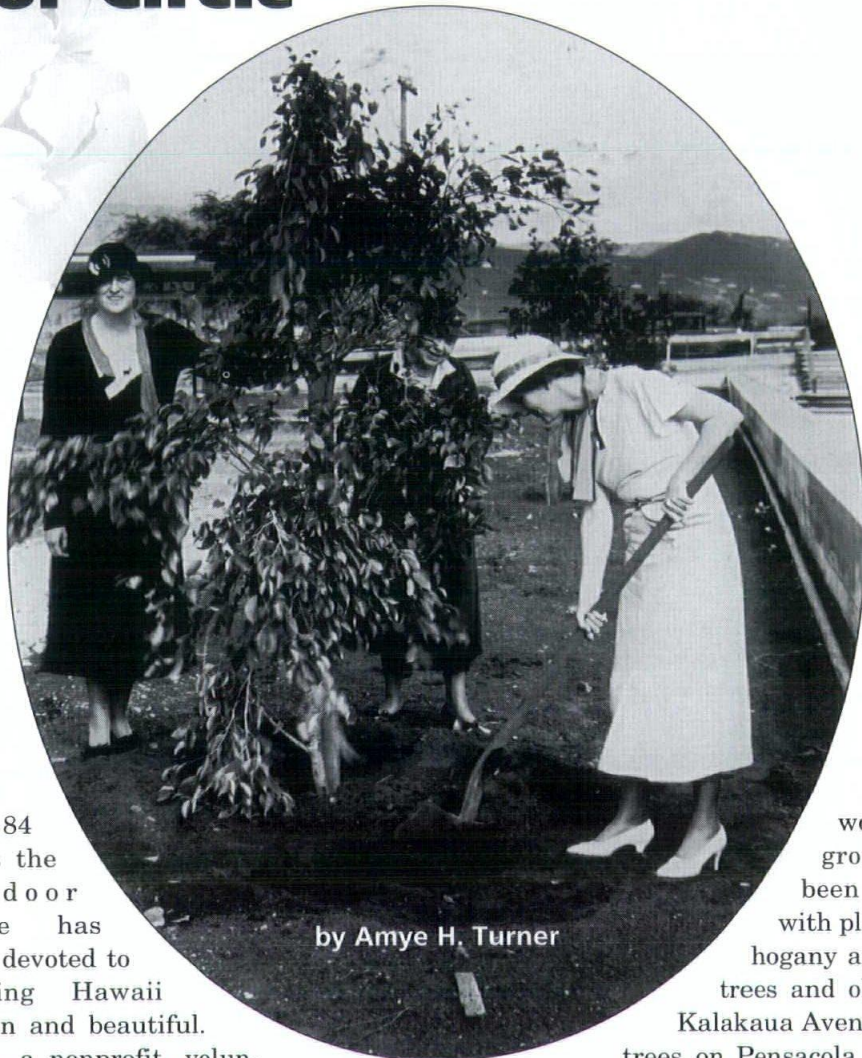


**This *Ficus benghalensis*, commonly known as the Indian Banyan Tree, which can be found on the grounds of the Judiciary Building in Honolulu is one of Hawaii's "exceptional" trees.**



Striving to keep Hawaii beautiful

## The Outdoor Circle



**Banyan trees along the Ala Wai Canal were planted in 1937 by Circle members, from left, Mrs. Theo Cooke, Mrs. Cyril Damon and Mrs. Grace Wilder.**

Photos courtesy of The Outdoor Circle

**F**or 84 years the Outdoor Circle has been devoted to keeping Hawaii clean, green and beautiful. The Circle, a nonprofit, volunteer organization currently has 3,300 members — men and women — statewide. It was founded in 1912 as a women's volunteer organization by Mrs. Frederick J. Lowrey and Mrs. Henry Waterhouse.

While visiting Paris in 1911, Lowrey, Waterhouse and her daughter, Elnora Sturgeon, noted how lovely the landscape was and determined "Honolulu needs something like these gardens and fountains." They vowed to put their thoughts into action upon returning to Honolulu.

The ladies with five of their friends, Mrs. Charles M. Cooke, Mrs. George Sherman, Mrs. Issac Cox, Kulananu Ward and Frances Lawrence, established The Outdoor Circle in 1912 as a sub-organization of the Kilohana Art League.

Under the leadership of Lowrey, the Circle's first president, membership grew to 500

by Amye H. Turner

women. The group has been credited with planting mahogany and coconut trees and oleander on Kalakaua Avenue, shower trees on Pensacola Avenue, a

Japanese garden on Nuuanu Stream and numerous other plantings around Oahu. As president, Lowrey also initiated an active campaign against billboards in Hawaii.

The fight to rid Hawaii of billboards and keep the large, unsightly signs out of the islands is one of the Circle's greatest accomplishments. Through the years the group has campaigned to keep the subject in the consciousness of community members through a regular bombardment of anti-billboard literature. In the early years personal calls were made; letters of disapproval were sent; and members used "anti-billboard" stamps with red ink on checks, bills, letterheads and envelopes.

Goodrich Tire Company was one of the first companies to cease using billboards as a form of advertising. The company noted in a statement that, "because Goodrich advertis-





Keeping Hawaii free of billboards has been a goal of The Outdoor Circle since the organization's inception shortly after the turn of the century.

ing, like Goodrich tires, must be above reproach, it is discontinuing its use of billboards."

By 1923, the stand of the Circle had been endorsed by the Honolulu Chamber of Commerce, Hawaii Tourist Bureau and women's clubs on all the islands. The Board of Supervisors of Honolulu passed a resolution, presented by Supervisor Lester Petrie, commending the Circle on its continuous effort. Supervisor M.C. Pacheco amended the resolution to not only commend the Circle but to condemn the use of billboards. At that time only two local and three mainland firms were continuing the use of billboards.

In August of 1923, Joel C. Cohen, president of Consolidated Amusement Co. Ltd., notified the Circle that Consolidated's string of theaters were discontinuing the use of billboard advertising.

By 1926, the Circle had \$4,000 pledged by its members to buy the Honolulu Poster Service, the last producer of billboards in Hawaii. Walter F. Dillingham assisted the Circle with the negotiation and purchase, but he was concerned that the Circle not buy the business until legislation to prevent the start of other outdoor advertising companies in Honolulu was secured.

With the assistance of Gov. Frear, legislation was introduced in 1927 restricting the area in which billboards could be erected on Oahu. The legislation passed both houses and was signed by the governor. To ensure that no billboards would ever be erected in the small restricted area in downtown Honolulu, Circle members drew up a declaration and circulated it among all the business firms

of the city. The correspondence told of the purchase and scrapping of the Honolulu Poster Service Co. by the women of the Circle, and asked for the complete elimination of billboard advertising in the future. Every firm approached signed the "gentleman's agreement."

It seems the campaign to keep billboards out of the state is a never-ending battle. During the 1995 session of Congress, Sen. Wendell Ford (D-Ky.) introduced a bill titled the "Highway Advertising Equity Act." The bill would have mandated that billboards be allowed along federal-aid interstate and primary highways in spite of state and local laws.

Sen. Daniel Inouye issued a public statement in support of the Circle's position opposing the bill. He said if S460 were to be considered seriously by the U.S. Senate he would "immediately secure a Hawaii exemption to preserve our local decision-making

**The Outdoor Circle supports the plan which calls for Diamond Head Crater to be used for passive recreational activities.**





authority and the beauty of our islands."

Besides remaining vigilant in keeping billboards and other unsightly outdoor advertisements out of the state, the Circle's mission includes the following goals:

- Conserving and preserving the natural beauty of the landscape.
- Protecting view planes — mauka to makai.
- Placing unsightly overhead wires underground.
- Providing assistance for public landscaping projects.
- Educating individuals to respect the environment.
- Promoting open spaces.
- Eradicating virulent weed pests.
- Gaining public support for legislation which protects the environment and beautifies the state.

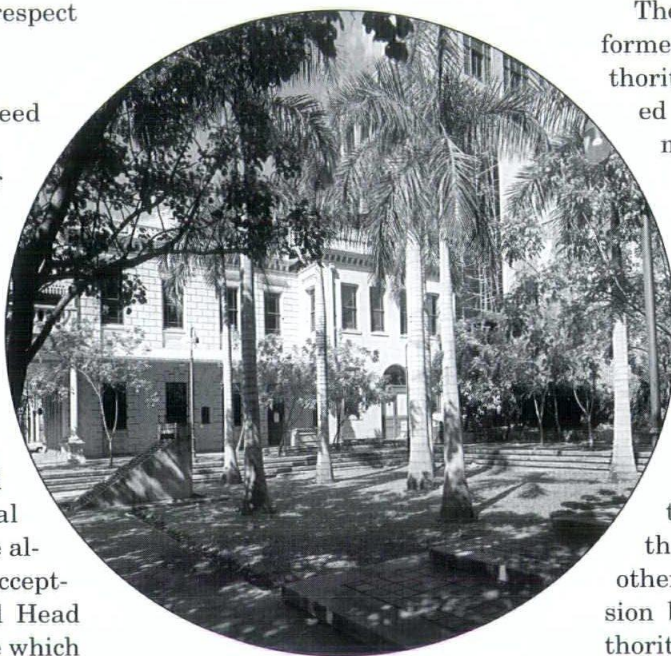
As part of its goal to protect Hawaii's unique natural environment, the Circle has worked through the years to preserve the natural integrity of Diamond Head, a registered national natural landmark. The Circle always has supported a plan accepted in 1979 by the Diamond Head Citizens Advisory Committee which calls for the establishment of a semi-wild interior park and development of an exterior park for family picnicking.

In December 1995, the Circle released the following statement in response to Gov. Benjamin Cayetano's proposed plan of developing Diamond Head as a modern tourist attraction: "Diamond Head was never meant to be green or developed. Its natural state is hot and dry. Its environment does not support the kind of plans that were put forth by Gov. Cayetano. The Outdoor Circle strongly favors using Diamond Head's natural elements and upgrading them." The Circle's plans include a xeriscape garden, which requires little water, upgrading the trails, enhancing the existing atmosphere by establish-

ing an interpretive center and using the crater for passive recreational activities.

The Circle continues to pursue its longtime goal of having overhead utility lines put underground. A 1995 bill, sponsored by the Circle, which would have provided for underground utility wires in construction or reconstruction of federal highway projects if federal funds were available was vetoed by Gov. Cayetano on June 19.

The governor said in his state-



**In the 1970s The Outdoor Circle and The Garden Club of Honolulu co-sponsored the development of this mini-park on the parking lot site of the old Kamehameha V Post Office.**

ment of objections to the legislation that in his opinion, "the bill puts an undue burden on the director of the Department of Transportation, who would be required to hold public hearings for every federal-aid project that does not provide for underground utility wires." The Circle plans to reintroduce the bill, which passed three committees in the Senate and two in the House without one committee member dissenting, during this legislative session.

While the Circle is actively involved in monitoring federal and state legislation that could affect Hawaii's landscape, a great deal of time and effort also goes into education, plantings and maintaining and preserving already established trees. The Circle strives to educate

the public through seminars, all-day events, visits to schools, publications and by being actively involved in decisions that affect the landscape of the islands.

When the draft Environmental Impact Statement for the convention center was issued, it called for the relocation of five exceptional banyan trees on the Ala Wai promenade. These trees, part of a grove of exceptional trees, were to be relocated to make room for the center's grand staircase planned to cascade onto the promenade.

The Circle's board of directors informed the convention center authority of the trees' status and noted that the trees should not be moved to accommodate a design feature of new construc-

tion. The group's response to the draft EIS, combined with other allies, resulted in the decision by the convention center authority to leave the trees in place.

To heighten public awareness and appreciation of Hawaii's natural beauty, the Circle sponsored the first Shower Tree Festival, July 8, 1995, at Kapiolani Park. The event included ethnic foods, music, educational activities, a plant and book sale, storytelling, arts and crafts, a silent auction of a Hiroshi Tagami painting, contests and prizes.

The festival, now an annual event, is scheduled to be held this year 10 a.m. to 4 p.m., July 17 at Kapiolani Park.

Beautification, preservation and educational ventures also are taken on statewide by 11 branches of the Circle.

- The Hilo branch saved a downtown Hilo park from becoming a parking lot.

- The Kaneohe group has been



active in the campaign against H-3 signage and has helped preserve shoreline areas for public use.

- The Kau branch has been the driving force behind the Manuka State Park improvement and enhancement project.

- The Kauai organization established the Hoomaomaokauai project following Hurricane Iniki. The replanting project focused on restoring public areas to the original landscape beauty.

- Kona volunteers host their own fund-raisers and are working on major highway beautification projects.

- The Lani-Kailua Outdoor Circle has worked to enhance the look-out over Kailua Beach Park and has worked with the Kailua Urban Design Task Force to aesthetically improve the entrance to Kailua.

- A beautification task taken on by the Maui group is the Kaahumanu medial planting.

- The Molokai branch is planning a beautification project for the road that leads from the airport to the highway.

- The North Shore Outdoor Circle, Oahu, was instrumental in the Ke Ala-Pupukea Bikeway a joint project with the City and County of Honolulu. The North Shore group received one of the city's 1995 project-of-the-year awards.

- Puna branch volunteers cleaned up Sand Hill, 78 acres of state-owned land. This saved the state more than \$60,000 in labor cost. Now the state is moving toward developing a park on the site.

- The Waimea branch is working to create a 10-acre wilderness park in the downtown area of Kona.

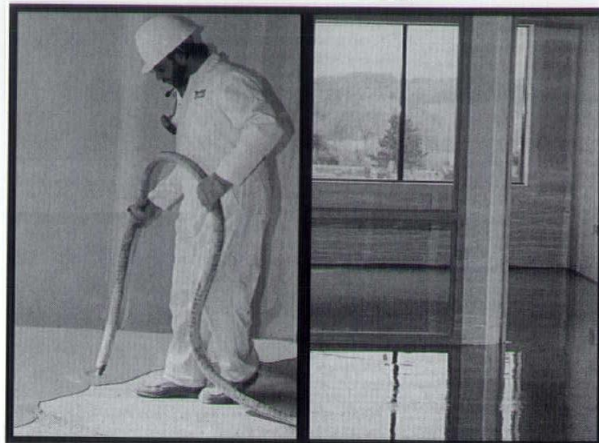
Although there are many achievements under its belt, The Outdoor Circle continues its vigil to keep Hawaii beautiful. "While the history of The Outdoor Circle is impressive and has made a difference to the quality of life in Hawaii, present and future pressures provide daily opportunities for Circle volunteers to actively pursue our mission," said Carolyn Heinrich, the Circle's president.

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Preserving a historic streetscape

## Hanapepe Town

by Barbara Sannino Shideler, AIA

**This 1941 photograph shows that the Hanapepe River is not only the spine of the town, it connects the mountains with the sea.**

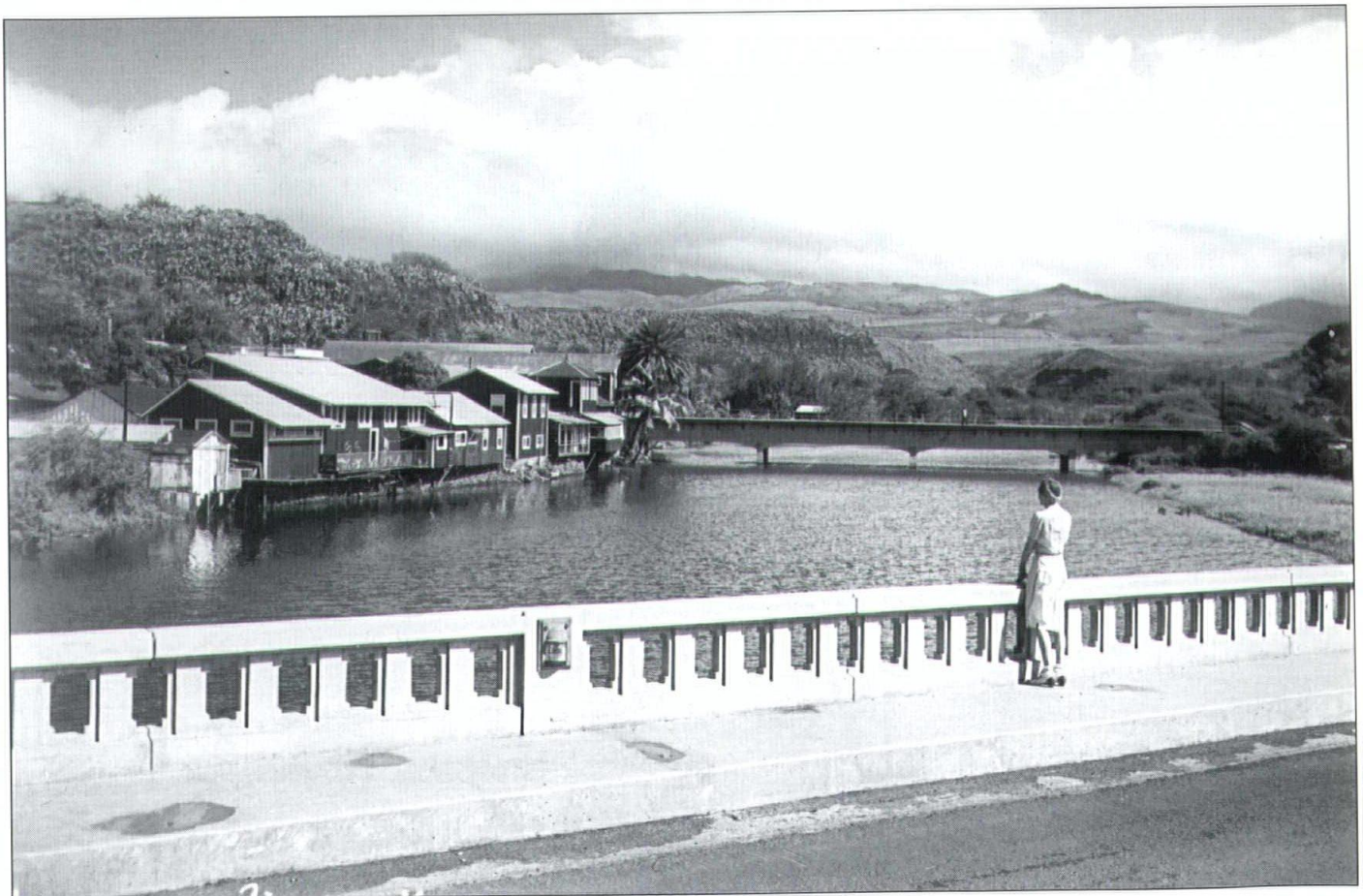
Photo courtesy of Hawaii State Archives

**T**he well-watered Hanapepe Valley in West Kauai was the site of Hawaiian habitation for centuries prior to western contact. Traditional Hawaiian activities, such as fishing and taro farming, have remained important to the area's economy. In the 19th century, Chinese rice farmers settled by the banks of the Hanapepe River and by 1890, Hanapepe Town had evolved along the belt road that followed the curvature of the river.

Early commercial enterprises, such as hotels, restaurants and general merchandise

stores were established by people leaving plantation employment. These businesses served the workers remaining in the plantation camps and visitors arriving at nearby Port Allen or Burns Field Airstrip. Until 1930, Hanapepe was the largest town on Kauai and the island's focus of commerce and trade. Hanapepe residents remain proud of this independent, mercantile past.

The two biggest blows to Hanapepe Town's economic development came from two federally funded construction projects. In 1924, Nawiliwili Harbor in Lihue was chosen in-





stead of nearby Port Allen for harbor improvements. In 1938, the federally funded Kauai belt road route bypassed the original government road alignment and the traditional business core of the town.

As automobiles became more affordable, islanders became increasingly mobile. Shopping and entertainment options in Lihue and elsewhere drew business away from Hanapepe. After a brief World War II boom, activity in Hanapepe slowed once again. The early 20th-century character of Hanapepe remained virtually unchanged until 1982, when Hurricane Iwa hit the island followed by Iniki a decade later.

Residents recognized the need to revitalize their town, yet wished to preserve elements that make it special. Many recalled Hanapepe's leading role as the island's first independent non-plantation town and wished to return the town to its former strength. Newer residents, many of them artists and gallery owners, are attracted by the town's picturesque appearance and historic character.

Kauai County initiated the Hanapepe Town Core Revitalization Program to acknowledge and preserve Hanapepe's unique historic and cultural legacy. This systematic, long-range program was developed to economically stimulate and revitalize the town core through the rehabilitation and reuse of historic structures.

The goals for the program include: rehabilitation/restoration of historic commercial buildings to provide small businesses with long-term spaces, creation of jobs by attracting new small businesses to the area, creation of an appealing visitor destination and scenic stop by retaining the town's historic identity through the preservation of historic buildings and the provision of commercial opportunities and services for Hanapepe residents.

A federal Community Development Block Grant revolving-loan fund was established to finance these rehabilitation projects. Two protective mechanisms were recommended to guide both restoration and new construction, one proactive, the other protective.

The first involves the preparation of design



guidelines for the Hanapepe Town core. Design guidelines have been used successfully in many historic Hawaii communities, including Chinatown and Haleiwa on Oahu; Hilo on the Big Island; Waimea on Kauai; and Paia and Makawao on Maui.

Typically, recommendations in design guidelines are organized around building design, site design and public infrastructure recommendations. These guidelines reinforce the historic, and often fragile, character of the town and outline specific variations from current planning standards that are necessary to retain the town's character. Design guidelines are intended to be used by public agencies, property owners, architects, contractors, lenders and interested citizens.

The protective mechanism involves a change in the zoning designation for the town core from general commercial to special treatment-cultural. The special treatment designation allows for the enforcement of the design guidelines and permits a relaxed interpretation of standard county zoning ordinances. The latter is extremely important since current zoning laws often eradicate conditions that contribute to the historic character of the streetscape.

The typical historic commercial building in Hanapepe is essentially a small, one-story, wood building of single-wall construction with a western false-front facade. The small scale of the buildings contribute to the walkable, human scale of the town, however, the footprint and building heights are considerably below currently allowable limits. Unless the present standards are reduced or otherwise mitigated, these structures are prey to development pressures.

**As shown in this 1966 photograph, pedestrians must walk behind parked cars or in the unpaved shoulder of the road along much of Hanapepe Road.**

Photo courtesy of the Kauai Historical Society





**Western false-front buildings are typical of Hanapepe's historic commercial streetscape.**

Photo courtesy of Bishop Museum

**This aerial photograph, taken in 1966, of Hanapepe Town and Hanapepe River demonstrates the influence of the river on the layout of the town.**

Photo courtesy of the Kauai Historical Society



Features that define the street corridor include the existing pattern of building and lot sizes and the continuous building frontage along the sidewalk. This continuous wall of buildings is now broken by vacant lots or newer structures built with deeper setbacks in accordance to current regulations. In order to maintain the character and human scale of historical towns, development standards regulating lot sizes and setbacks must acknowledge the idiosyncrasies of older towns.

Many features of a historic streetscape are chosen and installed by a public agency. Residents, planners and architects often have little control over the appearance of these items. Character-defining public infrastructure elements include roadways, parking, sidewalks, curbs, crossings, utilities, public signage and urban amenities, —telephone enclosures, bike racks, seating and trash receptacles. These elements of the streetscape are background features that are often overlooked or altered incrementally, but have a

significant cumulative visual effect.

Many of the public improvements are made for safety reasons. Sensitive design and careful planning should be employed to ensure both safety and appropriate visual character.

Along much of Hanapepe Road, pedestrians must walk behind parked cars or in the unpaved shoulder of the road, a dusty and unsafe practice. Sidewalks, curbs and marked crossing areas are welcomed improvements, but these elements must be designed carefully in historic areas not to appear as jarring modern intrusions. The revitalization plan includes recommendations for improvements to Hanapepe's pedestrian circulation system in order to accommodate foot and vehicular traffic, serve the area's residents and businesses and retain the historic character of the streetscape.

Generally, older towns do not easily accommodate the automobile, thus parking is another safety and convenience issue that has a significant impact on the function and appearance of a town. The historic pattern for street parking in Hanapepe, as elsewhere on Kauai, is perpendicular or diagonal to the roadway, which does not meet current standards. Changing from angled to parallel parking reduces the risk of accidents from cars reversing into traffic, but results in a significant change in the visual character of the street and increases the demand for off-street parking.

To add to the parking problem, stringent parking regulations require new businesses to provide even more off-street parking. Parking in the front yard results in an unsightly break in the building frontages. Nonetheless, this difficult issue must be resolved since a lack of parking or poor traffic flow could be a major hindrance to the economic revitalization of the town. In Hanapepe, municipal parking lots have been recommended for flag lots or the creation of parking areas behind buildings on larger properties may offer at least a partial solution.

Urban amenities, such as traffic signals, trash receptacles, seating, bike racks and phone enclosures obviously are modern elements for which there is little historic precedence. The tendency is to select quaint historical fixtures that create a false historical appearance, such as a Victorian splendor that the town never actually experienced. All public infrastructure elements must be se-



lected carefully and be appropriate for the historic period and character of the town. Where possible, the materials for such items should reflect those used in the town. Sensitive placement of these modern elements can minimize intrusion on the historic streetscape.

The success of the Hanapepe revitalization program depends on the grass-roots effort of the community. Residents contributed to the planning process at several public meetings and smaller workshops. These forums were intended to engage the community in the preservation of historic resources in the town and demonstrate that economic value will be realized by the repair, rehabilitation, restoration or sensitive design of in-fill buildings.

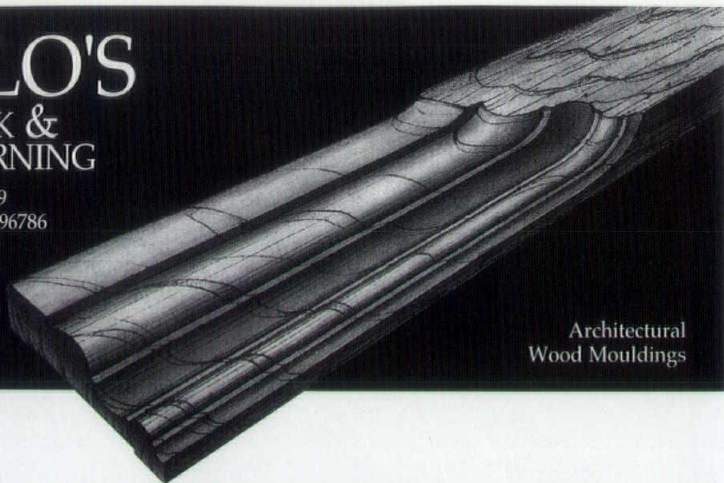
Preliminary architectural drawings and cost estimates were prepared for four demonstration projects. These projects are case studies which implement the design guidelines and are intended to serve as inspiration and a source of direction for further work in the town. The case studies were selected to illustrate a range of revitalization projects and included the restoration of two deteriorated historic buildings and the complete reconstruction of two others destroyed by Hurricane Iniki.

In order to address larger issues, a beautification plan was prepared to identify the town's major landscape features along with proposals for improvements. Priority has been placed on improvements that can be undertaken by community members. The Hanapepe Town Core Revitalization Program was intended to be more than a study and a report; in the end, its success will be judged by practical improvements in the quality of life for Hanapepe residents.

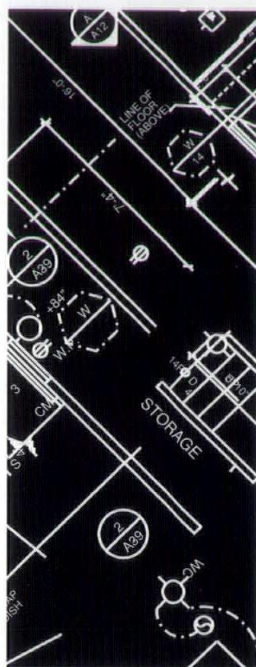
♦ Barbara Sannino Shideler, AIA, is a historic architect with Spencer Mason Architects. The Hanapepe Town Core Revitalization Program was a team project completed with Alan Richards, AIA, and Spencer Leineweber, AIA.

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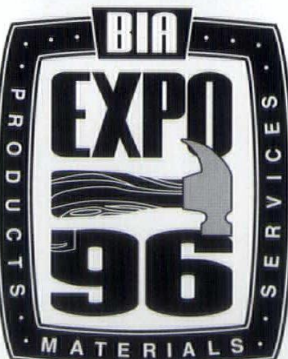
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## Your Copyright

by Michael D. Tom, J.D.

Congress passed the Architectural Works Copyright Protection Act in 1990. The act provides protection not previously afforded by United States copyright law to "architectural works," i.e., original design elements of three-dimensional buildings.

In essence, architectural work is the abstract three-dimensional design of a building and is protected regardless of the form or medium in which it is fixed. Consequently, plans, drawings, models and now buildings are copyrightable.

Copyright laws provide a range

of remedies and protections. The most interesting, from the standpoint of architectural works, is the right to injunctive relief. Theoretically, under the right set of circumstances, a person who owns a copyright to the design of a building can force the destruction of a building which is found to have infringed upon the rights of the copyright owner.

Copyright registration is generally not a very difficult process nor is it especially expensive. The United States Copyright Office prints form applications, which are avail-

able at most large municipal libraries. Different forms are available depending upon the item to be copyrighted, circumstances regarding ownership and status of the work's author.

While each case should be evaluated on its own merits, registering architectural works may be an advisable course of action because of the protections that come with registration.

♦ Michael D. Tom, J.D., is a partner in the law firm Tom & Petrus. Educated as a civil and structural engineer, his practice focuses on the construction industry.



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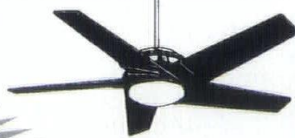
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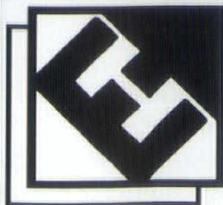
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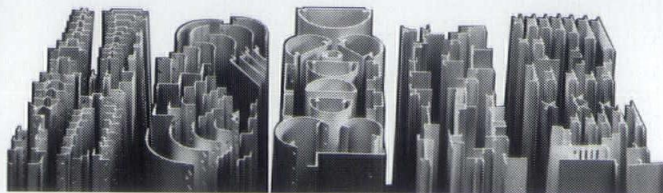


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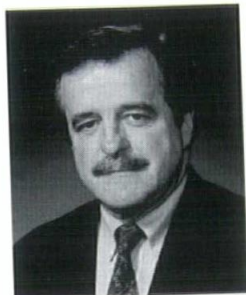
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Lecture at UH set for March 6

## Canadian Architect Featured as Guest Speaker



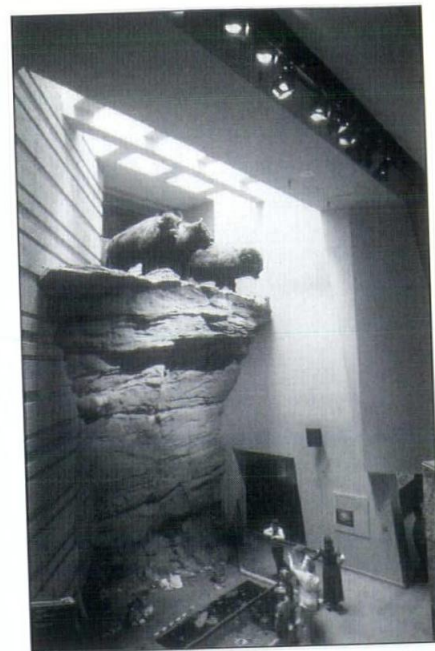
Robert H. LeBlond

**R**obert H. LeBlond, a Kenneth F. Brown Asia Pacific Culture and Architecture Design Awards winner, will speak on "Building Dreams—A Life Commitment" at a March 6 lecture. The event will be held at 7 p.m. in the architecture auditorium, University of Hawaii at Manoa. LeBlond, principal partner of The LeBlond Partnership Architects & Planners, Calgary, Canada, received recognition in the design awards program for the design of the Head-Smashed-In Buffalo Jump Interpretive Centre at Fort Macleod in Alberta, Canada.

LeBlond, who received his bachelor of architecture degree from McGill University in 1968, established the firm Robert H. LeBlond Architect Ltd. in 1974. In 1987 LeBlond's firm joined in partnership with Gregory Beck Architect Ltd. to form The LeBlond Partnership Architects & Planners.

The firm's architecture is visually identifiable as dynamic, sensitive and respectful of its clients' wishes, dreams and realities. The

Visitors enter the Head-Smashed-In Buffalo Jump Interpretive Centre at the bottom of the cliff and ascend to the kill site as they go through the centre.



The centre was designed to depict the significance of buffalo as a major resource for the lifestyle of native Canadians.

Photos courtesy of Robert H. LeBlond

architects strive to create projects which identify spirit of place and the character of their clients and the people who will be using the buildings.

The Head-Smashed-In Buffalo Jump Interpretive Centre, which was designed to depict the significance of buffalo as a major resource for the lifestyle of the native Canadian, is part of the 1500-acre World Heritage Site. The centre is located on the kill site of the most widely used buffalo jump in North America. The site dates back 5,000 years.

The complex, which was designed within the confines of the existing contours of the land, contains seven underground levels of exhibition galleries. These levels link the lower public entrance to the upper access to the kill site, representing a difference of 28 meters. The exhibition galleries, which cascade beneath the surface of the site, are open to one another under one sweeping roof.

The building location and its approach provide visitors with an appreciation for the area's significant message. Visitors enter the building at the bottom of the cliff via a pedestrian plaza, flanked on both sides by retaining walls which simulate bedrock scars depict-



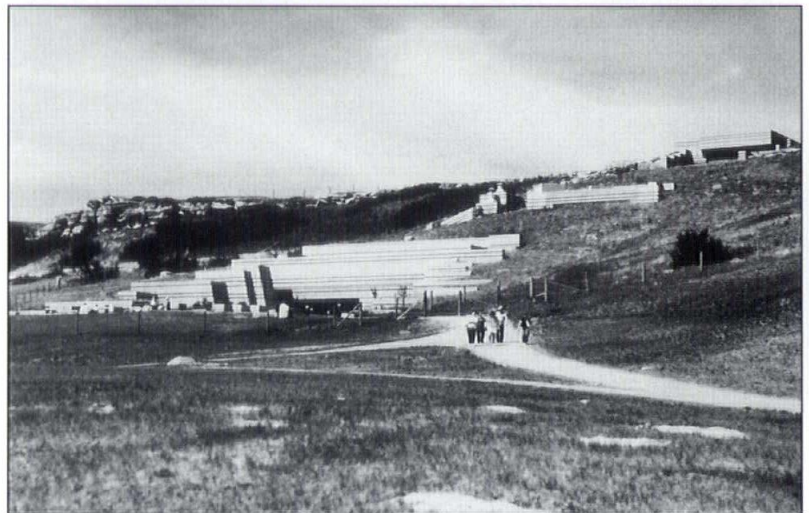
ing an archaeological dig. The door location and design provides visitors with a feeling of stepping into an important cultural and spiritual world. Upon entering the centre, visitors are overwhelmed by the drama and the spirit of the jump unfolding in front of them.

The interior is designed to bring visitors to the top of the cliff, allowing them the opportunity to orient themselves and to contemplate the buffalo driving lanes leading to the kill site. The skylights over the ecology and buffalo jump exhibits and the location of the various stairs joining all levels and exhibition galleries demonstrate the interdependency between the exhibit designs and the structure. The building is hand-and-glove with the site, similar to the relationship between the native Canadian way of life and the environment.

In addition to receiving recognition in the Kenneth F. Brown Asia Pacific Culture and Design Awards program, LeBlond's Head-Smashed-In Buffalo Jump Interpretative Centre has been awarded the Governor General of Canada Medal for Architecture, 1990; Pacific Cultural Heritage Award for Preservation and Development of a Country's Heritage and Culture, 1988, which was presented to the Alberta Department of Culture and Multiculturalism at the Pacific Asia Travel Association Conference in Singapore; Award of Excellence for Design and Construction in Concrete, Portland Cement Association, Alberta Chapter, 1988; and the Award of Excellence for the Use of Concrete in Alberta, American Concrete Institute, Alberta Chapter, 1988.



**The centre, which contains seven underground levels of exhibition galleries, was designed within the confines of the existing contours of the land.**



**The building's location and its approach provide visitors with an appreciation for the area's significant message.**



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## Floor Structures

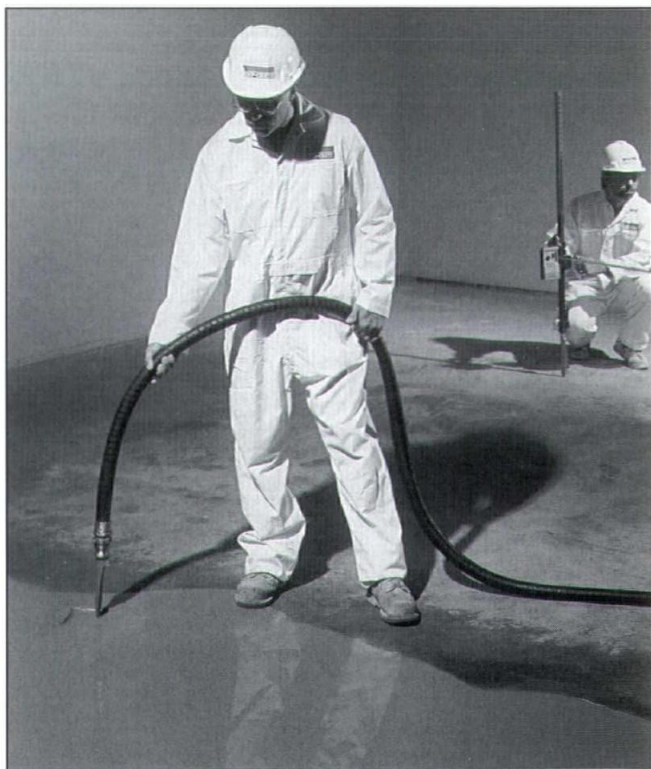
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by alternative materials

## Flooring Products

**A**s forest resources dwindle and trees for large spans of lumber are no longer available or are excessively expensive, design and construction professionals are turning to products that use less wood or no wood at all. Industry suppliers currently offer a range of composite wood and steel products as floor structure materials.

Trus Joist MacMillan's Silent Floor® system uses I-joists composed of laminated veneers pressed to form flange and web material. By creating a composite wood material, the strength and durability of the wood product is greatly enhanced.

"The I-joist design provides a straight product that doesn't warp, twist, shrink or split," said Mark Chaple, a Trus Joist MacMillan technical representative. He noted the framing material is used for residential



In addition to adding durability to a floor, Gyp-Crete is known for sound and fire control.



and commercial projects depending on the floor-load and joist-span requirements.

Additionally, pressure treatments penetrate the I-joist completely, providing an effective termite-resistant wood product.

Light gauge metal also is a popular alternative to traditional wood framing. Steel framing products are termite-proof, non-combustible and are highly recyclable.

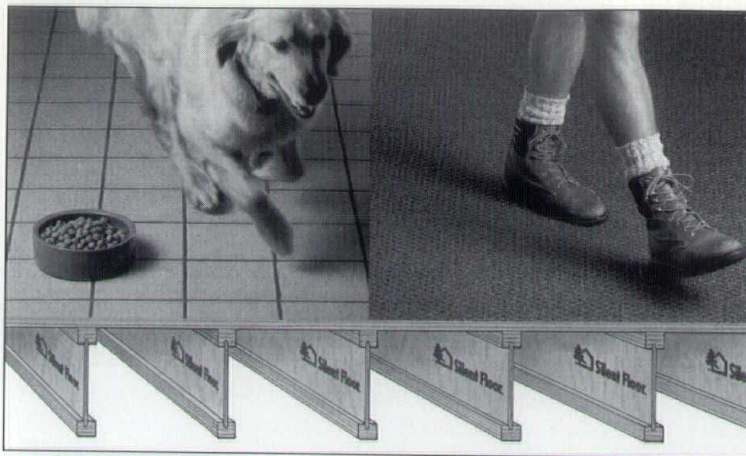
"Another advantage to light gauge steel is that it gives architects/engineers more design flexibility," said Mike Fernandez, operations manager, Studco of Hawaii Inc. Studco offers a complete line of light gauge metal products for both residential and commercial projects.

While the materials used to frame a floor are constantly evolving, so is the technology to make those floors smoother, more durable and sound proof. Underlayments are used for these purposes in all types of projects — new construction, renovation and repair.

"Our products offer a good, solid, smooth base for flooring and are poured in place on the job site," said Bob Poerio, president Gypsum Floors of Hawaii Inc. The material, which prevents shrinking and cracking, can be applied to small or large projects in one day. Poerio noted that these projects could range in size from 100 to 10,000 square feet.

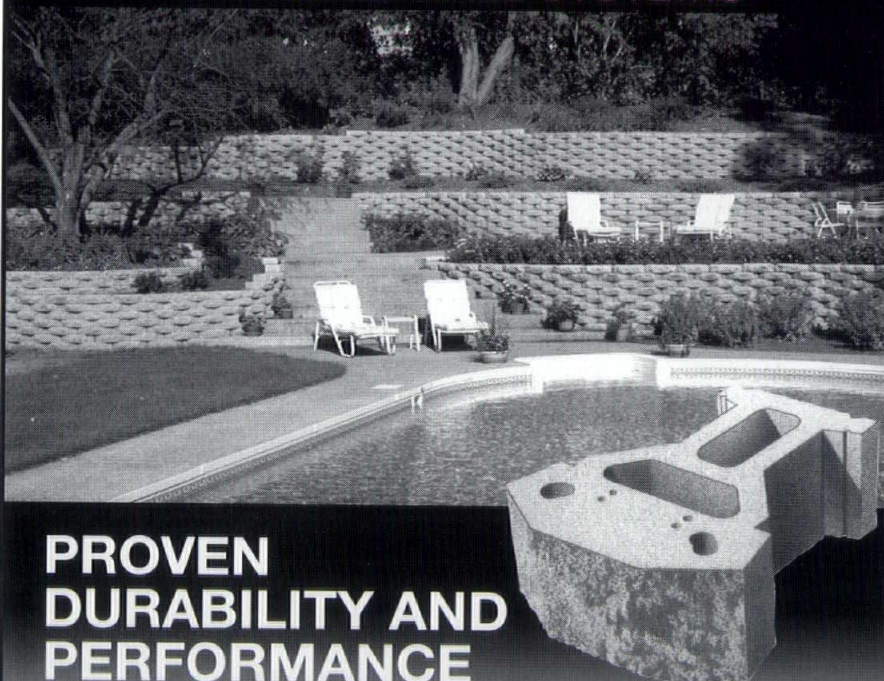
Gypsum Floors provides underlayments for single-family, multi-family, light commercial and commercial projects. The company's product line, which includes Gyp-Crete, Gyp-Crete 2000, Dura-Cap and Level-Right, fills certain requirements for specific projects.

As the need for more durable and ecologically sound products grows, design and construction professionals are using more manufactured wood products and other alternative structural materials. This seems to be driven by the need to control the strength of materials used in a project.



The I-joist design provides a straight product that doesn't warp or shrink.

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## **Building Materials Expo March 6-7**

**A**rchitects are among the professionals invited to attend the Building Industry Association of Hawaii's 26th annual BIA Building Materials Expo, March 6, 3:30 to 8 p.m. and March 7, 11 a.m. to 8 p.m. at the Neal Blaisdell Exhibition Hall.

BIA Expo will feature 300 exhibit booths, three major prize giveaways, a "Lucky Number" promotion and seminars on "Computer Technology for Today's Builders" and "How to Market in a Construction Downturn." A hosted cocktail reception will be held from 5 to 7 p.m. both days.

Co-sponsored by the BIA and GE Capital Hawaii, the BIA Building Materials Expo is Hawaii's largest exposition of new construction materials, equipment and services.

GE Capital Hawaii Vice President Marvin Koshi, 1996 BIA Building Materials Expo chairman, said "BIA Expo continues to be the best vehicle to acquaint industry and trade members with the most up-to-date developments and new trends within the construction industry. GE Capital Hawaii continues its longtime co-sponsorship of BIA Expo, as activity in the construction industry and its success have a definite bearing on the lending climate. GE Capital Hawaii is proud to again be able to support this event."

Special exhibits in this year's show will be hosted by the American Institute of Architects Honolulu chapter and the Honolulu chapter of the Construction Specifications Institute.

AIA Honolulu's presentation will focus on an upcoming project, "The GreenHouse in Honolulu," a mobile demonstration exhibit for energy-efficient and environmental design and materials. Information on a local chapter of the Eco-building Guild and energy-efficient building materials and practices also will be available at the AIA Honolulu booth.

The CSI booth will be staffed by chapter members who will provide information on upcoming educational programs related to

the construction industry. CSI representatives also will present current and upcoming editions of their national award-winning "Pacific Rim Specification Standards."

Seminars, offered free of charge, will be held March 7 in the Pikake Room. "Computer Technology for Today's Builders," an hour-long panel discussion followed by a half-hour question-and-answer period, will be presented

starting at 10:30 a.m., before the main gates open. Attendees may enter through a designated door on the Ward Avenue side of the exhibition hall.

The marketing seminar will be held from 2 to 3 p.m. on March 7.

Professionals involved in the building industry and related businesses and industry-related military and government agencies are welcome to attend BIA Expo. A business card is required for admission.

For more Expo information, contact Barbie Watanabe, BIA project administrator, at 847-4666, Ext. 202.

