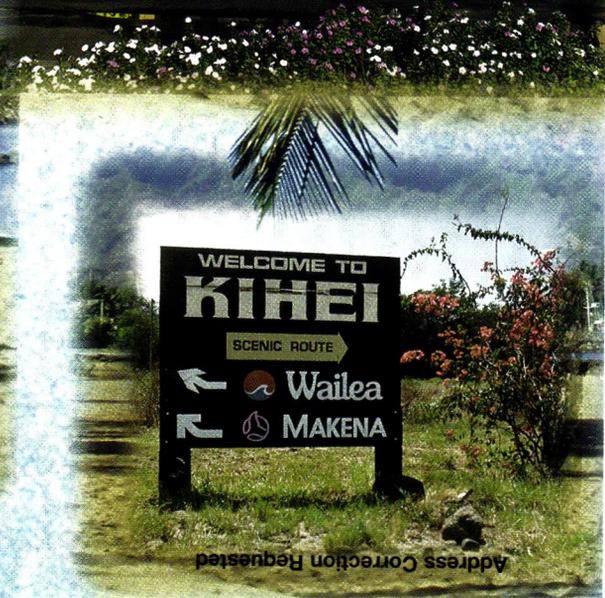
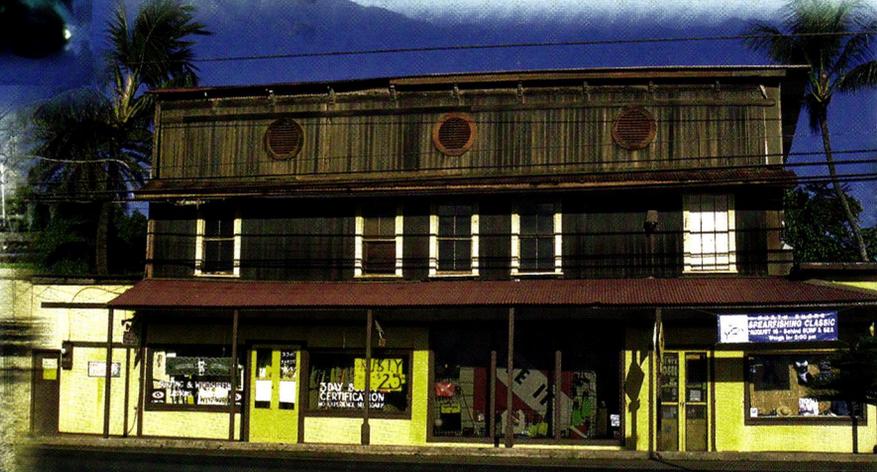


Hawaii Pacific Architecture



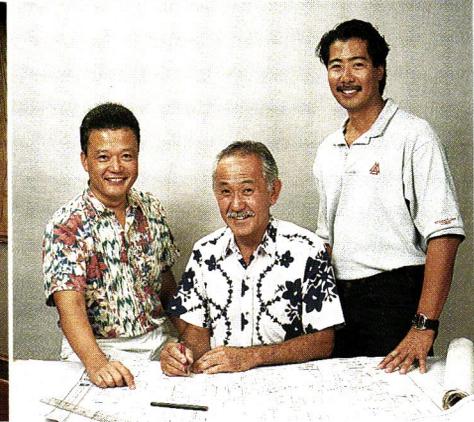
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In 1953, Like Like Drive Inn Restaurant opened in Honolulu as a drop-in diner that was slated to become an isle-style tradition.

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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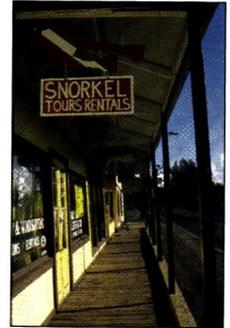
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Architect Doc Sasaki, Owner Roy Hayashi,
ABS Project Engineer Winton Saito

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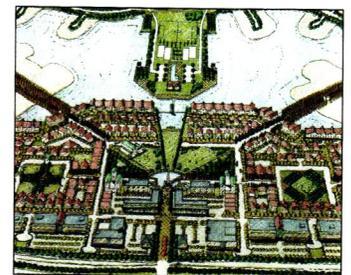
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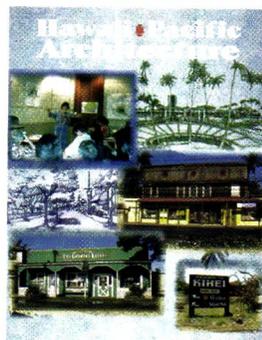
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IN THIS ISSUE ...

Hawaii Pacific Architecture focuses on neighborhood planning. Pam Harlow discusses how the Main Street program has contributed to the revitalization of Haleiwa. Chris Hart talks about how ongoing community-based initiatives are becoming the preferred framework for future growth and development in Maui County. A. Kimbal Thompson, AIA, reviews what steps have been taken by the Kailua Urban Design Task Force to promote Kailua as a special place to live, work and play. Gene Thompson addresses what the Kihei Community Association plans to do to transform Kihei into the "coastal heart of Maui." Tom Fee, AICP, discusses how government's ability to provide public services is diminishing and that community leaders must get involved to assist in reestablishing service delivery priorities. This month's cover features items which portray various stages of the community planning process—a community meeting, design proposals, revived landmarks and a community sign. The Hawaiian Tapa used on the cover and throughout the magazine is courtesy of the Bishop Museum.



Digital collage by Maria Bracho

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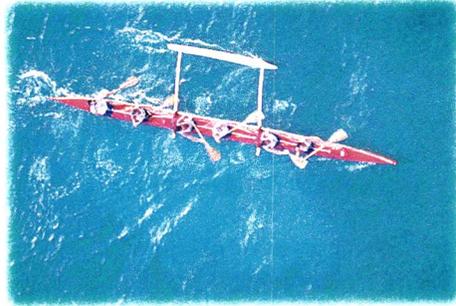
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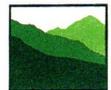
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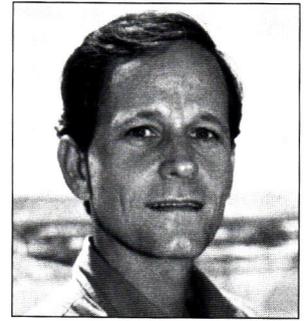
Green View
VILLAS

Armstrong Builders, Ltd.

Local governments, residents join to enhance communities

Challenging Times Ahead For Neighborhood Planning

by Tom Fee, AICP



Tom Fee

We all know what neighborhoods are. There is something elemental and basic about them. It's an intimate term, usually conjuring up pleasant memories of our past, sometimes relating to family and friends, sometimes to physical reminders such as buildings or landscapes. This is the "sense of place" that people keep talking about.

The stability of our neighborhoods is being stressed as we become a more mobile society, and as our economic conditions require more and more of our time at the workplace. Coupled with increased residential densities and our love affair with the private automobile, our neighborhoods are at risk of losing their sense of place.

As many of the articles in this issue illustrate, neighborhoods and communities across our state are now taking a much more active role in determining their destinies. New roles and responsibilities are being forged between local governments and neighborhoods.

Government's ability to provide current levels of public services is being severely strained and community leaders have an important role to assist in reestablishing service delivery priorities. The success of SCBM (school/community-based management) councils and the neighborhood board system illustrate the significant potential for neighborhoods to get involved in the operation and management of important, neighborhood-based public services and facilities.

The increased sense of communi-

ty "ownership" and pride associated with this type of involvement is an important objective of neighborhood-planning initiatives. LULUs (locally unwanted land uses) and NIMBY (not in my back yard) problems have also shown the need for neighborhoods to organize to protect their interests. Like it or not, neighborhoods will have to assume more civic responsibility or risk obsolescence.

Local leadership development processes in the form of the neighborhood boards, SCBM councils and the many community associations

need to be fostered to assist in this transition of responsibility. At the same time, we need to look closely at our current regulatory structure for creative ways to support, empower and sustain neighborhood-based initiatives. There is a lot to be done and there are many opportunities to get involved in this issue.

♦ *Tom Fee, AICP, co-guest editor for this issue of Hawaii Pacific Architecture, is managing principal of Helber Hastert & Fee, Planners, an internationally-recognized land use and environmental planning firm based in Honolulu. He also is a past chair and current member of the Palolo Neighborhood Board.*

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Main Street participants strive to preserve historic ambiance, spur economy

The Haleiwa Experience

by Pamela L. Harlow

As you descend down the hill from Helemano through fields of pineapple and sugar cane, it is difficult to imagine what life on Oahu's North Shore would be like without the historic oceanside town of Haleiwa. While visitors and residents enjoy the town's restaurants, quaint boutiques, famous mom-

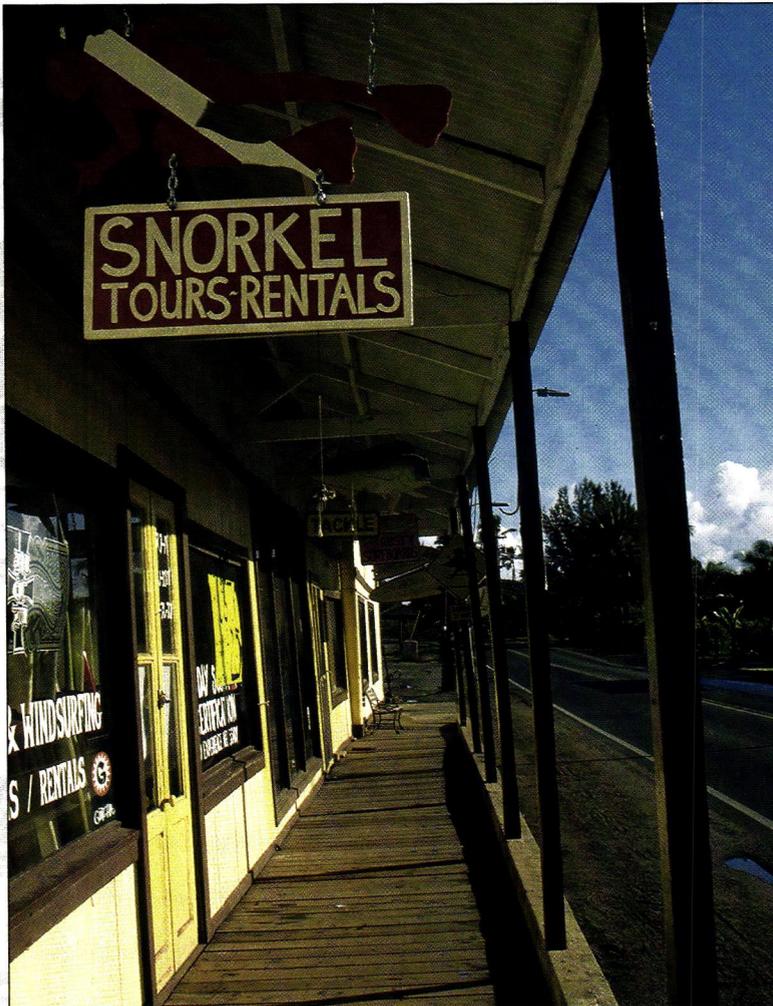
and-pop shave ice stores, art galleries and surf shops, housed in turn-of-the-century stone and wooden false-front buildings, Haleiwa residents know this unique commercial setting did not come about by chance.

According to long-time resident and local historian Meryl Andersen, members of the Neighborhood Board and the Waiialua Community Association's Historic Committee saw the need in the late 1970s to preserve and protect this last vestige of authentic plantation architecture and approached City and County of Honolulu officials for their assistance. "What we were really concerned about was preserving the aesthetics of Haleiwa—historic buildings, Hawaiian culture and history, rural country lifestyle and scenic views," Andersen recalled.

By 1984, after years of work by the community's local advisory group, the City's Department of Land Utilization and design professionals, workable regulations were approved and Haleiwa was designated a special district.

Throughout the rest of the 1980s it became clear that while the Haleiwa special district regulations had aided the fight to keep Haleiwa historic, the regulations had done little to spur economic activity which would ultimately ensure that older buildings could be maintained and preserved by merchants. As a result, preservation-minded business people and residents founded the Haleiwa Main Street Association in 1989.

The Association embarked on an ambitious course to revitalize the town's economy while simultaneously preserving its history and character. While raising money to pay for a professional town plan and hire a full-time project manager, Main Street kept a watchful eye out for developments that would threat-



This building, constructed in 1931, which now houses Surf & Sea—a water sports shop—is an example of how Haleiwa businesses combine historical preservation and commerce.



Once restoration of the 83-year-old Waiialua District Courthouse is completed, Main Street participants plan to return the state-owned building to community service.

en the economic viability of the town.

The greatest challenge to the newly-formed organization came in 1990 when the state Department of Transportation unveiled its latest plans for the Haleiwa Bypass Road, an alternate route meant to divert 60 percent of the current traffic using Kamehameha Highway behind the town. While commuters had long complained that relief was needed from congested rush-hour and weekend traffic through Haleiwa, the DOT's design called for "T" intersections which would make it all

but impossible for motorists to turn left against oncoming traffic to access or exit the town. Because of the road's double-edged threat to motorist's safety and the town's economic viability, Main Street immediately began an uphill battle for a better bypass design.

"Haleiwa Main Street's goal was to strike a balance between safety and accessibility," said Ed D'Ascoli Bypass Committee member. "We wanted the road to be safe for every motorist to

use, whether they were entering or bypassing the town, and we wanted the road to provide better access to those motorists entering and exiting Haleiwa. But, DOT officials refused to take our concerns seriously; they just couldn't see the road from our perspective," D'Ascoli continued. "Finally, after convincing legislators and the Federal Highway Administration that the design was not safe enough, the DOT did come to the table and we made some progress," he said.

As a result of Main Street's work with



This historic Haleiwa building is an example of the mixed-use concept—businesses on the ground floor and residences on the second floor.

elected officials, volunteer professionals and the community, the DOT has installed traffic signals at both intersections on the bypass and state money has been appropriated to construct a grade-separated underpass which will eventually take the place of the "T" intersection above Weed Junction.

When the Bypass opens in October of this year, Haleiwa Main Street intends to be ready. In addition to ongoing promotional efforts, Main Street will install colorful directional signs on both sides of the bypass to catch the attention of passing circle island motorists.

"We have to view the opening of the bypass as an opportunity to make Haleiwa a peaceful, pedestrian-oriented town again," said Susan Smith Bypass Committee Chairwoman. "Without all that traffic passing through town on weekends and during commute hours, Haleiwa will appeal more to visitors and urban residents seeking an authentic small town experience. They will stay longer, enjoy themselves more and contribute more to the local economy," Smith added.

Another Main Street project currently in the works that will contribute to the "Haleiwa experience"

is the restoration of the 83-year-old Waialua District Courthouse. This project also had its beginnings in 1990, when Main Street volunteers raised money to fund an existing condition assessment of the abandoned and termite-ridden structure.

The assessment was completed by Spencer Mason Architects in 1991 and used by Main Street to appropriate \$460,000 in state funds during the 1992 legislative session. Delayed until 1994, the restoration became more costly and recently was supplemented with another \$180,000 through the state Department of Land and Natural Resources.

When the restoration is completed in early 1996, it is Haleiwa Main Street's plan that the state-owned building will be returned to community service. To meet this goal, Main Street is currently working with prospective tenants to identify programs and services which could be offered at the courthouse to various target groups and the community at large. Plans also call for providing community meeting space, historic and cultural exhibits, a small visitors' center and a permanent office for Haleiwa Main Street.

During the next five years Main

Street intends to pull off its greatest achievement yet—the development of a comprehensive system of walkways, landscaping and off-street parking. "In order to truly experience Haleiwa, people need to be able to get out of their cars," said Nalani Choy, president and Walkway Committee chairwoman. "Walkways will unify the town, allowing residents and visitors to safely stroll to and from Haleiwa's specialty shops, unique eating places, historic sites and scenic vistas," Choy explained. Working with landowners, city and state agencies, merchants and the community, Main Street plans to apply for federal funding for the project for the 1996 fiscal year.

As the historic and economic hub of the North Shore, Haleiwa town is home to more than 30 historic structures and 120 small businesses. Through its various projects, Haleiwa Main Street intends to preserve and improve Oahu's last authentic country town for the sake of all—whether visitors, urbanites or those fortunate enough to live and work on the North Shore.

♦ Pamela L. Harlow is the program manager for Haleiwa Main Street.



The bypass, scheduled for completion in October of this year, will ease beach traffic on Kamehameha Highway, providing easier access to Haleiwa shops and restaurants for visitors and residents alike.

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Photovoltaics in Hawaii

An all-day workshop on the principles of photovoltaic cell and module systems will be held Oct. 7 at the University of Hawaii at Manoa School of Architecture.

The event will provide guidance on incorporating photovoltaic systems into modern buildings. The cost of photovoltaic systems has steadily decreased during the past decade with a corresponding increase in use of the systems.

The workshop will be led by Steven Strong, president of Solar Design Associates in Harvard, Mass. Reservations can be made by calling the American Institute of Architects Honolulu office at 545-4242.

Tile, Marble & Terrazzo Trade Show Oct. 26

The 4th Annual Tile Industry Trade Show is scheduled from 3:30 to 7:30 p.m., Oct. 26 at the Hawaii Prince Hotel in Honolulu.

Spectators will see what's new in tiling products, applications, techniques and accessories, talk with manufacturer's representatives about design and installation topics, and be brought up-to-date on Americans with Disabilities Act expectations and tile industry responses.

The event is hosted by the Hawaii Ceramic Tile, Marble & Terrazzo Promotion Program in association with the Hawaii Ceramic Tile, Marble and Terrazzo Contractors Association.

Armstrong Builders Wins Top Honors

Representatives of Armstrong Builders Ltd. received two awards at the 10th annual Hawaii Renaissance Competition reception. The event, hosted by the Building Industry Association of Hawaii, is the only local competition that focuses on remodeling projects, both residential and non-residential.

Armstrong Builders' winning entry was a 1930s-style vintage Hawaiian home named "Dragonwyck," featuring traditional interior design with custom-made moldings and marble trim. Frank Montillo, AIA, was the project architect and designer.

Dragonwyck, entered in the Major Residential category, won the Grand



Dragonwyck.

Photo by Augie Salbosa

Prize and Carl Reppun Award, presented in honor of the first chairman of the Hawaii Renaissance Committee. The judges described the home renovations as "a triumph of style and substance."

Business Survey Completed

The American Institute of Architects Honolulu chapter recently completed its third Business and Operating Statistics Report, which provides detailed information on the way architectural firms in Hawaii operate.

The cumulative revenue of the 53 firms responding showed a 14 percent decline in gross revenues from 1993 to 1994 and a projected 10 percent decrease from 1994 to 1995. National figures for architects reflect a general increase in revenues and profitability.

The 50-page report covers information such as average billing rates, benefits and what kinds of computer systems

companies have. The survey follows similar efforts in 1987 and 1990, and compares data from the current survey with the results of previous years. The survey is available through the Honolulu AIA office.

Masonry Structures Seminar Oct. 27

The Cement and Concrete Products Industry of Hawaii and the Masonry Institute of Hawaii will hold a seminar on the design of masonry structures from 8 to 11:30 a.m., Oct. 27 at the Ala Moana Hotel.

New provisions in the 1994 Uniform Building Code and major differences between the 1991 and 1994 editions of the UBC will be discussed at the seminar. The key structural engineering issues contained in the 1994 UBC Strength Design Criteria for beams, piers, columns, walls and wall frames also will be addressed.

Registration is limited due to space. The cost of the seminar is \$10. Those interested should register with the CCPI by Oct. 20. For more information call 833-1882.

Conference on Community Planning Oct. 28

"From the Ground Up: Community-based Planning in Hawaii" conference will be held from 9 a.m. to 4:30 p.m., Oct. 28 at the East-West Center, University of Hawaii Manoa campus.

The conference is co-sponsored by the Hawaii Chapter of the American Planning Association, American Institute of Architects Honolulu, Hawaii Main Street, Hawaii Alliance for Community-based Economic Development and the Department of Urban and Regional Planning, University of Hawaii at Manoa.

The conference fee is \$25 for members of community organizations and \$30 for all others. For more information

contact Alex Neuhold, 263-0671 or Ramona Mullahey, 533-0777.

Local Architecture Firm Ranks Second in International Survey

The July 24 edition of *Engineering News-Record*, ranked Honolulu architecture firm, Wimberly Allison Tong & Goo, second among all exclusively-architecture firms worldwide in "The Top 200 International Design Firms" survey.

WAT&G had \$13.3 million in international billings in 1994, \$1.7 million behind the leader. International work represented 62 percent of WAT&G's total billings. WAT&G worked in 34 countries and now has 98 active projects on five continents.

Aloha State Sales Co. acquires Pionite distributorship

Aloha State Sales Co., Hawaii's oldest plastic laminate distributor, recently announced the acquisition of the distributorship for Pionite laminates products for the state of Hawaii and the Pacific Basin.

Pionite is produced by Pioneer Plastics Corp., one of the nation's fastest growing laminate manufacturers. For many years Pioneer Plastics provided laminates exclusively to furniture and equipment manufacturers.

Today, Pioneer Plastics continues to produce laminates exclusively. It is the only manufacturer operating its own resin facility and the only producer offering every type of decorative resin-based paper and laminates product.

Kitchen Concepts Plus opens new showroom

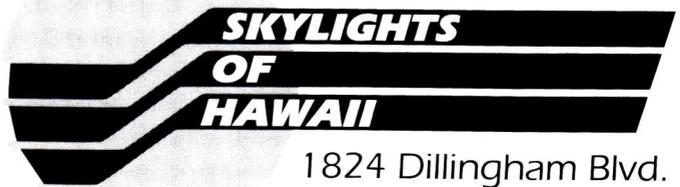
Kitchen Concepts Plus Inc. opens its new showroom at Gentry Pacific Design Center, 560 N. Nimitz Highway, to the public Oct. 2. The new facility will feature displays of the latest in kitchen cabinetry and counter top products.

A built-in entertainment center also will be showcased at the new location as an example of other cabinetry uses in the home.

Store hours are 9 a.m. to 4 p.m., Monday-Friday; 10 a.m. to 2 p.m., Saturdays.

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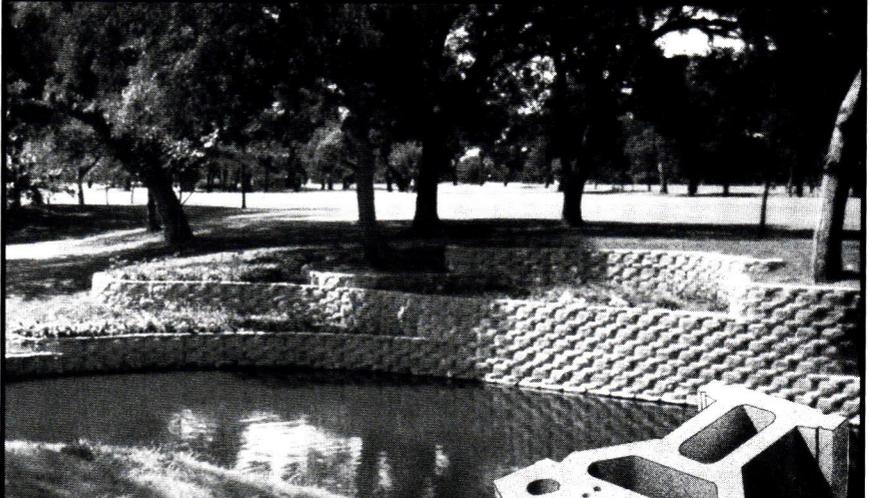


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Group puts community-based planning into action

Kailua Urban Design Task Force

by A. Kimbal Thompson, AIA

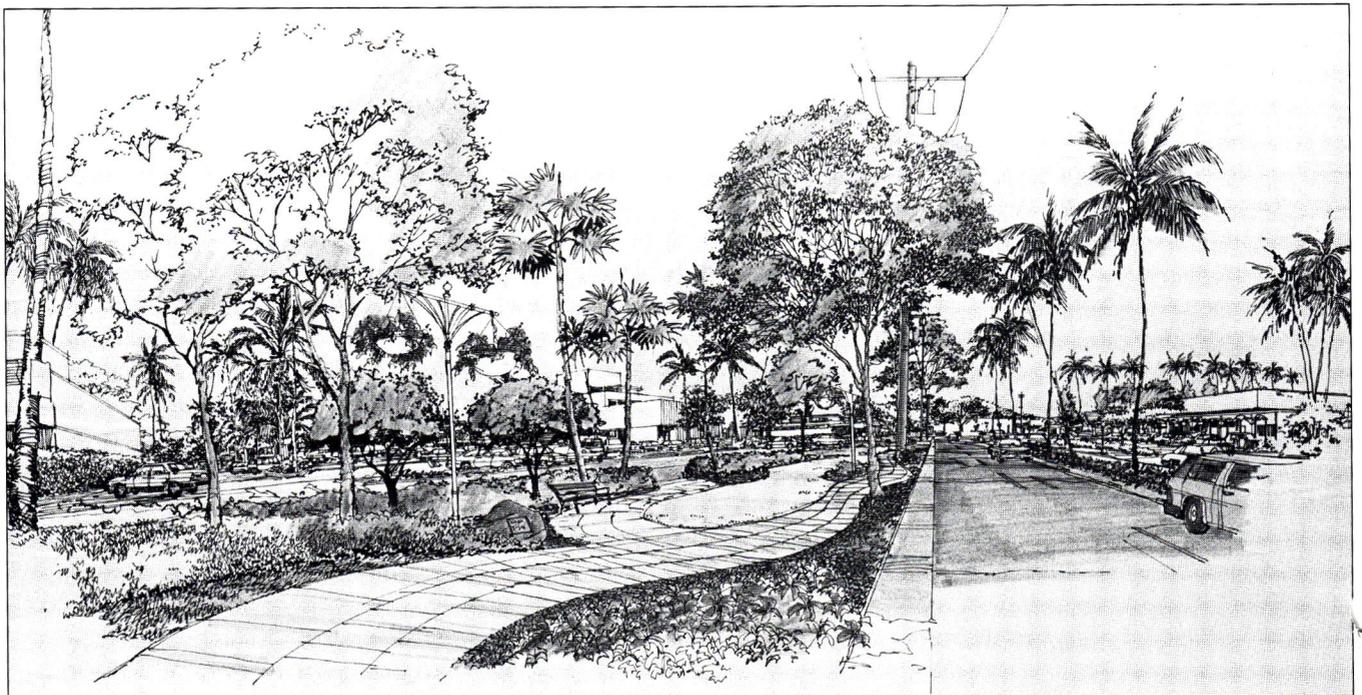
The structure used for community-based planning varies from area to area depending on the goals and the needs of the particular community. The Kailua Urban Design Task Force was organized at a May 1994 community meeting and charged with determining how to enhance the town and promote it as a special place to live, work and play.

The group was established in response to a recommendation included in the City and County of Honolulu Planning Department commissioned booklet, "Kailua—The Beach Town," prepared in October 1993 by Media Five Ltd.

Kailua's initial Urban Design Task Force subcommittees included Projects Planning, Architecture and Landscape Architecture. All

of the subcommittees met through the remainder of 1994, assessing the recommendations from the aforementioned booklet in more detail, inventorying existing conditions and working to stimulate wider community involvement. In November, a plan of action was initiated. A presentation would be created in which the design concepts for a small portion of the Kailua "central business district" would be publicly displayed for community reaction and input. As the second annual Kailua Town Party was scheduled for early March 1995, the stage seemed set.

Urban designing can be fickle. One possible reason that things may not always go as planned is the lack of any plan and the onus of participatory planning requires ample community input in order to facilitate a



Responses to the Kailua Urban Design Task Force's proposals favored additional shade trees, landscaping and improved pedestrian access as depicted in this sketch.

meaningful, ongoing plan. Notwithstanding, the majority of potential community participants need to see some tangible result before becoming personally involved in contributing to a plan. This presentation to the community of the Task Force Committee's ideas to-date seemed an appropriate forum.

Design concepts were presented in a vacant commercial storefront which faced the Kailua Town Party location. Materials prepared to document planning concepts—i.e. land ownership patterns, landscape inventories, current land use maps, zoning maps, density studies, transportation flow analyses, building elevations, photo montages, etc., ad infinitum, were presented in such a manner as to entice the crowd into the back "Planning Room" (admittedly, a television monitor with a continuous video was strategically placed at the back of this room within view from the entry as an added incentive to pique interest from passersby.)

The renderings accompanying this article were among those displayed in color on the walls of this Planning Room with a brief written description of each. Fronting each rendering was a table with blackline prints of each rendering displayed and abundant pens, pencils and crayons for comment, scolding, graffiti, etc. Bands played, singers sang, the public previewed the exhibit. People strolled into the exhibit—they virtually stormed it. The mayor arrived, apparently impressed, he returned to the bandstand, extolling the virtues of KUDTF's efforts to the crowd. Enthusiastic crowds came to the display and

more than 350 responses were received.

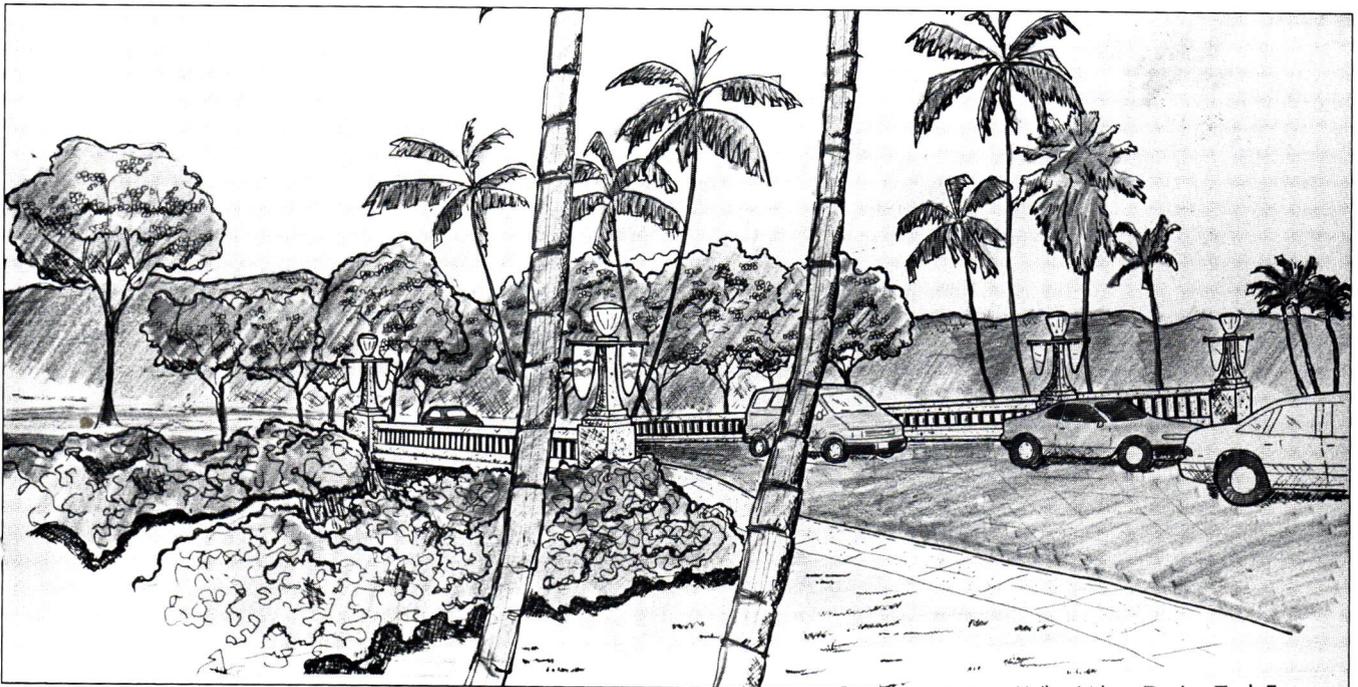
The responses favored additional shade trees and landscaping, improved pedestrian access, unified street lighting and generally keeping a Hawaiian sense of place to Kailua. Taken together over time, the elements of the ongoing master planning process endorsed to-date by community members would establish a more verdant, pedestrian-friendly village environment for Kailua Town.

Future development of a more comprehensive plan and implementation of already accepted plan elements will continue as an ongoing process. KUDTF is locating potential fund sources for project implementation. Also, KUDTF sponsored a logo design contest and the winning logo design by Kailua graphic artist George Loyo was copyrighted and will be marketed on products with a percentage return supporting KUDTF projects. The goal is to work with existing agencies and other community organizations and businesses in the implementation of plan elements.

Kailua residents from the design community active in the design presentation included Roger Anderson, AIA; Anna Grume; Angela Hasenyager; Stephen Mechler, ASLA; Steve Meder; Paul Remington, AIA; Linn Sol, ASID; Terry Stevens, AIA; the author of this article and many volunteers from the Kailua community.

♦ A. Kimbal Thompson, AIA, is principal of Kimbal Thompson Associates. Thompson, a Windward Oahu resident, is a member of the Kailua Urban Design Task Force Board of Directors.

This rendering shows one possible treatment of the entrance to Kailua at the intersection of Kailua Road and Hanakua Drive.



STEEL STYLES



This view of the makai side of the First Hawaiian Bank headquarters, soon to be the tallest building in Hawaii, depicts a development stage of the four-level podium and highrise tower structure.

Project Profile:

FIRST HAWAIIAN CENTER

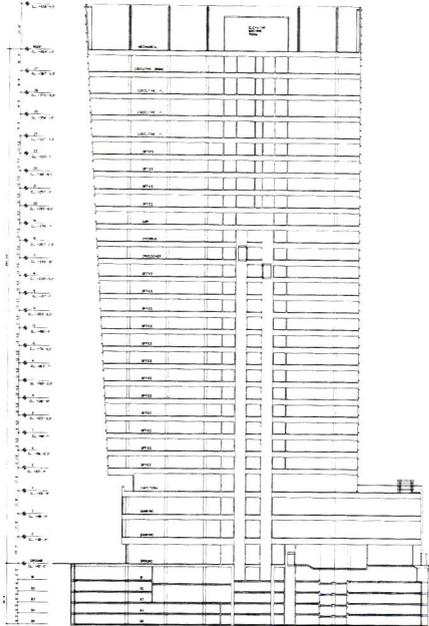
The new corporate headquarters for First Hawaiian Bank will soon be the tallest building in Hawaii at a towering 430 feet, about three times the height of Aloha Tower.

The structure, located in downtown Honolulu, will have 27 floors, housing 420,000 square feet of office space, and 12 elevators. Five levels of underground parking will accommodate 736 vehicles.

The building exterior, with a unique "prow" feature, will be veiled with five distinctive curtainwall designs of glass and stone. The Plaza Level features granite waterfalls and will house the Contemporary Art Museum. An art-glass wall, the first-ever constructed in Hawaii, will create a dynamic background for museum displays.

When the structure is completed by the end of next year, it will consist of more than 6,000 tons of

STEEL STYLES



twice as fast to erect than concrete and can be mat supported, where excessive mat settlements were estimated for the heavier concrete scheme.

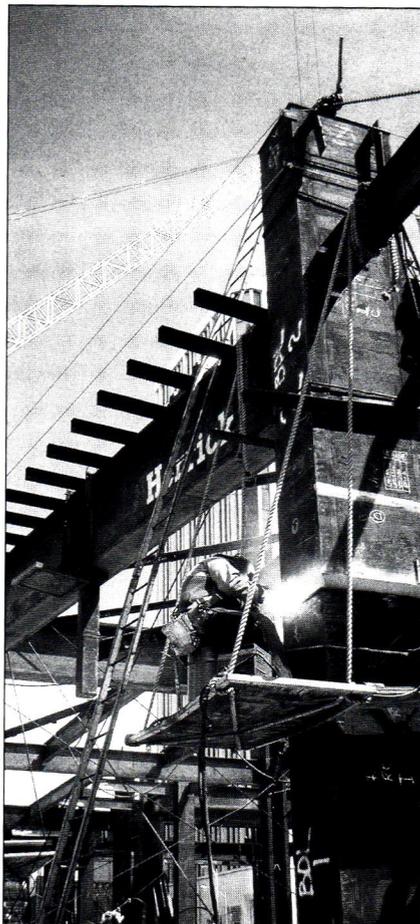
Steel was also chosen because the absence of long-term creep deflection in steel beams benefited the performance of the curtainwall design. The column sizes were also smaller compared to columns in a concrete scheme.

Steel was also a good choice because mechanical systems are better integrated in the ceiling plenum space with steel floor framing. Steel beams will also make it easier for tenant improvements and modifications in the future.

steel, 420,000 square feet of metal decking and 5,200 cubic yards of concrete topping. Approximately 95 percent of the steel used for the First Hawaiian Center was domestically manufactured.

The heaviest piece of steel erected is a long-span box girder that will support the glass wall in the museum. The girder weighs 135,000 pounds, is 105 feet long, 4.5 feet deep and three feet wide.

Steel was chosen for the structural framing of the tower by Martin & Bravo Inc. for several reasons. Studies show that because of the building's height and particular shape of two nested triangles, steel is less expensive than concrete. The stiffness of steel frames, which resists earthquake and wind forces, could be adjusted to counteract the torsional irregularity of the building plan. Steel is also almost



An ironworker completes a welded splice connection on one of the main support columns.

Photos by Bill Hagstotz

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Honolulu, HI 96813

Architects

Kohn Pedersen Fox Associates, PC
111 West 57th Street
New York, New York 10019

Johnson Tsushima
Luersen Lowrey, Inc.
1001 Bishop Street, Suite 750
Honolulu, HI 96813

Structural Engineers

Martin & Bravo
1001 Bishop St., Ste. 2660
Honolulu

General Contractor

Fletcher Pacific Construction
Company
707 Richard St. 4th Floor
Honolulu

Steel Erector

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Breaking the mold of traditional suburban developments

Developing a Neotraditional Community

by Grant Murakami

Every day we open our papers to read about traffic, environmental degradation and social isolation in our communities. Neotraditional town planning or new urbanism has been touted as a new direction in planning which is responsive to these concerns. To promote a better understanding of these ideas in Hawaii, the Center for Better Communities hosted two workshops on this topic.

The first workshop, co-sponsored by the Hawaii chapters of the American Planning Association and the American Institute of Architects, featured Peter Calthorpe and Anne Vernez Moudon, Ph.D. The concepts of new urbanism as an alternative to the traditional suburban-type development were introduced at the workshop. As a follow-up to this workshop, Phil Angelides, a developer from Sacramento, Calif., gave an informative presentation on the developer's perspective of

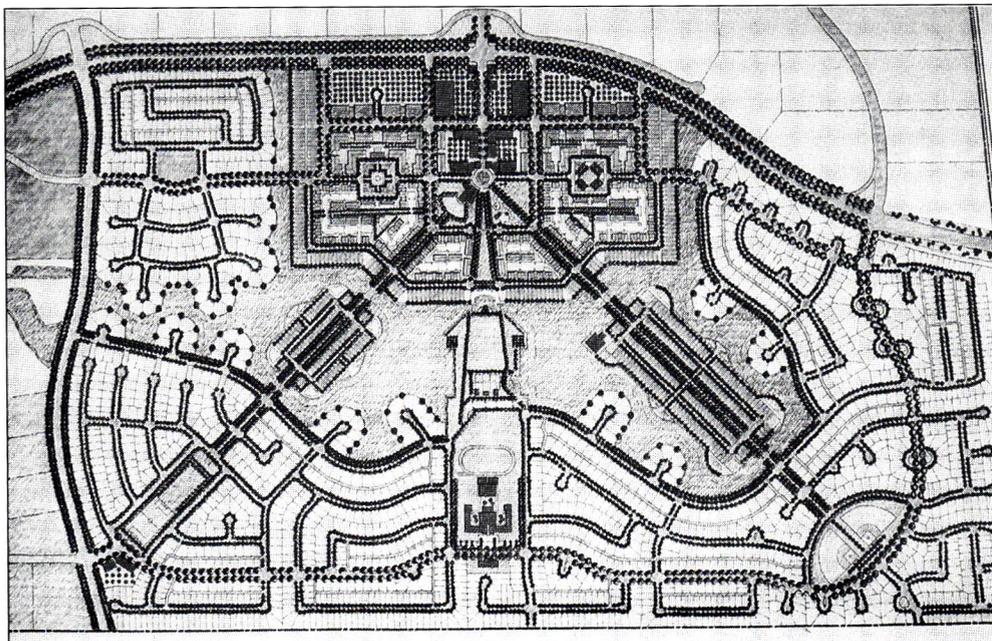
creating a neotraditional project. In June he spoke before a group of approximately 50 planners, developers, architects, landscape architects and others at the Plaza Club in Honolulu.

After years of developing standard suburban-type housing projects in the Sacramento area, Angelides became concerned with the deterioration of a sense of community and the dysfunctional nature of suburban developments. He said he felt that many new suburban developments were using the term community as a marketing tool, but were not really delivering on the product.

In addition, he felt the dominance of the automobile and the lack of options for long-term transit-oriented developments were severe limitations of traditional development patterns. With these concerns in mind, Angelides scrapped his earlier suburban-type housing plan for the 1,000-acre Laguna West community and hired Calthorpe, a leading proponent of the new urbanism movement, to embark on a new design for the property.

Taking the essential market elements identified in the earlier plan for the community, Calthorpe designed a transit-oriented community focused around a 70-acre lake, which features a civic and retail center, employment center, public spaces and parks, about 3,200 housing units—2,000 single-family homes and 1,200 multi-family units—day-care facilities and an elementary school.

The Laguna West project features a mix of housing types with its higher density development located near the town square.



Angelides stressed that unlike other suburban developments which treat parks and open spaces as residual land, Laguna West features a number of interconnected public spaces and parks which serve as unifying elements in the community design. The lake, which also serves as a detention basin, is largely accessible to the public via pathways which lead to a lake-side parkway/promenade.

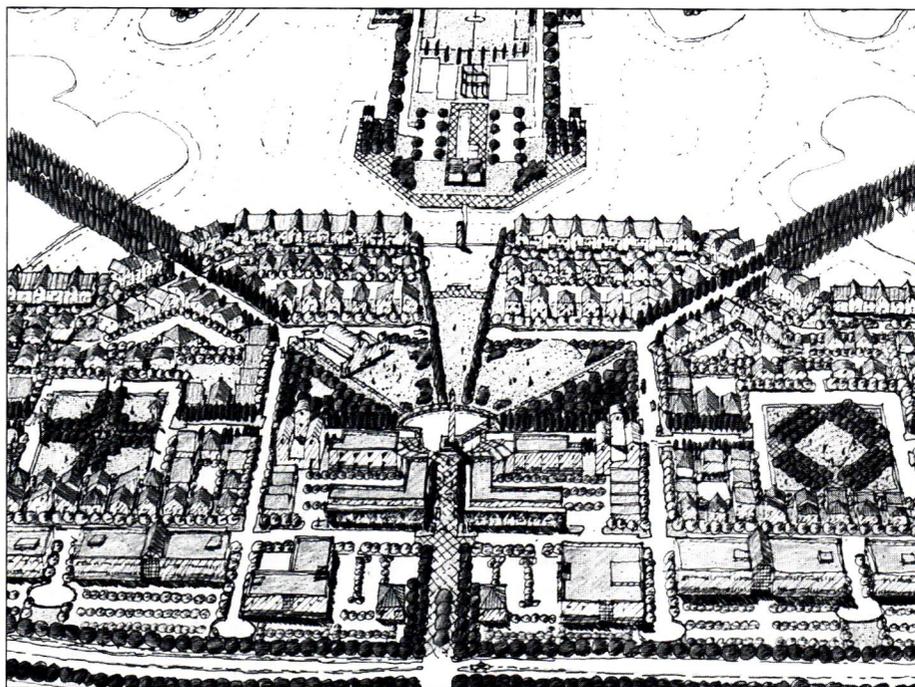
The project features a mix of housing types with higher density development, 20 to 30 units per acre, surrounding the town square and 15 units per acre around the perimeter of the town center. Many of the single-family homes are built closer to the streets and have front porches with garages located in the back. The tree-lined streets—tree wells were also utilized on some streets—are narrower and have tighter turning radii than conventional roadways.

Transit service is provided via express bus service, provided at the town center, and a future extension of the transit line is planned for the community. Angelides noted that together these elements serve to provide residents of the community with more options in terms of their mode of transportation and living environments. He points out that the project does not attempt to exclude the automobile; it acknowledges its role as a means of transportation, but also provides a conducive environment for pedestrian activity.

Obtaining entitlements for the development was no small task because it required convincing a number of public agencies that variances to traditional subdivision codes were feasible and safe. To get the point across, the development team often had to go out to the field and prove what they were proposing really worked.

Angelides stressed the importance of timing and the effect the overall market can have on home sales. He noted that many of his critics point to the lack of sales as a major flaw of the project. In rebuttal, Angelides noted that timing for the project was bad, the recession hit just about the time home sales began. Construction began in 1990 and to date, 400 homes have been built and are occupied.

He also points to Apple Computers deci-



sion to locate its biggest production facility in Laguna West as an indication of the attractiveness of his project.

In retrospect, Angelides acknowledges that the project was by no means perfect. He and his project planner found Laguna West a true learning experience. Angelides noted that perhaps the public spaces may have been slightly overbuilt. He said he feels the open spaces could be more compact. In hindsight, he would have phased the infrastructure better as putting in almost all the infrastructure and public spaces at the front-end was very costly.

Angelides stressed not confusing experimentation of design with experimentation in the marketplace. The dictum, “know the market,” still applies. He emphasized that one should never lose sight of the fact that pricing is a key element to a successful development. Good design need not be more expensive, as long as its priced competitively. Neotraditional developments need not be more expensive than traditional suburban developments.

Finally, he noted that there is an intrinsic long-term value in a quality development which has a sense of community and offers a product mix, but the community will not reap this benefit until after the project is built-out and matures.

♦ Grant Murakami is a physical planner at PBR Hawaii, a firm that specializes in land planning, environmental studies and landscape architecture. He also is an active participant with the Center for Better Communities, an education and research organization advocating better communities.

Blocks in the Laguna West town center include both residential and commercial uses.

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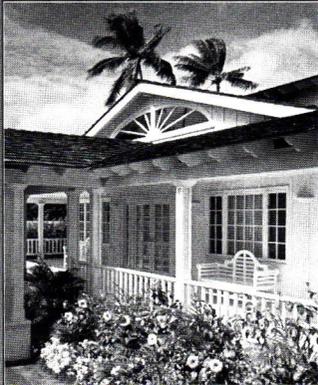
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Limit Your Liability

by Michael D. Tom, J.D.



Michael D. Tom

In the last article, I recommended that design professionals understand and appreciate the rights and risks contained within their agreements. Inherent in that recommendation is the belief that you can control your destiny and limit the exposure you will assume as a design professional.

Limitation of liability provisions have become more commonplace in design professional agreements. Although there is no reported decision in Hawaii, an appellate court decision in California has held that a limitation of liability provision was valid even though the provision was

contained in a preprinted contract and was not specifically negotiated. Because the client had the opportunity to negotiate, the provision limiting the liability of the design professional was upheld.

A limitation of liability provision is nothing more than an agreement between the design professional and client to limit the amount of liability the architect or engineer will assume if there is a problem on the project. The quantum of the limitation depends upon what the parties are prepared to assume. In some instances, it is a specifically agreed upon sum. In other instances, the li-

ability is limited to the amount of professional liability insurance carried. It also is not unusual to have the limitation be equal to the amount of fees earned under the professional agreement.

Whether a limitation of liability provision is used is a matter of judgment and depends upon the assessment of the risk that the particular project presents. However, design professionals should always consider whether to use a limitation of liability provision before signing a contract.

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A preferred base for growth, development

Maui County's Community Associations, Country Towns

by Chris Hart

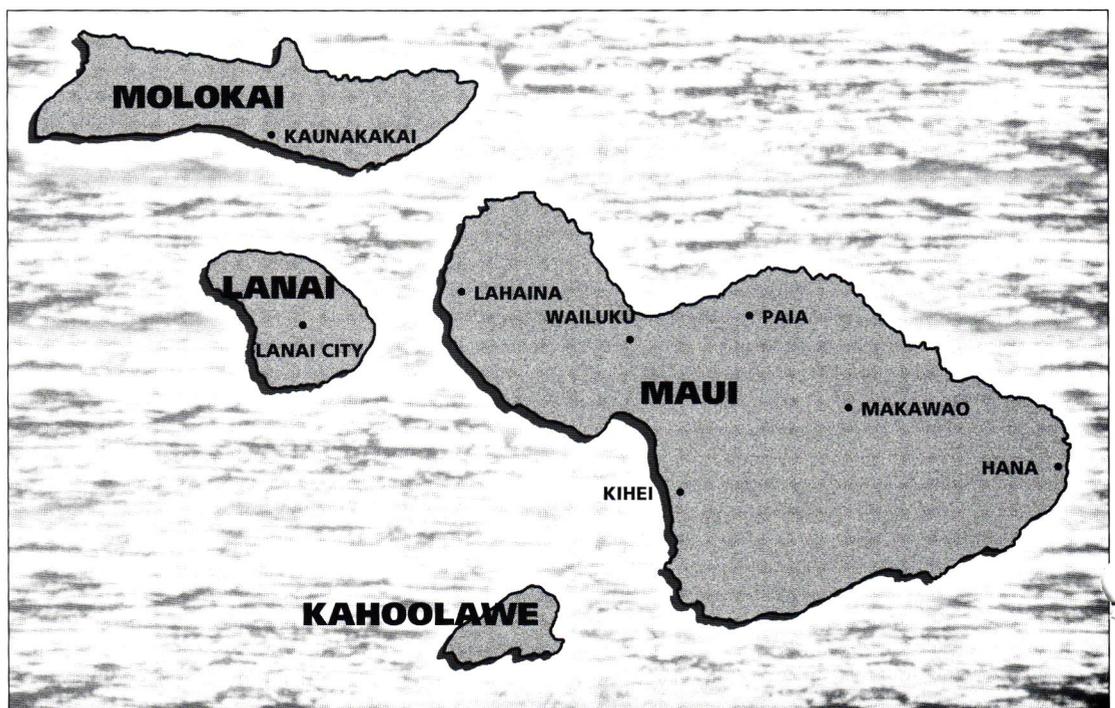
In 1980, Maui County initiated a planning program which divided the county into nine environmentally and socially unique community planning regions—six on Maui and the remaining three on the islands of Lanai, Kahoolawe and Molokai. Prior to 1980 there was no countywide general plan and regional land use plans were initiated on a piecemeal basis, triggered by local growth pressures in Lahaina, Kihei and other areas. The comprehensive planning program incorporates a charter mandated 10-year update process.

The update process was initiated in 1980 and again in 1992 with the appointment of a Citizen's Advisory Committee for each region. The committees have focused on each community's identity and needs.

The preservation process began with the

implementation of community plan objectives and policies and the 1987 adoption of the Country Town Business Districts zoning ordinance. This ordinance establishes development standards for businesses in the rural communities so "that the unique urban design character of the more remote business districts be preserved and maintained to promote the 'country town' atmosphere...in Maui County."

Maui County officials have made many efforts to educate and involve each country town's residents in the community planning and preservation processes. By doing this, the resultant volunteer community associations have a sophisticated membership with a clear vision of the future and definite opinions as to environmental and social appropriateness.



Maui County's county towns, from Kaunakakai to Hana, are gradually being perceived as unique and important resources.

Residents volunteer their time and effort to make Maui a better place to live, raise children and retire. The groups meet and discuss local needs and issues, such as, new schools, parks, etc.

These volunteer groups have been stimulated by the Wailuku Main Street Association's Tri-Isle Main Street Resource Center. The Main Street program has banded together local merchants in programs for economic revitalization in Wailuku, Paia, Makawao and Kaunakakai. It has become an advocate for the preservation of Maui County's country towns. Small country towns, from Makawao to Lanai City, are surrounded by thousands of acres of agriculture land and are gradually being perceived as unique and important resources.

The August issue of the *Haleakala Times* reported that on the "evening of July 17 several hundred Upcountry residents assembled...in Makawao to present their views on the proposed Barto commercial development to the county council." "The scale of such a development

would literally obliterate the older pattern of community that currently exists and translates into the ideal of peace and quiet, neighborliness, gentle scale and physical grace that is associated with Hawaii's historic small towns," said Velma Santos former council woman and current chairwoman of the Wailuku Main Street Association: Tri-Isle Main Street Resource Center Board of Directors.

The Resource Center recently published a brochure, "Small Towns of Maui County," which sets forth the vision of utilizing the framework of country towns as "A Preferred Base for Growth and Development:

"There is a growing awareness and interest in preserving and revitalizing Maui County's historic small towns. The towns themselves provide a lively documentation of architecture, transportation, trade distribution, culture and community life.

"Visitors and residents are searching for a 'sense of place.' That feeling flourishes in our small towns. The familiar appearance of Main Street today, the seemingly haphazard stepping stone arrangement of building heights, narrow road widths, architectural building styles and materials hold a capsulated record of a town's visual and functional

evolution.

"Focusing revitalization efforts on these towns and proactively planning for their future helps retain roots and emotional connections. Preserving Maui County's visible landmarks and celebrating an appreciation of its history retains a unique expression of cultural lifestyle."

Maui County also has urban resort destination areas, such as West Maui which are supported by the historic country town of Lahaina. Lahaina has been a historic district since 1962. Through a process of government regulation and community participation, Lahaina has become an economically successful model of small town preservation in Hawaii. This has been an important asset to the success of both Kaanapali and Kapalua resorts.

Recently, the final draft of "Hana Community Design Guidelines" was released for public review and comment. Hana's fragile natural and social environments and the desire to perpetuate its traditional rural/agricultural visual identity

were the foundation of the recommended guidelines. The guidelines addressed design of the urban residential scale and hotel and business development of Hana Town. The project scope of the guidelines was expanded to include the potential subdivision of open fields of taro, tropical flowers, orchards and pastures.

As the preservation of Maui's country towns becomes recognized as the framework for future growth and development, it will be necessary for the County to move toward implementing the following land use strategies: A countywide open space resources plan; urban and rural growth limits, in order to discourage urban sprawl; and a provision for major urban growth opportunities in the context of new planned communities.

Maui County's country towns provide the opportunity for ongoing community-based planning initiatives and have become the preferred framework for future growth and development.

♦ Chris Hart is the senior partner of Chris Hart & Partners, a landscape architecture and land planning firm in Wailuku, Maui. He is a former Maui County planning director and has been involved in planning issues since 1970. Hart also is co-guest editor for this issue of *Hawaii Pacific Architecture*.

"Visitors and residents are searching for a 'sense of place.' "

Working toward a better community

Kihei 2000

by Gene Thompson

The Kihei Community Association plans to place more descriptive signs on Piilani Highway to entice travelers to check out Kihei's business and resort area.

Writer Gertrude Stein's famous pronouncement on Oakland, "there is no there there," might well apply to Kihei on Maui's southwest coast.

Kihei's own problem with identity is first seen at the town's main entrance where Mokulele and Piilani highways meet. A sign in a barren field directs visitors south to Kihei, Wailea and Makena. Nothing in the arid landscape suggests that a world-class visitor destination lies ahead, and nothing suggests Kihei is an interesting place to visit.

And so it is with much of Kihei. Although the linear coastal area sports some of the finest beaches in the islands, along with a dry sunny climate and many fine resorts, there are large unfinished gaps throughout the

community. Road entrances are bare of interesting directional signs and landscape, as is Piilani Highway, which connects South Maui.

Kihei's rapid growth in the 1970s and '80s concentrated on individual projects, since that was how the land was owned. The objective was to get individual projects up and running, not to build a community. And this is where Kihei is today.

Kihei 2000, a vision of the Kihei Community Association, seeks to address the problems and potentials of a rapidly-developed community which has little history or even a downtown. Kihei has no "center."

The directors of Kihei 2000 envision a citizen-based comprehensive strategic plan to create a preferred future for Kihei. The objectives of the plan are to develop a sense of place, pride and belonging.

The plan will identify and seek to enhance the community's cultural diversity, natural and aesthetic advantages and suggest physical improvements to transform Kihei into the "coastal heart of Maui."

The Kihei 2000 Strategic Plan aims for open space and aesthetic improvements as a framework for unification of Kihei's diverse elements. The current conception breaks down into three main parts.

First, overall beautification improvements to the community, like the addition of trees to street sides, parks and private properties will take place.

Where opportunity allows, imaginative signs and landscape plantings will be placed at street entrances to entice drivers on Piilani Highway to check out South Kihei Road, the town's business and resort artery.

To get things started, some visible demonstration projects are planned. The traffic is-



land fronting Kalama Park will be landscaped and planted, possibly with large plumerias. Other parts of the Kalama business area may be improved as well.

An important element of the strategic plan will be a system of greenways connecting open areas, parks and wetlands. The greenways, which will allow walking, skating, cycling, running and open space linkages, will be created from developer land dedications, linear parks, public land, such as drainage channels and suitable utility easements. The plan also will identify sites for neighborhood parks, recreational facilities and other amenities community residents suggest.

The Kihei 2000 Strategic Plan, though drawn up by professional community planners, will be based on information and suggestions obtained from Kihei residents. Meetings will be held throughout Kihei for public input to insure the final plan reflects community needs and

wishes. Funding for the project will be sought by the KCA from both government and private sources. Association members are aware that funding the Kihei 2000 plan will be a "hard sell." Kihei does not qualify as a historic town, the usual recipients of community development funds. But historic or not, Kihei is a critical part of Maui's visitor industry.

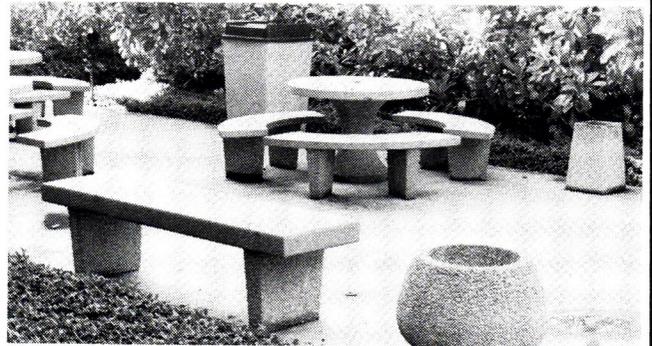
The KCA hopes to convince the

County Council and administration that much needed and long overdue aesthetic improvements to Kihei are an investment in the economy of Maui, as well as the quality of life for Kihei residents.

♦♦ *Gene Thompson, a resident of Kihei for 15 years, served as president of the Kihei Community Association for five years. Thompson is currently a member of the Kihei 2000 Committee and is a staff writer for the South Maui Times.*

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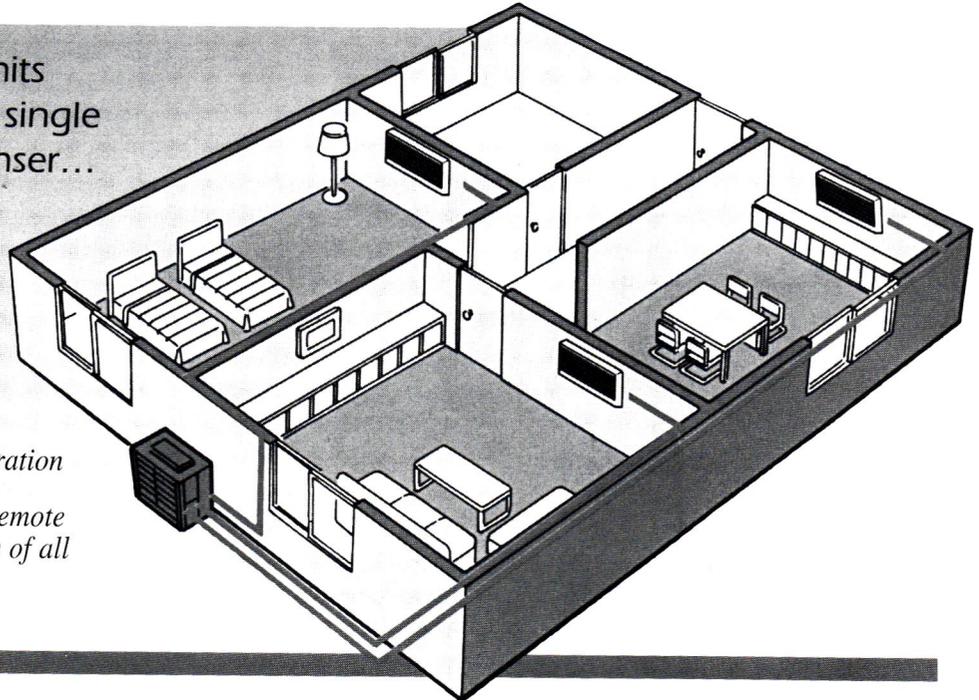


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Weapons Against Termites

by Jim Reinhardt, AIA, and Julian Yates, Ph.D.

Among the most difficult problems encountered in termite remedial work are concrete masonry unit retaining walls, with soil on one side and finished space on the other, and the closely related condition at the base of the retaining wall, where the slab-on-grade floor abuts the wall. Due to extensive utilization of hillside sites for residences in Hawaii, structural areas vulnerable to termite penetration are becoming quite common.

The key to the problem is that termites can travel through very small spaces, probably as small as $\frac{1}{32}$ inch in width. This means that even with grout-filled cells, the shrinkage which normally occurs as a result of drying/curing after the grout has been placed in

the cell can provide an adequate space for termites to pass through. Even if the block-course joints, head joints and the notches at each end of the blocks are 100 percent full, which never occurs, CMU walls are still full of pathways for termites.

What can designers and construction industry professionals do to avoid these termite problems? One option might be to avoid retaining walls as part of structures. Not likely. Hillside sites, dense development and integrating structures into hillsides for aesthetic purposes are powerful reasons to continue to use retaining walls.

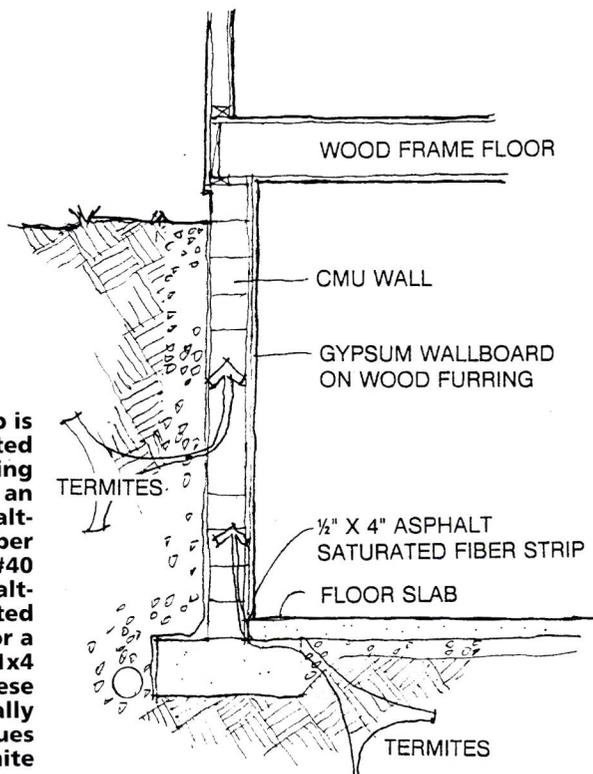
A second possibility might be to only use poured-in-place concrete. The problem with this idea is that poured-in-place concrete walls are typically more expensive than CMU. In addition, concrete walls also can crack, creating the same problem as CMU retaining walls. CMU is a good material. It uses local raw materials; it doesn't deteriorate with age, burn or rot; and termites will not eat it.

Termite access through the blocks is one of CMU's few problems. Two materials relatively new to Hawaii, used separately and in combination, may help solve CMU's problems.

Basaltic Termite Barrier is not really a new material; it has been available since 1987, but is not well understood. BTB is a carefully graded, crushed basaltic sand developed by the entomologists at the University of Hawaii and manufactured in Hawaii. BTB granules are between 0.0456 inch and 0.187 inch in diameter.

Because BTB is simply crushed rock, it does not harm animals or humans, does not degrade over time and is not a scarce resource. BTB granules are too hard for ter-

The floor slab is usually isolated by a cushioning material, an asphalt-saturated fiber strip, #40 asphalt-saturated roofing felt or a piece of 1x4 wood. These materials usually provide avenues for termite penetration.



mites to eat, too heavy for them to move and the spaces between the carefully graded granules are too small for termites to get through. It's great, but not perfect.

The main problem with BTB is that, while simple in concept, it is tricky to install. The BTB barrier must be even, unbroken and uncontaminated. Sounds simple. The potential problem, however, is that even if the contractor is meticulous when placing BTB over the prepared subgrade before the slab is poured, one of the workers may kick some of the granules out of the way while placing the reinforcing mesh; the plumber may scrape some away while making final adjustments to the piping before the pour; or any of a hundred other things might happen that violate the barrier. If so, termites have a pathway to get through.

Also, because BTB granules are uniformly sized little balls of rock, they have a very flat "angle of repose." BTB won't hold much of a slope; it's like stacking BBs. If the BTB ends at a steeply sloping bank, it tends to "run" out. It flows much like water.

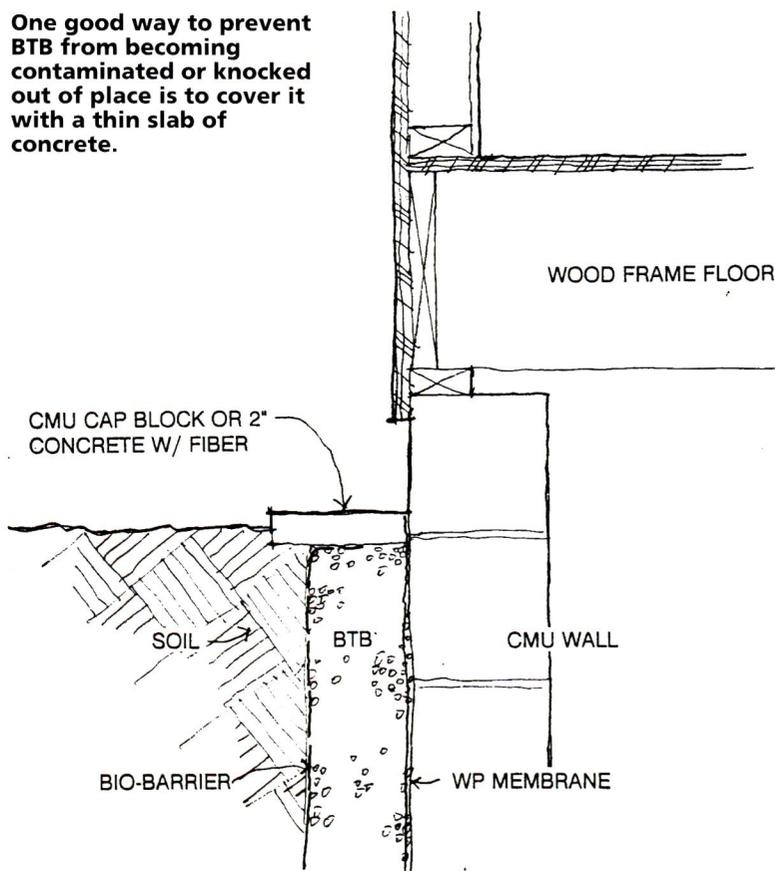
BTB also must be uncontaminated by regular soil, leaves, sticks, roots or other debris. The few "failures" experienced with BTB barriers occurred when dirt was inadvertently mixed with the BTB; roots penetrated it; or the surface the BTB was placed against was not clean and smooth.

The best way to keep roots out of BTB, particularly at vertical barriers, is to place Bio-Barrier between BTB and the soil. Bio-Barrier is a geo-textile embedded with nodules of a hormone which halt root growth. Any roots that touch the material just stop growing. The hormone doesn't hurt the tree.

It has been discovered that a good way to protect BTB where it is exposed at grade is to cover it with CMU "cap blocks" or with a thin concrete slab. The method currently recommended for constructing an on-grade concrete slab is to place and compact a base-course of crushed rock (S4C or 3B-FINE) over a well-compacted subgrade, then place the vapor barrier and 2 inches or more of sand, then the slab. Experience has shown that the sand allows excess water from the concrete to migrate from the slab into the sand at about the same rate that it evaporates on the top side, producing less cracking during curing.

Local experiments have shown that using BTB instead of the sand provides the same advantages for curing and the additional benefit of termite protection. When using BTB,

One good way to prevent BTB from becoming contaminated or knocked out of place is to cover it with a thin slab of concrete.



however, a minimum of 4 inches of the substance must be used. This same detail, if used at the toe of a retaining wall will significantly improve the termite resistance of the slab-to-wall condition.

A second product, this one quite new to Hawaii, is Termi-Mesh, an Australian product. While it looks like a fine-mesh window screen, it's made of type 316 stainless steel, which is virtually untouched by prolonged exposure to salt air and should last a very long time—much longer than your mortgage. The *pukas* in the mesh are 0.66 mm (0.026 inch) by 0.44 mm (0.018 inch) which turns out to be too small for termites to penetrate.

Termi-Mesh has been tested extensively in Australia and a year-long test is currently underway at the UH at Manoa Department of Entomology. Based on a highly favorable preliminary evaluation, Termi-Mesh has been approved by the Honolulu Building Department for use in new construction as well as in remedial construction.

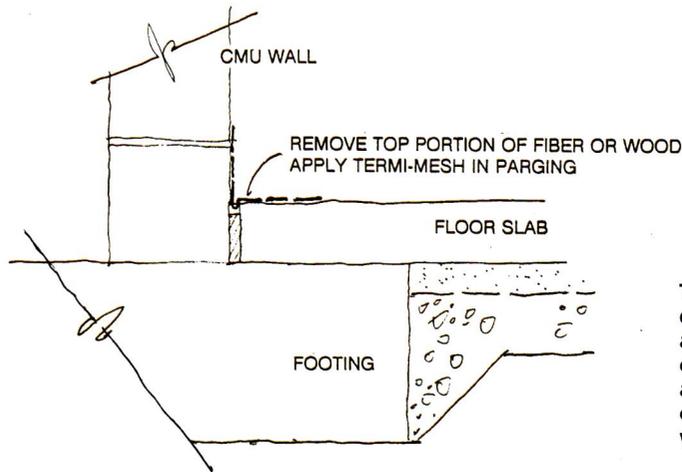
The Termi-Mesh people bring a new attitude to termite prevention in Hawaii. Australia has a number of voracious termites of several different species. Since the banning of Chlordane, the Australian construction industry has developed a methodology for building houses which differs from that com-

mon in Hawaii.

The main difference is that industry members routinely produce on-grade slabs with virtually no cracking. To do this, they use a little better subgrade preparation, more reinforcing, lower water/cement ratio and better quality control. The important aspect of this, from a termite protection concern, is that termites cannot get through solid concrete. No cracks, no termites.

The Termi-Mesh people concentrate their termite control efforts on slab penetrations—the plumbing pipes, electrical conduits, etc. Termi-Mesh has developed details for “termite proofing” these potential entry points. The company also has developed details for covering the few cracks that might occur.

While the primary intent of Termi-Mesh is for use in new construction, its most valuable contribution to Hawaii may be for remedial work. In the past there were a number of conditions in which the re-



Termi-Mesh has developed an adhesive that can be used to apply the mesh over the slab-to-wall joint.

pairing of termite damage and prevention of future infestation could not be repaired in a cost-effective way. Termi-Mesh gives designers and construction industry professionals a valuable new tool.

The troublesome slab-on-grade to foundation wall joint is one of these troubling conditions. The most common detail is for the wall footing to be poured first, then the wall, followed by the slab poured against the base of the wall. The slab is

usually isolated from the wall by a cushioning material, frequently an “asphalt-saturated fiber strip” about 1/2 inch wide by 4 inches high, sometimes a piece of 1x4 wood or occasionally a strip of #40 asphalt-saturated roofing felt. All of these offer major avenues of entry for termites. A wood board is, in effect, a flashing neon sign advertising in termite language, “Eat Here.”

Cracks in the slab also have been a problem. Although epoxy injec-

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Tile Backer Board Comparison Chart

Features/Benefits	Dens-Shield®	Durock®	Wonder-Board®	1/2 Gypsum Green Board
Light weight (cement board is 50% heavier than Dens-Shield)	yes	no	no	yes
Easy to score and cut (with standard utility knife)	yes	no	no	yes
Easy to fasten	yes	no	no	yes
Suitable for high-moisture areas	yes	yes	yes	no
Protects wall cavity from moisture without additional moisture barrier	yes	no	no	no
Can fasten close to edge	yes	no	no	yes
Accepts mortars/mastic for tile installation	yes	no	no	yes
20-year limited warranty*	yes	no	no	no
Individual installation instructions on each panel	yes	no	yes	no
Available in 1/2" and 5/8" thickness	yes	no	no	yes
Can be used for non-tile applications	yes	no	no	yes
Available in 4' x 5' and 4' x 8' panels	yes	no	no	yes
Non-abrasive to tubs/shower pans/installations	yes	no	no	yes

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tion has been an effective method of filling slab cracks, it requires both skill and equipment and is frequently done improperly, when attempted by unskilled mechanics. Epoxy is vulnerable to future re-cracking because the substance becomes quite brittle.

Termi-Mesh has developed a paring adhesive that can be used to bond the mesh over slab cracks. A similar detail can be used to apply the mesh over the slab-to-wall joint. It's one of the few methods that really works for that condition. The company's slab-to-pipe collar detail, which also makes use of the adhesive, is another practical detail.

Termi-Mesh also uses a detail that is reminiscent of the old termite shield. The main problems with the old termite shield were the sheet-to-sheet lap that occurred because the sheet metal only comes in 8-foot or 10-foot lengths and the penetrations through the sheet metal by the anchor bolts. Termi-Mesh avoids the length problem because it comes in much longer rolls and can be seamed. The company also has solved the anchor bolt penetration problem.

There is no "silver bullet" in dealing with termites. However there are a number of tools; BTB and Termi-Mesh are among the most valuable ones. To obtain maximum effectiveness designers and building industry professionals must understand how to use these tools correctly.

This article is an expression of the opinions of the authors based on their observations of termite problems. The intent of this article is to provide possible solutions to termite infestation.

✦ Jim Reinhardt is president of Architectural Diagnostics, a firm that specializes in construction problems. Reinhardt also is an instructor for the Hawaii Pest Control Association's termite inspectors training class. Julian Yates, a professor in the UH at Manoa Urban Entomology Department, specializes in termite problems. He is a member of the state Structural Pest Control Board.

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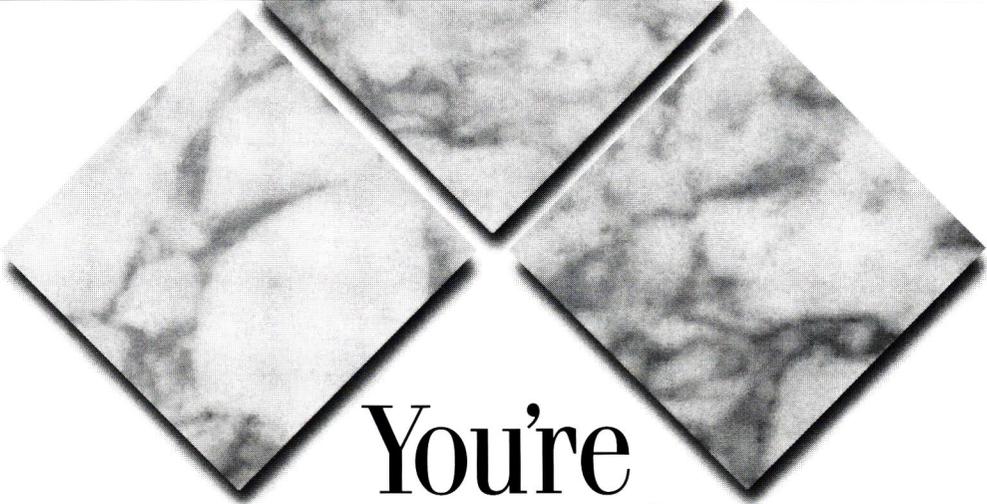
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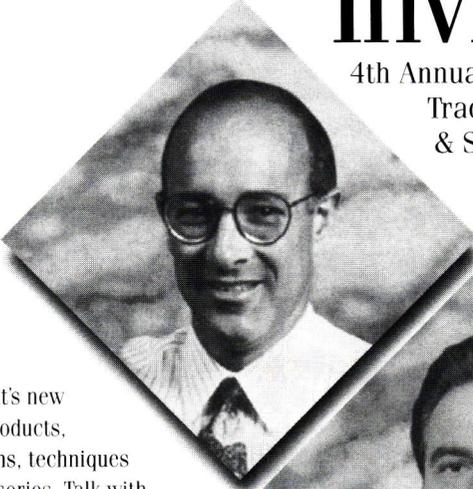
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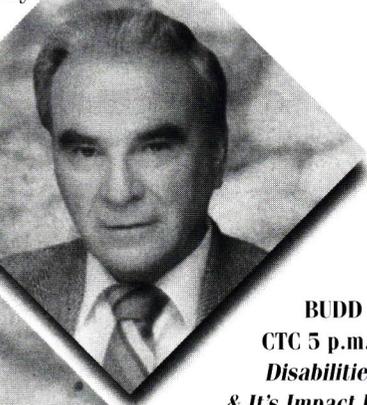
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WALTER IBERTI, 4 p.m. "Natural Stone As Influenced by Architectural Style" Walter is president of Walker & Zanger (West Coast), Ltd. His presentation will cover stone market trends, applications and the art of combining stone with ceramic or terra cotta.

ROBERT YOUNG, 4:30 p.m. "Evolution of Setting Tile & Stone" His career has ranged from hands-on contracting to sales and marketing. He serves as a technical representative for MAPEI Corporation where he fields inquiries on product specifications, applications, and installation on a daily basis.



BUDD NEWCOMB, CTC 5 p.m. "American Disabilities Act (ADA) & It's Impact Upon Tiling"

Budd's contracting career has spanned over four decades. A former vice president of Dal-Tile, today he travels the country as a Certified Tile Consultant and popular guest lecturer on technical and marketing aspects of tiling and pre-cast concrete.

Thursday, Oct. 26, 1995, 3:30 p.m. to 7:30 p.m.
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HAWAII CERAMIC TILE, MARBLE
& TERRAZZO PROMOTION PROGRAM

New Products

Environmentally-responsible ASKO products previewed

Sub-Zero Distributors Inc. recently introduced environmentally-responsible ASKO dishwashers and laundry equipment to the Hawaii market.

The large capacity dishwasher models feature programmable cycles, whisper quiet operation and significantly lower water usage than other manufacturers.

ASKO front-loading clothes washers use an average of 66 percent less water than washers by other manufacturers. For an average family, about 12,000 gallons of water will be saved per year using the ASKO model. The washers can be stacked with ASKO vented or non-vented clothes dryers.

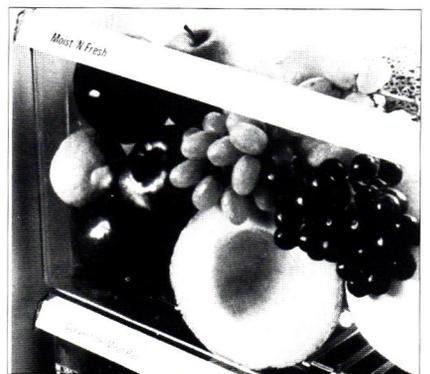
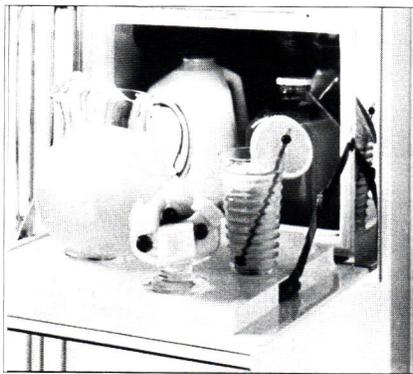
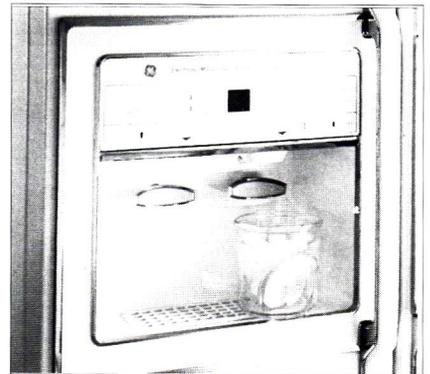
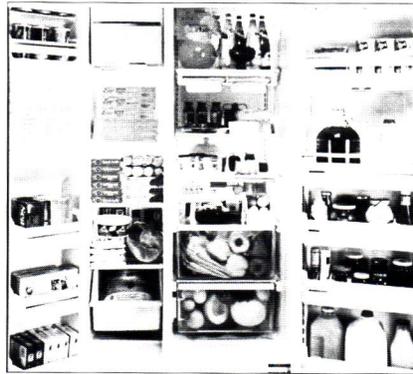
ASKO products have stainless steel interiors, advanced features and state-of-the-art technology. The American Council for an Energy-Efficient Economy recently named ASKO the most energy-efficient units available.

Trus Joist MacMillan introduces TimberStrand

Trus Joist MacMillan recently introduced to the Honolulu market its first structural building product made of TimberStrand laminated strand lumber, the company's highly publicized engineered wood made from aspen.

Because TimberStrand LSL is manufactured in a solid section, it presents a continuous, solid backing for attachment of exterior siding and decks, and requires no additional filler. It also enables accurate and effective nailing of the floor sheathing to the rim, which increases the system's resistance to wind and earthquake loads.

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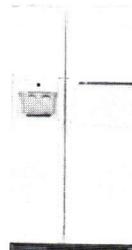
It's efficient. Intelligently designed. Attractive. And with 27 cubic feet of capacity, it has an amazing appetite. But it's more than merely spacious.

The SpaceCenter 27F features deep door shelves designed to hold gallon size jugs. Quick

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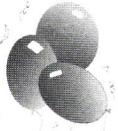
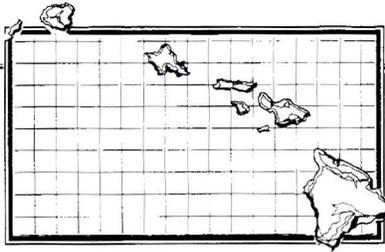
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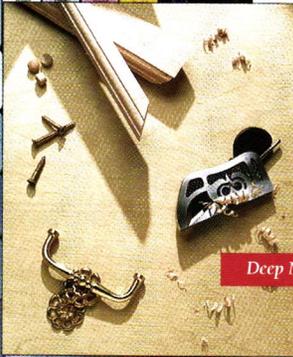
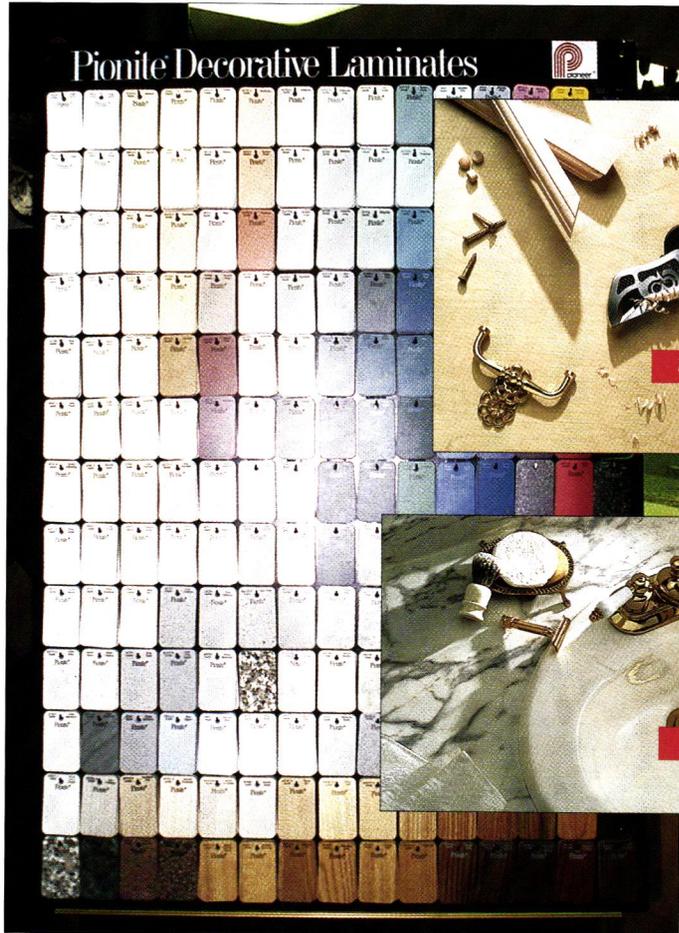
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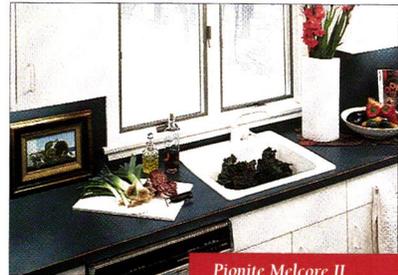
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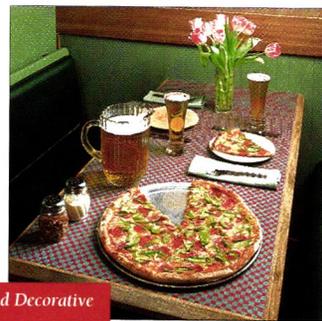
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