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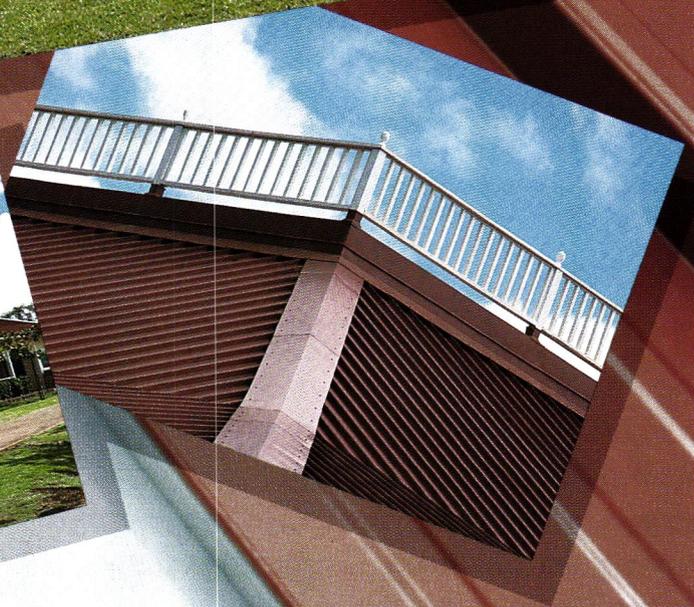
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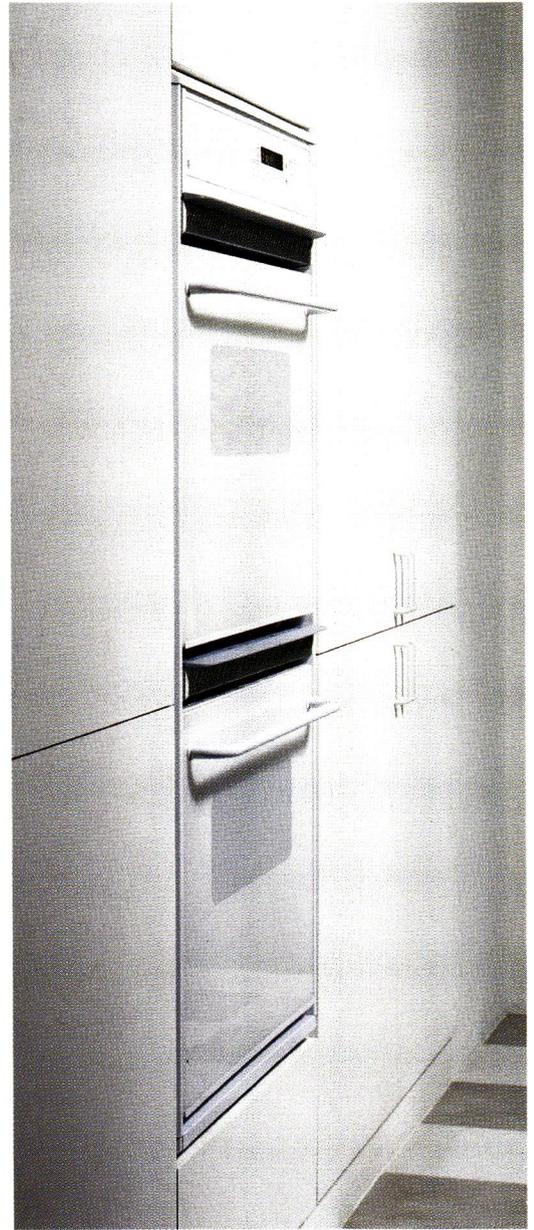
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DAVID FRANZEN PHOTO

The cover shows Harbor Village, Chinatown district, a mixed-use award-winning development project undertaken by the City and County of Honolulu to provide rental housing. Housing architecture is the main focus of

this issue of *Hawaii Architect*.

Housing and the lack of affordable residential housing in Hawaii are of major concern to residents and state, city and county officials. Housing will be one of the leading issues to be addressed this year by the AIA Hawaii and AIA chapters.

The AIA has taken a stand on this important issue by publishing a widely distributed white paper voicing concerns and advancing possible solutions.

Hawaii's architects are uniquely qualified to influence future housing by providing design solutions that are sensitive to the needs of residents and promoting quality of life in 'livable' communities.

David Stringer, AIA, of Stringer Tusher and Associates Ltd., points out the City and County of Honolulu should be congratulated for having had the courage to build Harbor Village on prime downtown real estate.

Harbor Village; Hawaii housing, a white paper; and other potential housing solutions are also presented.

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Enhancing your magazine
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Hawaii Architect magazine has come a long way since its humble beginning in 1969. Significant enhancements in format and content have recently been incorporated, and the quest to make it more readable and attractive is continuing.

To provide more guidance and technical support to the publisher, the AIA Hawaii appointed a seven-member editorial board last year. The results of this collaboration are apparent.

The editorial board continues its effort toward constructive exchange. Through this board, the readership has made many suggestions that have been implemented as part of the magazine's "new look."

Recent increased use of color and more sophisticated graphic elements have added to production costs. These investments are justifiable only if an enhanced magazine increases readership, therefore improving advertiser's results. It is our advertisers who provide funding to produce *Hawaii Architect*.

We do need you, our readers, however, to participate in the success of your maga-

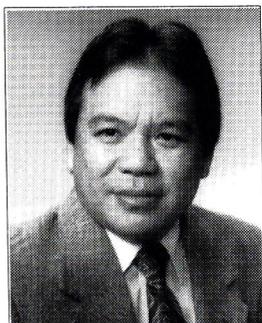
zine. In periods of economic uncertainties, eager advertisers are fewer and more difficult to find. **You** can help by encouraging the companies you do business with to support **your** magazine. The cost of advertising in *Hawaii Architect* is very reasonable. The magazine reaches over 5500 professionals throughout the islands, including architects, contractors, developers, interior designers, engineers and many other allied industry leaders, people who make buying decisions for projects in Hawaii and other parts of the world.

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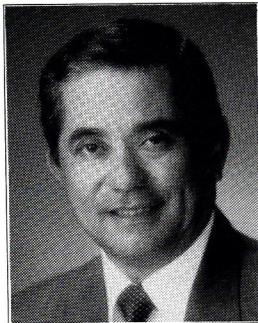
➔ *Stanley S. Gima, AIA, is vice president/president-elect, AIA Hawaii.*

Meet your 1993 officers

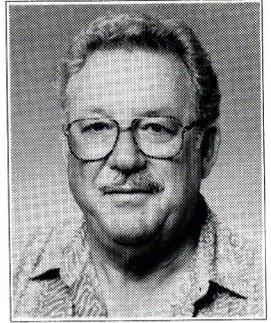
Architects Daniel G. Chun, AIA, Stanley S. Gima, AIA, and Alan Holl, AIA, lead AIA Hawaii as president, vice-president/president-elect and secretary/treasurer, respectively. The Council, now in its fourth year, represents more than 900 AIA members in Hawaii.



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Addressing Hawaii's housing needs

Elderly and Homeless

by
Glenn
Mason

The Edwin Thomas Home and Kulaokahua Elderly Housing projects illustrate two different ways to provide housing for the homeless and elderly. Completed in late 1991, the Edwin Thomas Home provides housing with minimally-sized rooms, shared toilets and common kitchen.

This was done within the shell of an abandoned historic building.

The Kulaokahua project, at the corner of Ward Avenue and Kinau Street, was a new building built on a narrow, flag-shaped lot left over from the construction of the H-1 freeway. It was built with small studios and one bedroom units which were self-contained, with unit kitchens and bathrooms.

THE EDWIN THOMAS HOME was done for a private nonprofit organization, the Hawaii Ecumenical Housing Corporation (HEHC), with substantial support from City and County of Honolulu and state of Hawaii, while the Kulaokahua project was done by the Hawaii Housing Authority (HHA) with funds specifically allocated by the legislature.

The Edwin Thomas Home project began when Edwin Thomas donated \$500,000 to the HEHC to purchase an abandoned two-story brick building on Beretania Street, just west of Fort Street Mall. The 1904 building had been used by the Salvation Army as a rooming house in the 20s and 30s, and is fulfilling a similar need in its current reincarnation.

By 1988 the building was in such poor condition that the exterior walls and some of the arched steel windows were the only elements determined salvageable. Even the unreinforced brick walls were in such poor condition that the hybrid steel and concrete structure was erected within the walls to provide all support and lateral bracing.

THE FLOOR AREA WAS increased by adding another floor to the building, hidden behind the tall two-story front facade. A total of 20 single rooms and six double rooms, each with its own lavatory and closet recess, are provided. Common bathrooms are provided on the top two floors, along with a common living room and laundry facility. A lobby, reception desk, dining room, kitchen, office space and a manager's apartment are supplied on the first floor. Office space for HEHC was provided in the basement.

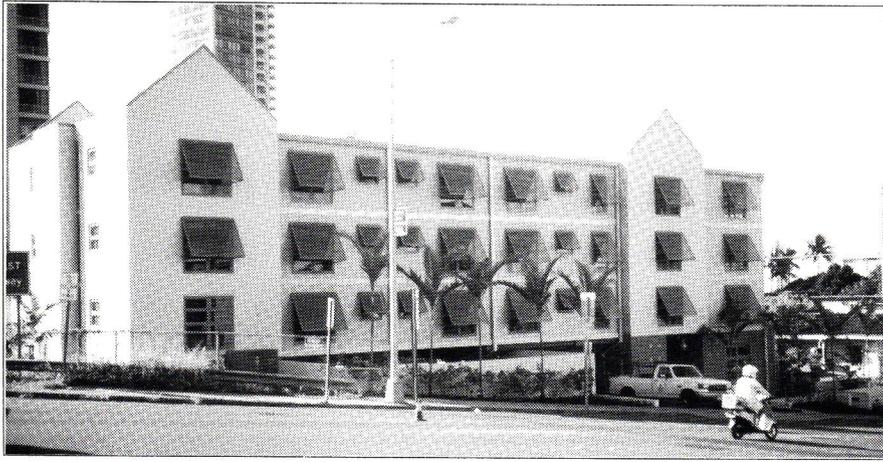
With its spare, small (as little as 80 square feet) rooms and other common facilities this project is clearly a step above the communal facilities offered by places like the Iwilei shelter of the Institute of Human Services. The private rooms are safe and each is nicely furnished, thanks partly to the Weinberg Foundation, which donated the money, and to the design work contributed by ASID members. Late in the design of the building the client made the decision to have it cater specifically to the elderly and the building lacks some of the design refinements which would have made it more adapted to its current clientele.

ALTHOUGH THE BUDGET for this project

The Edwin Thomas Home lobby. ▼

AUGIE SALBOSA PHOTO





▲ Kulaokahua Elderly Housing project.

and the very constricted (35 feet x 105 feet) site established strong limitations, the entry and common areas were designed to recall the period and atmosphere of the original building, which helps give the structure the dignity so needed for the people who will live there.

The Kulaokahua elderly housing project was dedicated in mid-1992. This HHA project is designed to provide transitional housing for the homeless elderly for up to 24 months. Several factors influenced the design of the project. The site is in the Thomas Square Special District which mandated larger-than-normal setbacks. The design process required extensive negotiations with the State Department of Transportation because of its proximity to the freeway on-ramp. This means the project is in a fairly noisy, exposed site. Despite some of the less-than-ideal characteristics of the site, it had several things going for it: its proximity to bus stops, to the Thomas Square park and to other community services like hospitals, shopping areas and the Art Academy.

THE COMMUNITY'S INITIAL opposition to any "homeless" shelter also had to be considered. Initial plans to have the project cater to the working homeless were abandoned in the face of this resistance, but early enough in the design process to do some customizing of the building for the elderly.

The building was designed with more than the required number of

handicapped units. All the units were equipped with call buttons and pull cords in the bathrooms. Two of the units were equipped with visual alarms to augment the audio alarms for the extremely hearing impaired. Extra fire alarm bells were added (too many, it turns out) to make sure the alarms would be heard by hearing impaired people anywhere in the building. Commonly used stairs were designed with safety yellow nosings

to aid in depth-perception.

NORMAL PARKING AND LOADING zone requirements for the site could have rendered it almost unusable, but waivers were obtained through the city's 201e process, which allowed the provision of only 13 parking stalls for the 30 units in the building. The rationale, borne out by studies of the homeless population, was that car ownership was not common; also the HHA had extra parking available at another one of its projects two blocks away. Another exemption for the project was obtained to allow smaller efficiency units than usually allowed by the code. The 24 single-occupancy efficiencies are each about 285 square feet. Six small one-bedroom units are designed to accommodate couples.

The Kinau Street corridor is an area in transition, with the single-family dwellings which used to line the street slowly being supplanted by large apartment buildings. Kulaokahua Apartments is a transitional building in its mass and its location,

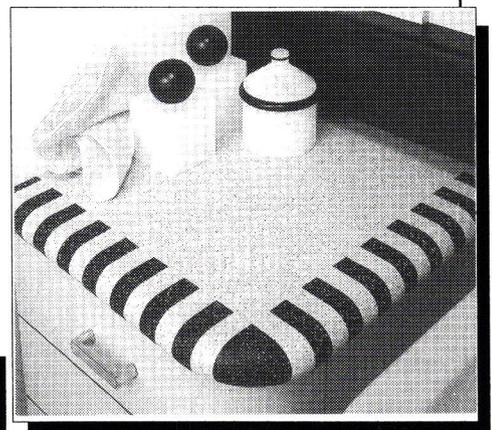


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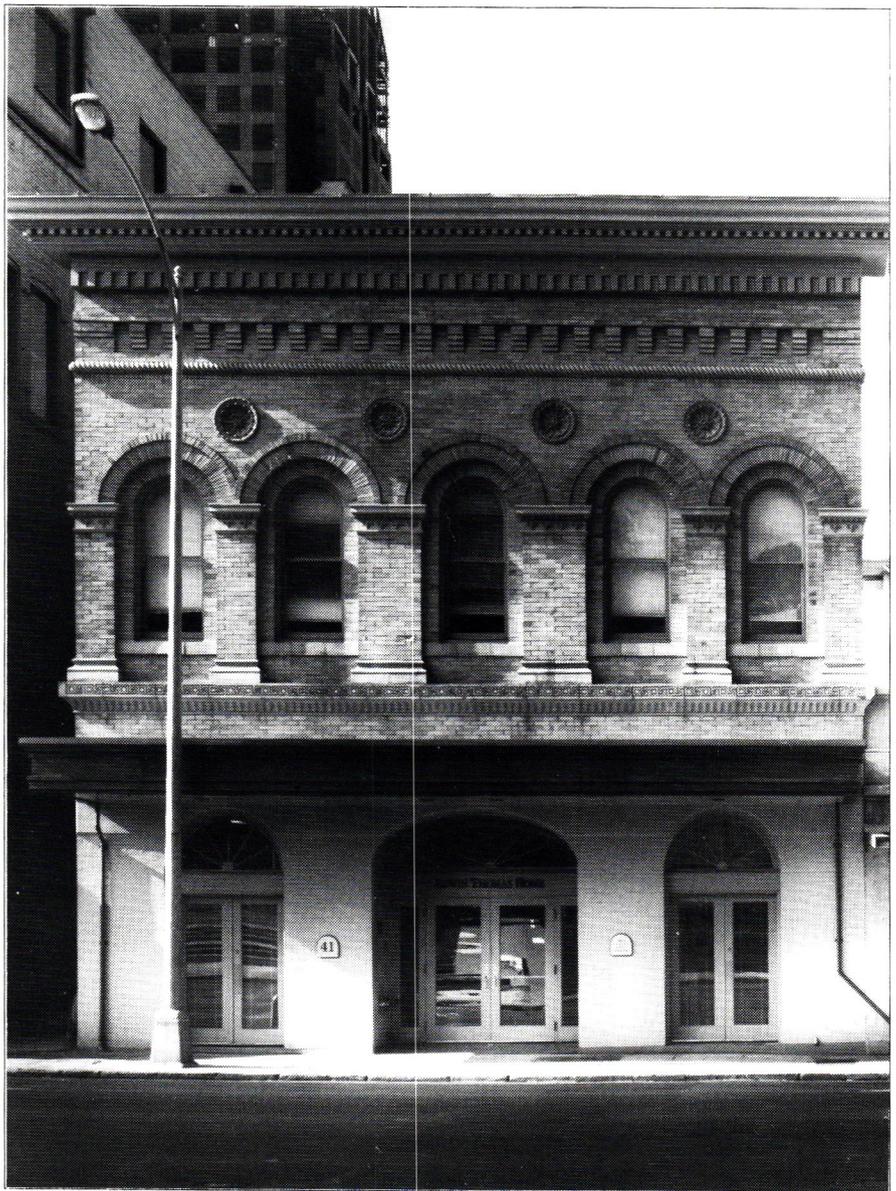
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lying between small single-family dwellings on its Waikiki side and the high rise apartments on its ewa side. Its design seeks to address this transitional role through the use of false gables and horizontal siding, in conjunction with the usual concrete and concrete blocks typical in small apartment buildings. In other words it provides "transitional housing" in an urban design sense as well as with regards to housing.

HOUSING FOR HOMELESS people can, and should, take many forms. The needs of the elderly, when overlaid on the needs the homeless bring to a project, require some trade-offs between the need to provide housing extensively customized for the elderly and the desire to provide as many safe, secure living quarters as possible. When the program is known early enough in the design process, however, most accoutrements can be provided at little or no extra cost, and the main sacrifice is the space supplied to the occupants for their personal use.

The general contractor for the Kulaokahua project was Constructors Hawaii. The general contractor for the Edwin Thomas Home was American Constructors.

** Glenn Mason, AIA, is a partner in the firm of Spencer Mason Architects, Inc., and was the principal in charge of both the Edwin Thomas Home and the Kulaokahua Elderly Apartments projects.*



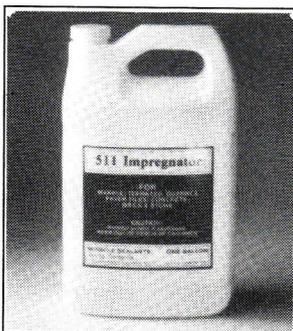
This two-story brick building, originally built in 1904, was converted into the Edwin Thomas Home for the Elderly.

AUGIE SALBOSA PHOTO

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A pattern of development based on human needs
Compact Communities

by
**Gregory
Field**

Land, transportation and jobs—each is a major determinant on housing development, where it happens and how much it costs. If economics were the only consideration, both initial and life-cycle costs would suggest efficient use of resources and infrastructure. Other benefits of compact communities accrue, provided they bring to residents a sufficient supply of key ingredients.

A typical subdivision devotes a large number of acres to single-family houses on curving cul-de-sacs. It serves as a bedroom community to

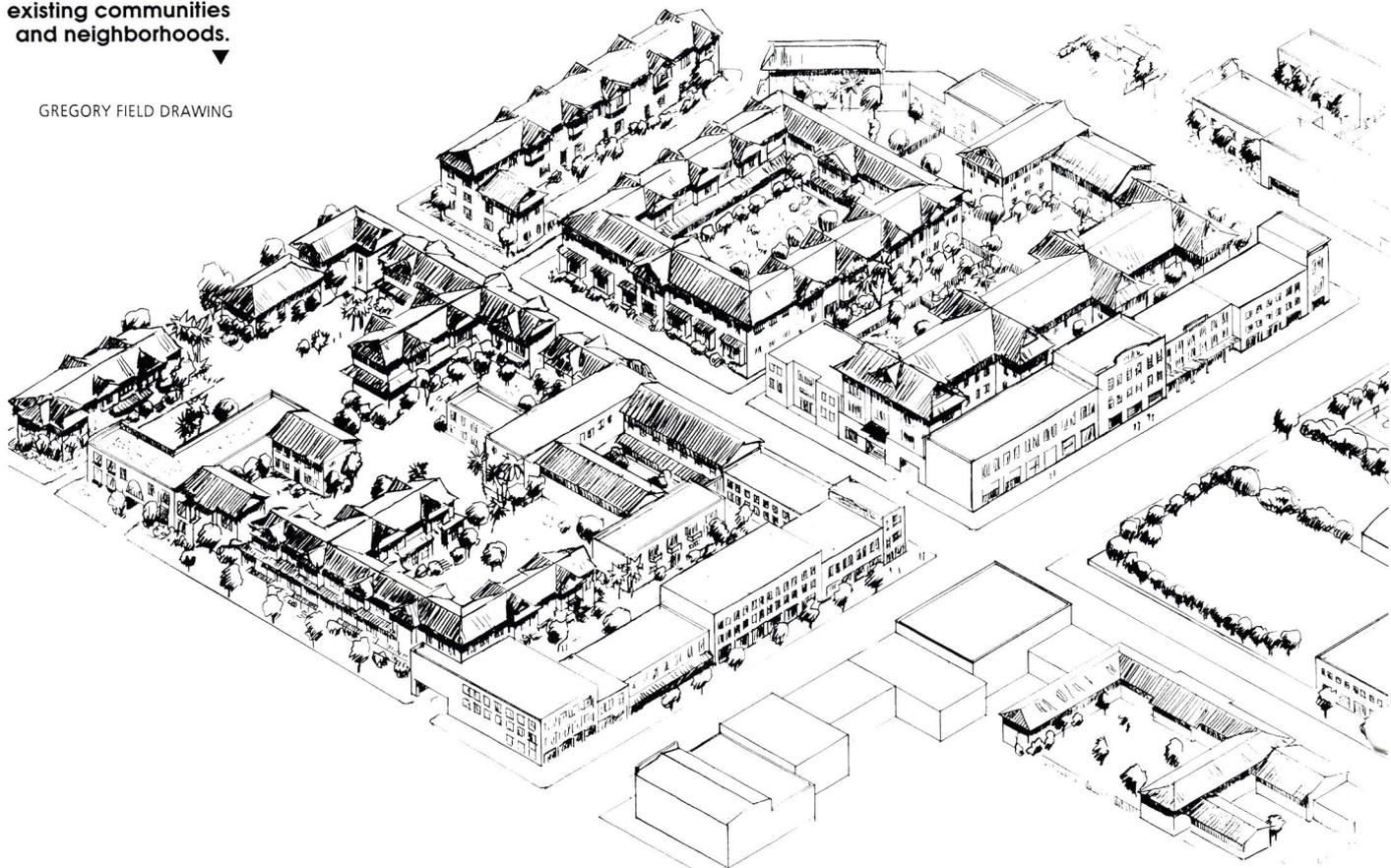
a large city. Few jobs exist in the community, so most of the working residents must commute to the city—usually by private automobile, which is essential for mobility.

Public transportation is slow, long in coming and not convenient. The kids need to be chauffeured to school and soccer practice by one of the parents. Elders who no longer drive are too far away from anything of interest to fill their days. Cultural centers are all in the city.

EACH HOUSE HAS FRONT, back and side yards—but that really does not add up to open space where one can walk, hike, sit under a tree

Housing options for
existing communities
and neighborhoods.

GREGORY FIELD DRAWING



by a stream and have a picnic. There is a golf course, but one cannot drop a line in the pond or fly a kite on the fairway.

On the other hand, compact communities offer residents a place to live, work and have recreational activities all within a short distance. At the center is the commercial hub—the “Main Street,” the mall, whatever; it is a place that is safe for pedestrians and it is a walkable length. It is the primary shopping area for residents’ daily needs. Depending on the size of the community and its location relative to other communities, it may be the regional shopping center of a handful of shops, a gas station and a restaurant or two.

Offices and government services are nearby on upper floors or in nearby buildings, creating the employment center for the community. These could be back offices for banks, health insurance or other computer-intensive business; satellite government services, telework centers or businesses that serve the community or region.

THE AREA SURROUNDING the center, within walking distance of a quarter mile or so, has predominantly multi-family housing. The higher density in this area ensures the businesses get daytime and evening exposure to shoppers. The full-time activity on the new main street will attract the coffee houses, bookshops, theaters and other appealing amenities of urban life. It also allows for a variety of housing types—condos, garden apartments, SROs—at a range of prices. With the higher density comes the greater need for parks and playgrounds within walking distance.

Beyond the multi-family housing the density drops off to single-family housing. Interspersed are parks and schools. In rural settings the community is surrounded and defined by farms or land in a natural state; in urban areas by the edge of the next neighborhood or community.

This compactness in plan is efficiently served by public transit, is convenient for pedestrians and bicycle commuters and is accessible to

the young and old. Households can have one car instead of two.

Many existing urban neighborhoods still have some of the key elements of a compact community—but they’re slipping away. In Kaimuki, upper Waiālae Avenue serves as the commercial center/Main Street; but the area lacks places for employment and housing options that allow for greater density. The character of the existing neighborhood could be maintained with sensitively-designed human scaled buildings.

OUT OF THE CITY a mall, say Windward Mall, becomes the Main Street. The existing on-grade parking lot provides the space for the other elements; a portion becomes several floors of office space over several parking tiers; terraced garden apartments over another portion; and some of the former parking lot is left for park—the town square. The suburban shopping center could be similarly converted at a smaller scale.

THE COMPACT COMMUNITY is about efficiently using our resources—land, infrastructure, time—to provide for diverse human needs. How these needs are met—the shops, parks, buildings for house and work space—give a place its character. Additionally, it allows the participants to establish the identity of their community, unique from any place else, and create a sense of place. **HA**

Resources

Alexander, Christopher, et al; *A Pattern of Language*

Barnett, Jonathan; *Accidental Cities: the deadly grip of outmoded zoning*, Architectural Record vol. 180 #2, Feb. 1992

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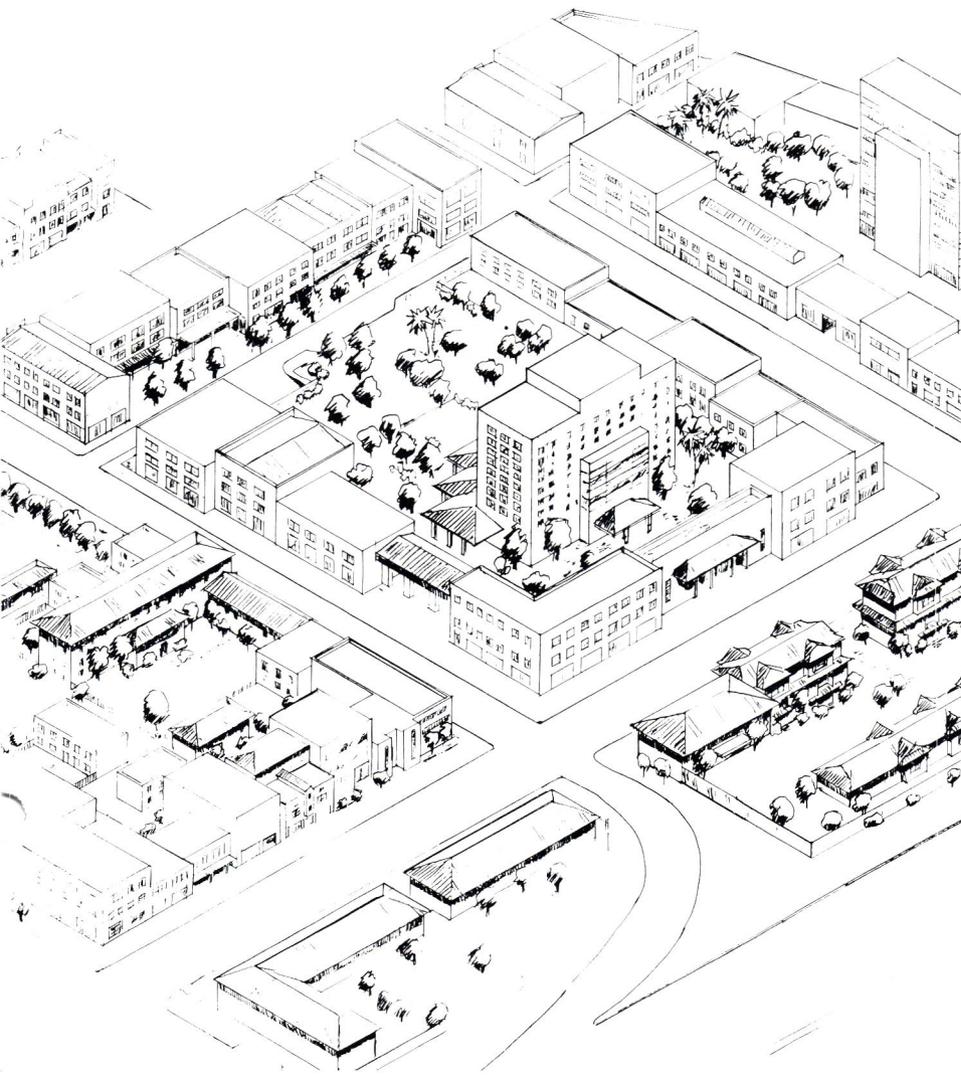
Garreau, Joel; *Life on the New Frontier*

Heenan, David; *The New Corporate Frontier: The Big Move to Small Town U.S.A.*

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Van der Ryn, Sim and Calthorpe, Peter; *Sustainable Communities*

Weidenhoft, Ronald; *Cities for People*

◆◆ Gregory Field is the principal designer, *Living Architecture*, and a member of the Honolulu Chapter/AIA Housing Committee.



The search for affordable living Housing Options

by Alex
Neuhold
& Gregory
Field

With the changing demographics and lifestyles, the nuclear family is no longer the typical household. Living and working arrangements are more varied than ever. Needs and priorities are changing. The single-family home, and the high mortgage, high maintenance and long commute that come with it, is losing ground as part of the American dream. What will fill the gap? Hawaii seems slow to change directions. A look outside and within the state reveals housing options and development strategies not frequently used in Hawaii that are both affordable and livable.

Row houses

Much of the existing urban land is given over to single-family housing with wide street frontage. With no side yards, row houses can be on lots 25 feet wide (and often narrower). The closer street setback increases street awareness and a sense of community. Garages can be below the dwellings, but without driveways

more on-street parking is possible, if resident parking is in common lots or up a back alley.

Staggering the upper story height and breaking up the facade will help assure proper light and ventilation, as well as animate the street elevation and define the individual units. Row houses are appropriate near commercial activity and transit lines.

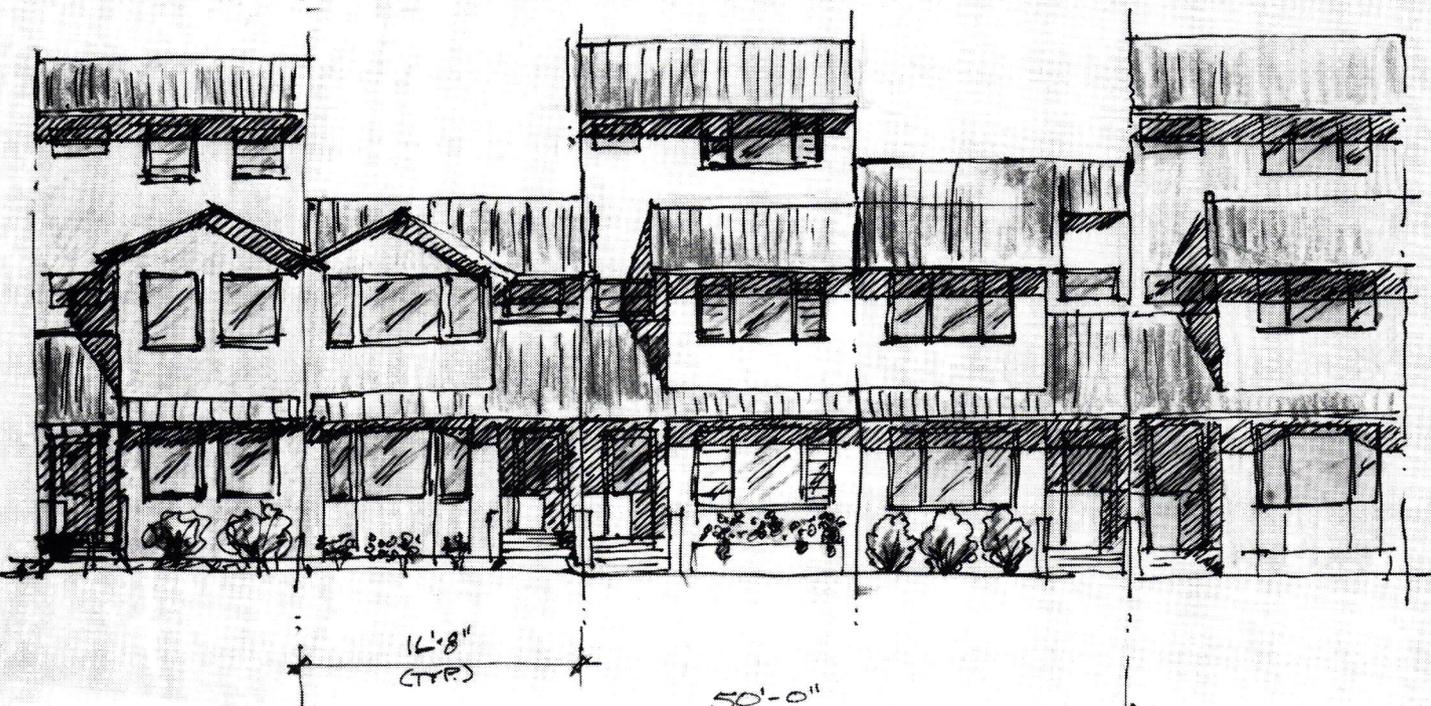
Single resident occupancy housing

Quality affordable rental housing for singles is in short supply within the urban zone. SRO hotels provide housing for the lower-income work force who must often live in share conditions or far from places of employment. Size can range from 120 square feet to 325 square feet per unit. Simply furnished, these units are equipped at the least with only a lavatory sink, sharing other facilities down the hall, to full bath and kitchenette units.

The rehabilitation of an existing structure or urban infill with a new building are good applications for SROs. Because of the large number of units on sites with limited space, a relaxation

Row housing option.

GREGORY FIELD DRAWING ▼



of the off-street parking requirements is often necessary.

Co-housing

A more economic living arrangement can be established when a number of people choose to share certain facilities. This is true of several households sharing a single house, or as many as fifty families sharing community spaces.

In co-housing, any number of households, from six to fifty or more (each has a fully-equipped private unit) share group dining, child care and maintenance responsibilities.

The value to the members goes beyond economics; the sharing and cooperation necessary to make it work engenders a strong sense of community. Invariably the architecture expresses these qualities, clustering dwellings around a courtyard or along a pedestrian street, with the common house in a prominent position. Co-housing has been very successful in Scandinavian communities and is just now being introduced here.

Transitional shelters

For many, transitional shelters are the first step up the ladder from emergency shelters and homelessness. Run by nonprofit agencies, these shelters provide more than basic shelter. Programs are established to help clients learn the skills necessary to procure and maintain permanent homes.

Typically, a person or family will stay at a shelter from six to 18 months, until they are ready to re-enter the housing market. Each transitional shelter is geared toward a special needs group: single mothers, families, youth. The architecture responds to these needs and supports the various programs. Although a number of facilities exist, the need remains great.

Reduce street widths

The cost of owning a residence will be significantly lower in developments with street patterns that reduce the need for an automobile. If the amount of land area—public and private—devoted to the automobile can be



© DAVID HEWITT ANN GARRISON PHOTOS

▲ SROs can have exciting architecture, as exemplified by the 202 Island Inn in San Diego.



Typical 300-square-foot room at the 202 Island Inn provides an attractive, affordable SRO housing solution. ▲

reduced, then the cost savings in land, construction and maintenance is shared by the residents. The width of roads, type of curb, turn radii and sidewalk widths should be re-evaluated and designed to be appropriate for the neighborhood and traffic.

Housing above commercial

The higher rents of commercial space can help pay for the housing above it. Residents in the commercial area intensify foot traffic and retail sales and ensure greater use of utilities and infrastructure.

Housing above commercial is be-

ing used more and more in the redevelopment of downtown Honolulu, as, for example, the Harbor Village, a 1992 Honolulu Chapter/AIA award winner featured in this issue of *Hawaii Architect*. The same idea on a smaller scale can happen in existing suburbs and new developments. The higher density and close proximity to stores encourages walking to shops.

HA

◆ Alex Neuhold is principal, *Architectural Research and Programming*. Gregory Field is principal designer, *Living Architecture*. Both are members of the Honolulu Chapter/AIA Housing Committee.



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Benefiting Hawaii's children Trayliner Architecture

At their best, charitable contributions benefit everyone involved—the contributing party, the not-for-profit recipient and taxpayers. The recent contribution made to Ronald McDonald Children's Charities (RMCC) by Architects Hawaii, Ltd., is an example of such a "win-win" arrangement. As Rob Hale, AIA, president of Architects Hawaii, says, "We understand the challenge local not-for-profits are faced with, and we are happy we can play a part in their efforts."

RMCC is an international organization whose specific mandate is to address the special needs of children. That effort is underway in Hawaii on a number of fronts, at the Ronald McDonald House (which offers shelter to the families of critically ill children), the Kalihi-Palama Health Center, the Hawaii Nature Center, the Maui Academy of Performing Arts and a variety of similar not-for-profit organizations.

In September, Architects Hawaii took part in a new program that combines a contribution to RMCC with a unique opportunity for the contributor to bring its message to the community.

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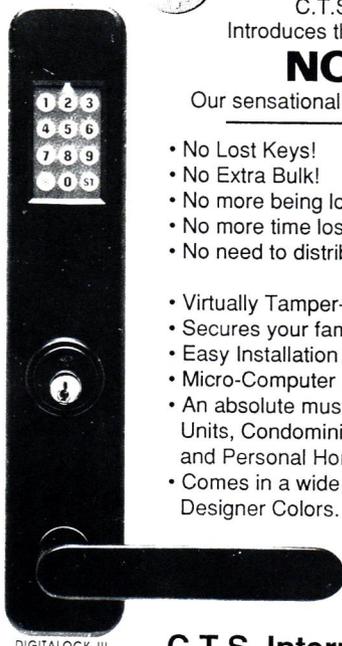
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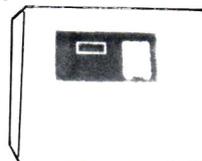
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▲ Posing with trayliner at a McDonald's Restaurant are, left to right, Rob Hale, AIA, president, Architects Hawaii; Ronald McDonald, mascot; Maurice Sullivan, founder, McDonald's Restaurants of Hawaii; and Pat Kahlen, president, McDonald's Restaurants of Hawaii.

The architectural firm designed a trayliner that was featured in McDonald's restaurants around the state from Sept. 11 through Oct. 1, and was seen by more than 750,000 McDonald's customers.

The trayliner introduced youngsters to the world of architecture through the display of Honolulu's most prominent buildings. It also reported in simple terms the role of Architecture Hawaii and other architectural firms have played in the design of such landmarks, and introduced children to architecture as a potential career.

Both Architects Hawaii and RMCC in this corporate partnership benefited from the creation of this trayliner—but the greatest beneficiaries are Hawaii's children. **HA**

The trayliner designed by Architects Hawaii will benefit children's charities. ▼

AMAZING ARCHITECTURE!

INCREDIBLE FACTS ABOUT HAWAII'S BUILDINGS!

Grosvenor Center
Architects Hawaii, 1979
Grosvenor Center consists of two towers with seventeen elevators that are among the fastest in the State. The two buildings have a total of 6,064 glass panes that are cleaned, continuously, throughout the year. It takes six weeks alone to clean each tower!

Aloha Tower
Arthur Reynolds, 1926
At the time of completion, Aloha Tower was the most imposing building on the waterfront, soaring to a dizzying height of ten stories. During World War II, the tower was even camouflaged!

Hawaii State Capitol
John Carl Warnecke and Associates and Bell, Lemmon and Lo (Architects Hawaii), 1965
Did you know that the design of the Capitol symbolizes the fact that Hawaii is an island state? The surrounding water represents the sea, the legislative chambers represent volcanoes, the forty pillars that encircle the building are reminiscent of palm trees, and the roof looks like Punchbowl Crater.

Washington Place
Isaac Hart, 1847
The governor's residence is the oldest building in Honolulu that has been used continuously as a dwelling! That means that someone has always lived here since it was constructed in 1847, almost 170 years!

Kawaiahao Church
Reverend Hiram Bingham, 1842
Construction on Kawaiahao Church began in 1837 and the church was formally dedicated in 1842. Known as the *Westminster Abbey of Coral*, it was actually built of coral blocks taken from a nearby reef! Structural timbers and shingles came from the Pacific Northwest and the mountains of Oahu.

Iolani Palace
T.J. Baker, C.S. Wall, L. Moore, 1882
The only royal palace in the entire United States is right here at home! Iolani Palace was completed in 1882 for King David Kalakaua (the Merry Monarch) and his wife, Queen Kapiolani. Originally built for \$360,000, the palace recently underwent a nine-year, \$6,000,000 restoration.

H

ey, boys and girls, but you can't guess what all of the buildings and structures shown here have in common. ◊ Give up? ◊ They were designed by architects. ◊ An architect, as you probably know, is the person whose ideas, drawings, and plans determine how a building will look. Architects also offer advice as the building is being constructed to make sure that his or her plans are being followed. ◊ Maybe you'll be an architect someday. If so, you'll need to be good in math and science, and like being creative. You'll also need a college degree. Education is the blueprint to success! ◊ It won't be easy. But, it will be worth all your hard work. Especially when you think that you might someday design a building that becomes as famous as these! ◊

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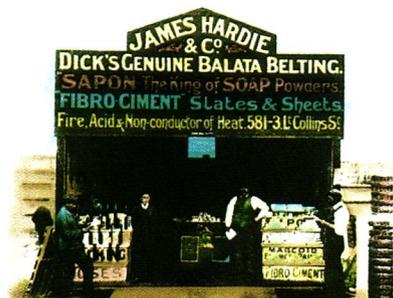
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Thinking about wind Reconstructing Kauai

by
Nick
Huddleston

Did you open or close your windows when you heard Hurricane Iniki was coming? Stay at home or go to a shelter? There is nothing like an impending disaster to get one thinking. The reports coming in from Kauai in the wake of Hurricane Iniki underscored the importance of thinking about wind and how it affects buildings, and design approaches that can minimize wind

“A structure must be tied together to resist wind, each part to the other and the whole to the ground.”

damage in a hurricane.

Like most architects, I wanted to help, and my radar had been activated by newspaper articles suggesting that damage could have been prevented if people had followed the advice they got last time, and that some projects survived because the architects knew what they were doing.

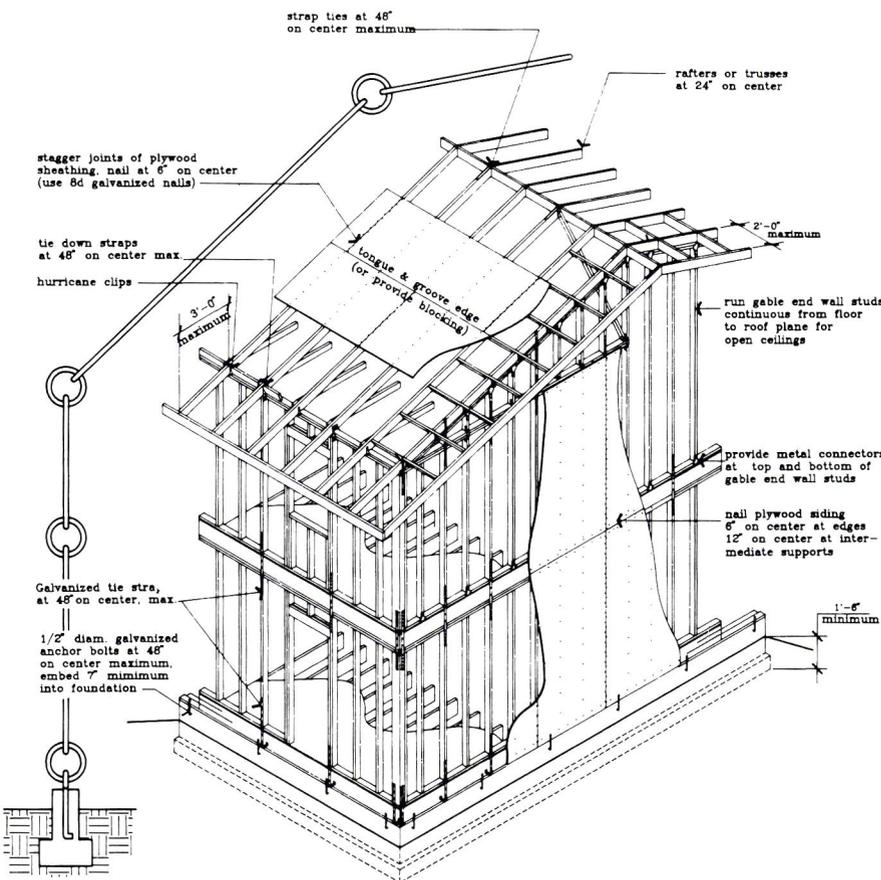
I WELCOMED THE OPPORTUNITY to write a manual for victims of Hurricane Iniki, under a grant from the AIA. The assignment, posed by Rob Hale, AIA, was to “take a couple of weeks and produce a manual covering everything from consumer protection information, to construction tips, to saying something useful about how wind affects buildings and make it readable for small business and home owners.”

My degrees in geophysics and education helped, but a trip to Kauai was the best teacher.

After a good deal of research and a lot of questioning, a number of significant points began to emerge:

YOU CANNOT GUARANTEE the survival of a reasonably-priced residential structure in a powerful hurricane. Mitigating measures are not guarantees, and architects should not give any, either expressed or implied.

High winds can throw heavy structural elements through the air; storm surge can exceed 20 feet above mean sea level and turn floating trees into battering rams; wind pushes and pulls on a structure, lifting roofs, pulling away side and rear walls and pushing in windward



Typical Tie-Down Details

Many alternative configurations are possible. All tie-down points must satisfy specific code requirements.

walls; sudden failures of large openings can create a blast effect, doubling or tripling wind forces.

The anchorage and wind resistance of doors and windows are critical concerns. Storm shutters are the best anchorage against breakage caused by flying debris. Limiting opening size can reduce the risk of structural failure if an opening is breached.

Roofs, overhangs, parapets, awnings, spires, marquees, gutters and gable end walls are particularly vulnerable. A structure must be tied together to resist wind, each part to the other and the whole to the ground.

Hurricane clips won't help much if shear walls are inadequate and the building twists out of shape or blows down.

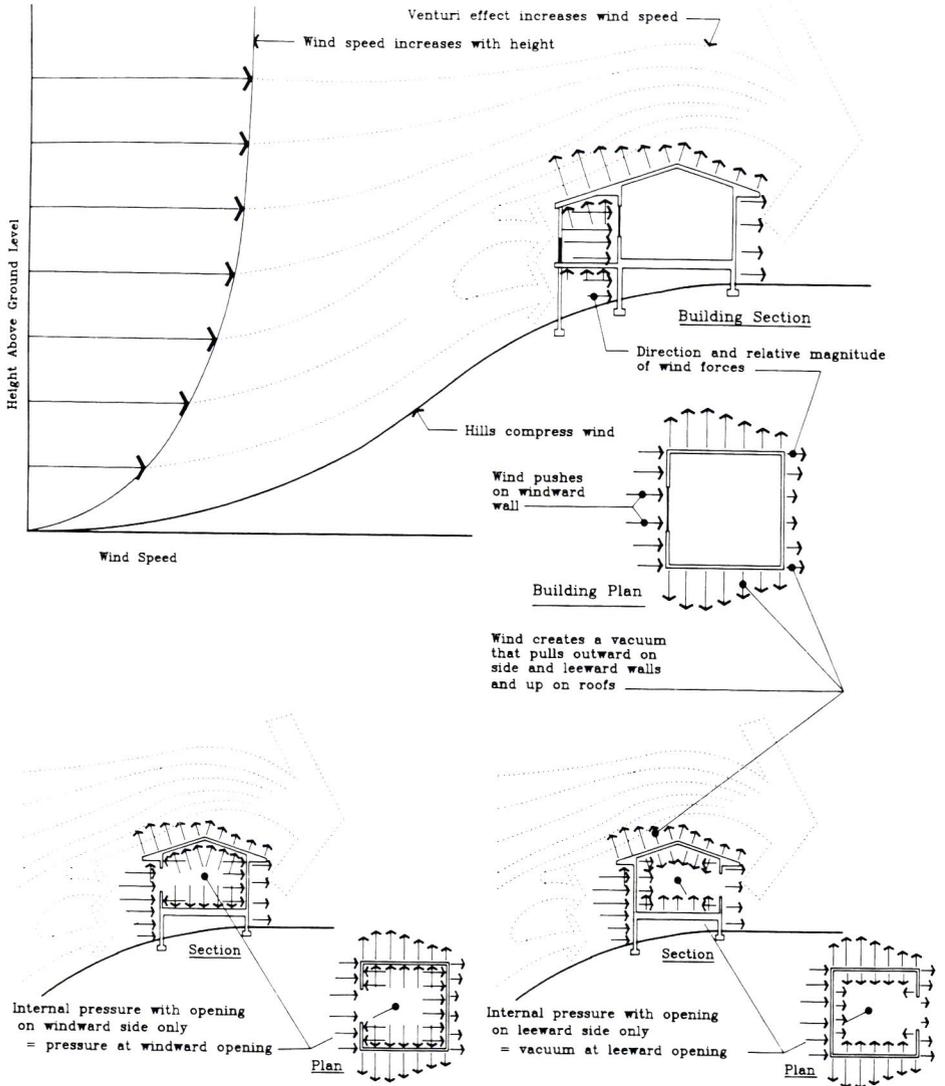
WHEN LIVES ARE AT STAKE, don't take chances. If a hurricane is approaching, go to a solidly built shelter that is well above the highest possible reach of the storm surge.

The rules governing design are changing. Buildings that must be substantially rebuilt have to meet current code and regulatory requirements, including new wind standards adopted on Kauai, elevation above established flood levels in flood plains and ADA requirements.

Tougher wind standards in codes are a red flag that previous guidelines may be inadequate. The 1991 U.B.C., scheduled for adoption in Honolulu in mid-1993, includes new tie-down requirements for wood and masonry construction and adds a wind exposure "D" category with more stringent design requirements for any building within a quarter mile, or ten times the building height, of a shoreline, whichever is greater. The building height standard will extend exposure "D" requirements, e.g., to new tall buildings in Waikiki and in the Honolulu downtown core makai of Vineyard Street (if the shoreline is interpreted as being at the harbor front).

Codes *do not* adequately cover the design of structures on exposed rising slopes or canyon rims, and they cannot assess the risk factors in the surrounding environment, and wind

Wind Forces on Structures



Internal Pressure Changes With Openings

design speeds may be too low.

Florida, with about three times Hawaii's chances of being hit by a hurricane, uses 120 mph as a wind design speed, compared to Hawaii's 80 mph.

DESIGNERS SHOULD EVALUATE the risks of site, design and building type, inform owners of the concerns involved and work with clients to determine a level of risk mitigation that is reasonable and cost-effective. With a class 4 hurricane behind us and tougher standards on the horizon, you may want to reconsider your own design recommendations now.

Acknowledgements

Copies of *Hurricane Iniki Recovery: Manual for Small Business and Homeowner*, written by Nick Huddleston, are available at the AIA office. Rob Hale provided valuable editorial assistance, and drafts were reviewed by dozens of concerned professionals, including staff from Kauai's Office of Emergency Permitting. Cost data were provided by Julian Andersen of Rider Hunt Construction Services, Ltd. **HA**

◆ Nick Huddleston, AIA, is an architect in independent practice. His primary interests are housing.



Award of Merit Renovations and Additions

Lewis Ingleson, AIA
Diamond Head Residence

In 1990, Lewis Ingleson, AIA, was contracted by a doctor and his wife to renovate their home on Diamond Head Road. The clients are avid collectors of local arts and crafts and derive great pleasure from them.

Therefore, the most important requirement was for a home that would allow display of art objects to best advantage. They also requested the house to have a sense of openness to the exterior to take advantage of the spectacular views over the ocean to Molokai and the cooling effect of tradewinds.

The architects were successful in addressing the needs of the clients. The foyer was relocated to provide a more interesting entrance. Internal circulation spaces are designed to serve as galleries, with niches and display cases.

The garage was converted into a guest suite; a new garage now stands on the Waikiki side of the building.

The roof over the living room and kitchen was removed and a new floor constructed

housing a study, gallery/game room and roof terrace.

The essential massing and character of the existing house was retained. Strip skylights bathe the walls with light during the day, an effect that is duplicated with artificial light sources at night.

Exterior finishes are cement plaster or redwood walls, with wood-framed windows and sliding glass doors. Paving materials used are either natural slate or exposed aggregate concrete. Interior finishes include oak or slate flooring, except for the master bath, which is marble.

Initially providing 4,045 square feet of living space, the renovated home now is 6,811 square feet.

CREDITS

Architect:

Lewis Ingleson, AIA

Structural Engineer:

Les Negata

General Contractor:

Construk-Mode

Diamond Head residence as seen from Diamond Head Road. ▼

DAVID FRANZEN PHOTO



Jury's Comments

Jurors said that, for the budget, "significant improvements were achieved and the integration of old with new is excellent."

Living room looking toward the breakfast area and kitchen.

DAVID FRANZEN PHOTO





Award of Merit Multi-Family Residence

Stringer Tusher & Associates, Ltd.
Daniel Mann Johnson & Mendenhall/Hawaii
Harbor Village Project

Details of
fenestration pattern.

DAVID FRANZEN PHOTOS

In 1990, as part of its continuing efforts to provide affordable housing for residents of Oahu, the City and County of Honolulu commissioned the Harbor Village project in the Chinatown District to Stringer Tusher & Associates, Ltd. and Daniel Mann Johnson & Mendenhall/Hawaii.



Originally conceived as a 144-unit, 225-foot tower, this project was restructured to conform to new Chinatown guidelines restricting building heights. The architects devised a unique design approach that satisfies both the program of the project and height limits.

The program required maximization of the site and building envelope. Given that constraint, the client wanted a sculpted building that satisfies all requirements and achieves a design character sympathetic with the surrounding community—a true village.

The residential portion of the project consists of 60 one bedroom and 30 two bedroom rental units divided between market, moderate income and gap groups. Because cost efficiency was an important consideration, the units are compact and simply finished. All units have natural ventilation.

The 20,000 square feet of commercial space are zoned adjacent to public ways, continuing in theme and detail the street market presence of River and King Streets. This building represents a terminus to the commercial activity of Chinatown and a visual announcement to the Nimitz Highway corridor.

The building is zoned vertically; residential units are above a commercial/parking podium, with a view on all sides.

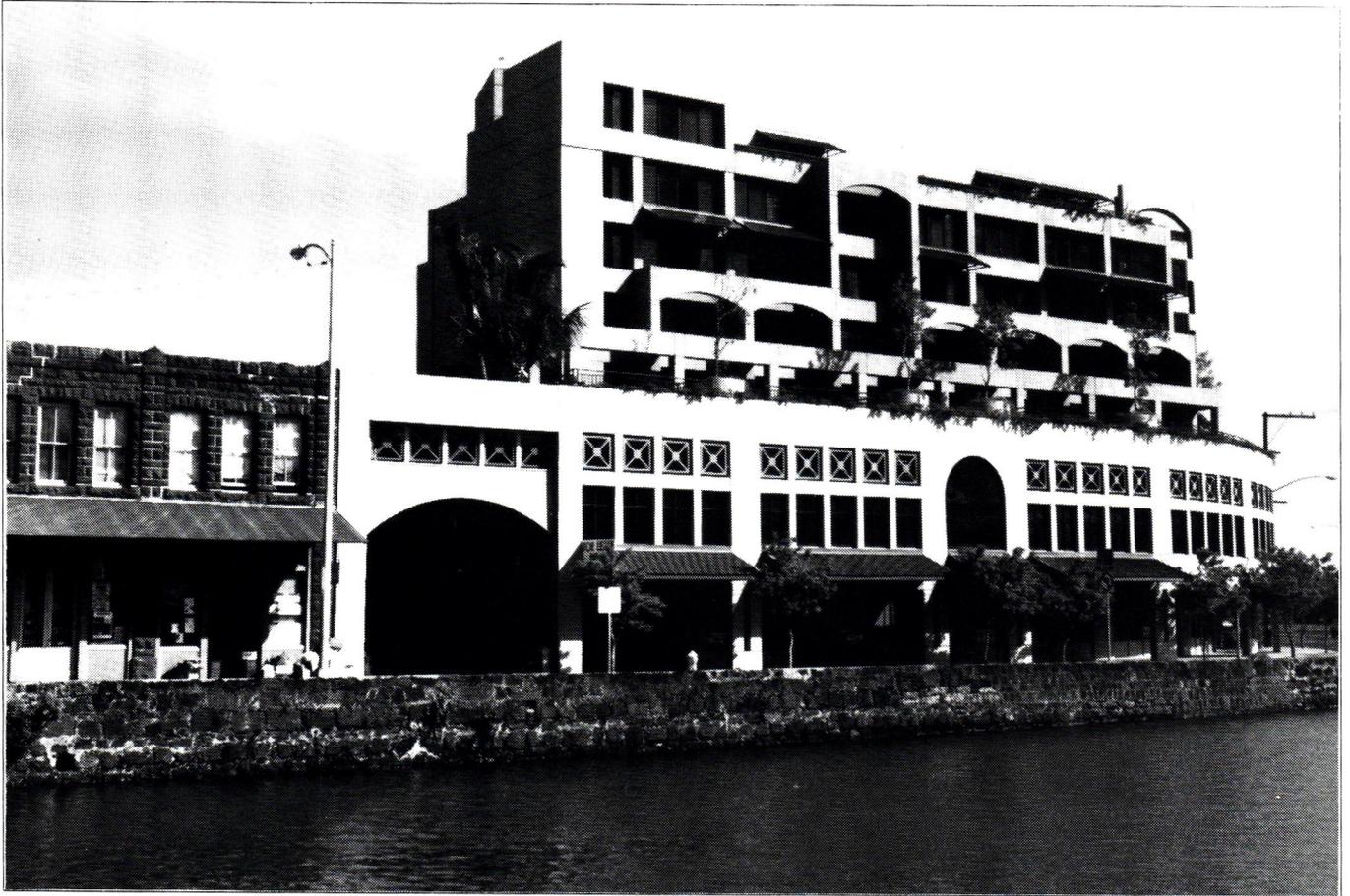
The units are organized around the perimeter of the site to take advantage of the view. Interlocking courtyards provide a daylight circulation zone, bringing light to a typically dark wall of apartment living while also allowing natural ventilation to all units.

The exterior scale of the residential units is broken down through setbacks, addition of trellis beams and awnings and fenestration variations. Landscaped lanais soften the building's appearance, adding colors along with the metal awnings.

The rhythm and play of shadow established by the fenestration and columned arcade is further defined in the scale of the storefronts which are reminiscent of earlier Chinatown stores.

Jury's Comments

The jury commented that the mid-rise height of the project and the thoughtful articulation of the exterior respected the scale of the surrounding neighborhood and softens the structure's impact. The lushly planted private courtyard won praise from many of the jurors "as an amenity worthy of a more upscale apartment complex."



▲ Ewa elevation showing Harbor Village Building on River Street.

Perspective illustrating composition of residential units.

CREDITS

Owner:

City and County of Honolulu

Architect:

Stringer Tusher & Associates, Ltd.
Daniel Mann Johnson & Mendenhall/
Hawaii

Principal in charge:

David Stringer, AIA

Project architects:

Terry Tusher, AIA, David Ayer

Mechanical engineer:

Murayama & Associates

Civil engineer:

Collins & Associates

Electrical engineer:

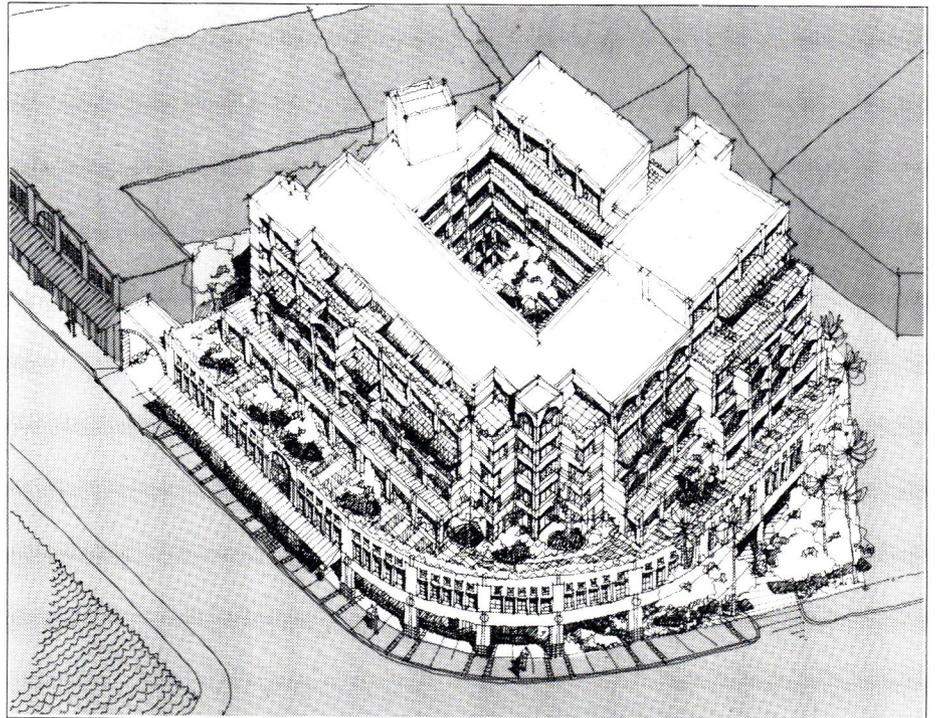
Douglas V. MacMahon, Ltd.

Structural engineer:

Yugi Kasamoto

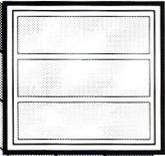
General contractor:

Hawaiian Dredging



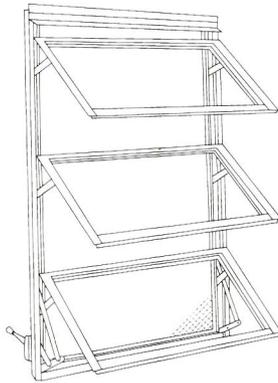
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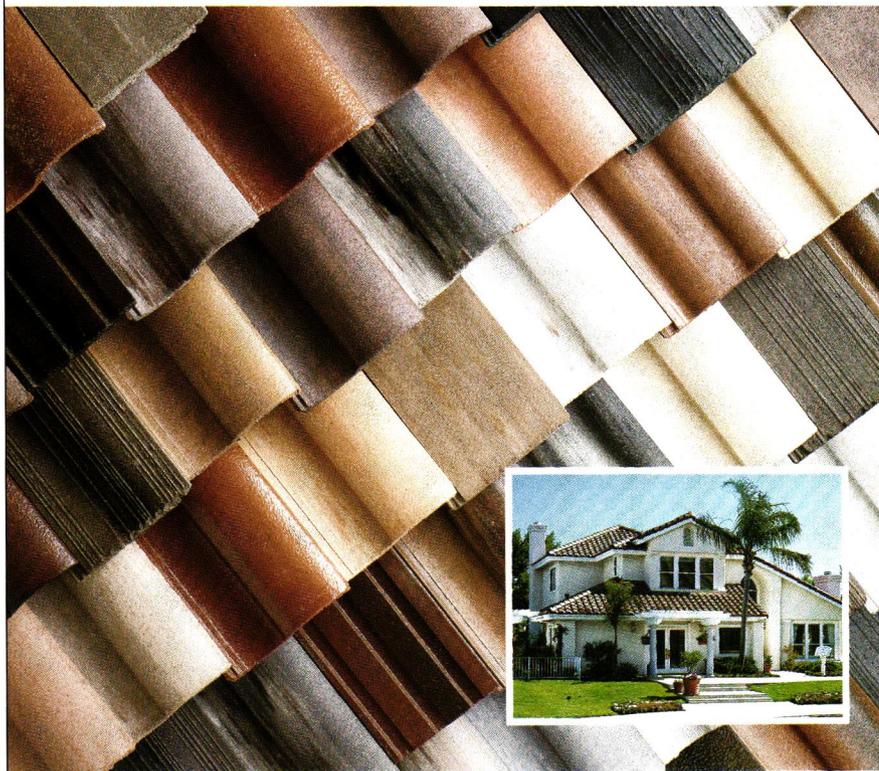
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Architect Receives Award



Gerald L. Allison
FAIA

Gerald L. Allison, FAIA, principal, Wimberly Allison Tong & Goo, has been named the fifth recipient of the Designers West/Designers World/Ray Bradbury Creativity Award. Allison, widely recognized for his contribution to the advancement of tourism and commitment to the environment, accepted the award from Bradbury at the Americas Conference, Dania, Fla., Feb. 3. **HA**

Wood Treaters Form Association

Hawaii's six wood treating companies have formed a professional association.

Ted Clay, former president and chairperson of the board of the Honolulu Wood Products Company is acting president of this association. The purpose of the association is to ensure that "anyone in Hawaii using treated woods has access to quality materials that meet national standards."

Clay explained that the association will have a large data bank of information on treated wood products, including national standards. The information will be shared with the Department of Accounting and General Services, architects, builders, contractors and others. **HA**

Mililani Tech Park Featured at Expo '93

The Mililani Technology Park (MTP) will be featured at the 23rd annual Building Materials Exposition, Wednesday, March 10, from 4 to 9 p.m. and Thursday, March 11, from 11 a.m. to 4 p.m. at the Neal Blaisdell Center Exhibition Hall.

Expo 93 is sponsored by the Building Industry Association (BIA) of Hawaii and GECC Financial. It is Hawaii's major annual trade show for the building industry and related pro-

fessionals. This year's event will have more than 250 exhibits.

Recently given a mixed-use zoning which allows a variety of office and light industrial uses, MTP, a project of Castle & Cooke Properties, Inc., is a heavily landscaped, campus-like park in Central Oahu designed and developed with the needs of high technology companies and their support-

ing services in mind.

The special exhibit will feature a scale model of the Park, photographic displays and marketing information. MTP project staff will give presentations and answer questions about the Park.

For additional information, contact Barbie Watanabe at the BIA, 847-4666. **HA**

ASLA Presents Project Awards

The American Society of Landscape Architects-Hawaii Chapter presented seven Design Excellence Awards to local landscape architectural firms at its Jan. 20 annual meeting and awards banquet. The award-winning projects are:

Bali Golf and Country Club in Nusa Dua, Bali, Indonesia by Nelson & Wright, golf course architects for P. T. Narrenda Pacific.

Ewa Beach International Golf Club in Ewa Beach, Oahu, by Nelson & Wright, golf course architects for Sogo Hawaii.

Kakaako Waterfront Park in Honolulu, by Miyabara Associates for Hawaii Community Development Authority.

Ko Olina Resort at West Beach, Oahu, by PBR Hawaii for West Beach Estates.

Kyo-Ya Restaurant in Waikiki, by Randal Fujimoto, landscape architect for Kyo-Ya Company, Ltd.

Palm Court Recreation Center in Ewa, Oahu, by PBR Hawaii for Gentry Homes, Ltd.

Safari Park Hotel in Nairobi, Kenya, Africa by Belt Collins & Associates for Paradise Investment & Development Company, Ltd.

Judges were Mark Hughes, Paul Weissich and Janet Gilmar, landscape architects; Glenn Mason, architect; and Jerry Tune, writer. **HA**

...on the other hand, U.S. Tile.

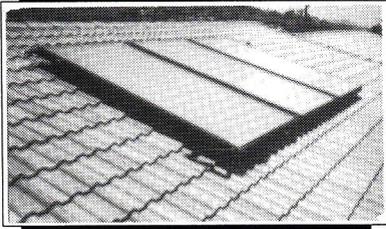


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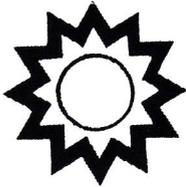
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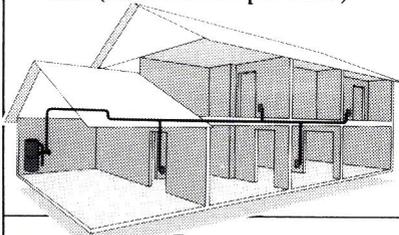


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Concrete Achievement Awards Announced

Winners of the third annual Hawaiian Cement's 1992 Concrete Achievement Competition were honored at a banquet, Jan. 22, at the Sheraton Waikiki Hotel.

Seven projects were selected for excellence in the design and construction of concrete buildings and structures in Hawaii out of a field of 44 entries.

Winners included:

- **The Grand Hyatt Wailea**, Maui, New Private Building award - owner and developer, Grand Wailea Company; architect, CDS International; structural engineer, Richard M. Libbey, Inc.; General contractor, Fletcher Pacific Construction Co., Ltd.

- **The Hawaii State Library**, Oahu, Remodeled/Addition Building award - owner, State of Hawaii; architect, Aotani & Associates, Inc.; structural engineer, Thomas Lum & Associates; general contractor, G. W. Murphy Construction Co., Ltd.

- **Bishop Museum/Castle Hall**, Oahu, New Low Rise Building award - owner and developer, Bernice Pauahi Bishop Museum; architect, Architects Hawaii, Ltd.; structural engineer, Martin & Bravo, Inc.; general contractor, S & M Sakamoto, Inc.

- **The Waialae Building**, Oahu,

the Judges' award - owner, DME Corporation; developer, WKH Corporation; architect, Architects Hawaii, Ltd.; structural engineer, Richard M. Sato & Associates, Inc.; general contractor, G. W. Murphy Construction Co., Ltd.

- **Harbor Village**, Oahu, New Public Building award - owner, City and County of Honolulu; architect, Stringer Tusher & Associates, Ltd./ Daniel Mann Johnson & Mendenhall of Hawaii; structural engineer, Yuji Kasamoto, Inc.; general contractor, Hawaiian Dredging Construction Company.

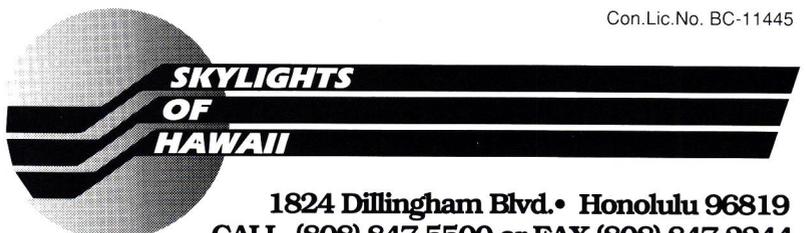
- **Private Residence**, Hawaii, New Single Family Residence award - owner and developer, H. F. I.; architect, Thomas Bingham and Associates, Inc.; structural engineer, MKM & Associates; general contractor, Starbird Construction, Inc.

- **Honolulu Academy of Arts**, Structure Built Before 1940 and in Active Use Today award - owner, Honolulu Academy of Arts; architect, Bertram Goodhue and Hardie Phillips; contractor, Hawaiian Contracting Company, Ltd.

Daniel G. Chun, AIA, represented the AIA Hawaii as a member of the jury. HA

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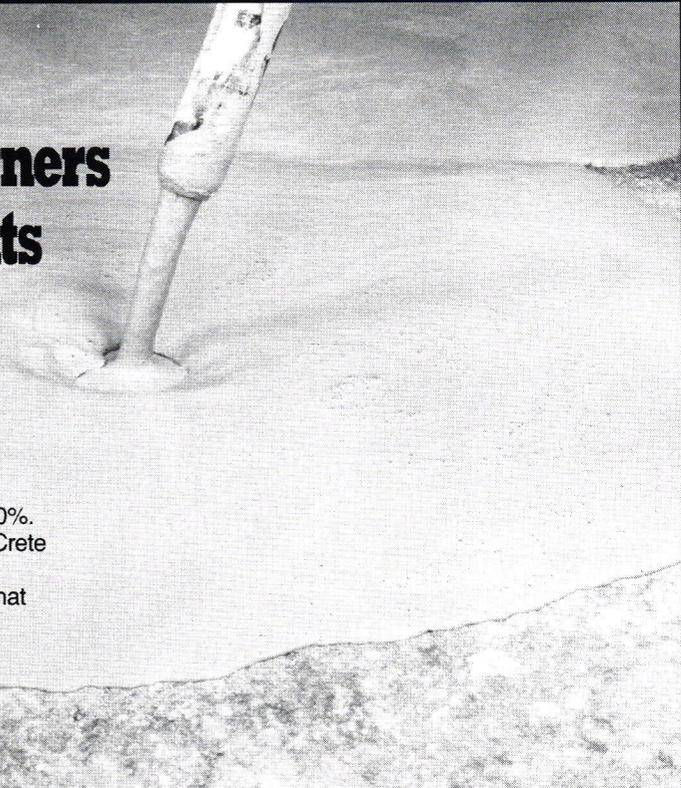
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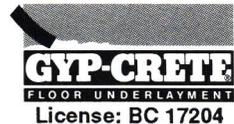
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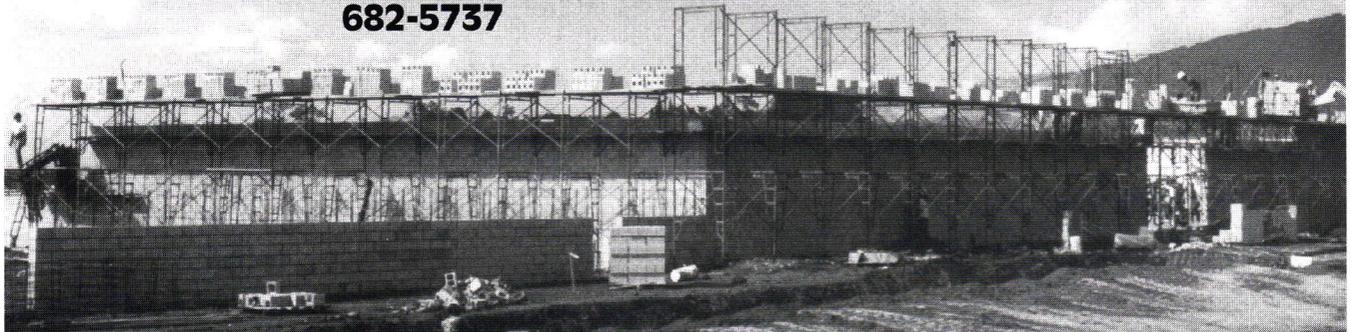
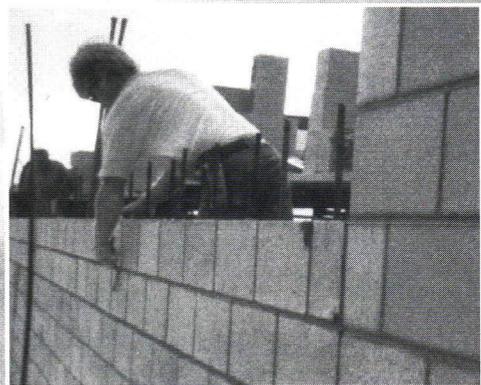
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Changing the way we build Housing Hawaii

by
Nick
Huddleston

Housing Hawaii, an AIA Hawaii white paper on housing issues has been completed and distributed to AIA members throughout the state. What's next? Three areas of concern illustrate the range of actions needed to implement the paper's recommendations: **1)** an emphasis on single-family residential development that produces urban sprawl and homes that have moved beyond our economic means; **2)** the level of resources required to meet the needs of the automobile; and **3)** the need to make better use of professional and community resources to meet housing needs.

During World War II, "Rosie the Riveter" was a can-do heroine of the shop floor, shouldering the load of a wartime production effort. Child care and hot meals to take home at the end of the day were often provided for women employed in industrial production. At the end of the war, women moved out of the work force and into homes in subdivisions, pioneered by William Levitt. The new job was housework, caring for a family and buying appliances, carpets, drapes and furniture. The suburban house of the 40s, and of today, requires a full-time maid, chauffeur and nanny.

IN THE INTERVENING YEARS subdivision housing isolated from services and workplaces, and dependent on the labor of women and on the automobile has been institutionalized by zoning. Lot and home sizes have gone up, prices have outstripped earning power and we have

torn down and legislated out of existence much of our alternative housing stock, from SRO hotels to boarding houses.

Today, women are fighting their way back into the shop and into corporate boardrooms without the benefit of subsidized child care, or prepared meals to take home at the end of the day. If they are lucky, they have a suburban home, a long commute to work and the "second shift" work of house keeping, cooking and

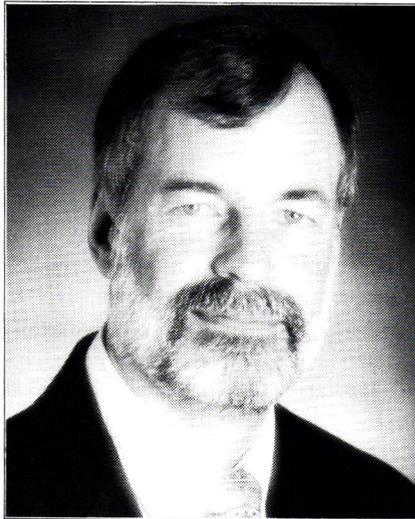
"homemaking." If they are single mothers, you probably don't want to think about their problems.

More diverse, less costly and more compact housing solutions are needed. Ohana housing, living units in the urban core, above commercial space or in converted lofts, increases in areas zoned for multi-family use and smaller lots, homes and setback requirements can play a part.

OVERBLOWN ROAD AND PARKING requirements are part of suburban development and the

commute to work. The decline of community in bedroom "communities" as women have moved back into the work force is another problem. As people moved away from communities where they knew their neighbors and status hinged on deeds and character, the "look at me" automobile has become a sign of status. But our love affair with the car has soured. The family Mercedes, or muscle car, is stuck in traffic, and we've paved over too much of paradise.

Road and parking standards sacrifice pedestrian amenity and housing affordability to the demands of high-speed vehicular traffic



Nick Huddleston

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and easy access to parking, while development costs and, arguably, neighborhood amenity are inversely proportional to road width and the amount of parking provided. Smaller roads, lower parking requirements and better public transit are needed. More community, better child care options and improved access to services and work wouldn't hurt either.

Too much of our private sector design and development talent has been driven out of the housing business by patterns of building that we cannot afford. Government development subsidized by police powers and public funds tries to bridge the efforts of the private sector. Housing problems, however, won't be solved until rules are modified to let architects, private-sector developers, small builders and "Rosamonde" get back to work to rebuild our communities and create affordable homes.

GOVERNMENT MUST recognize its own central responsibility for the housing crisis. Act 15 and 201E legislation recognize that current regulations make it difficult or impossible to develop affordable housing.

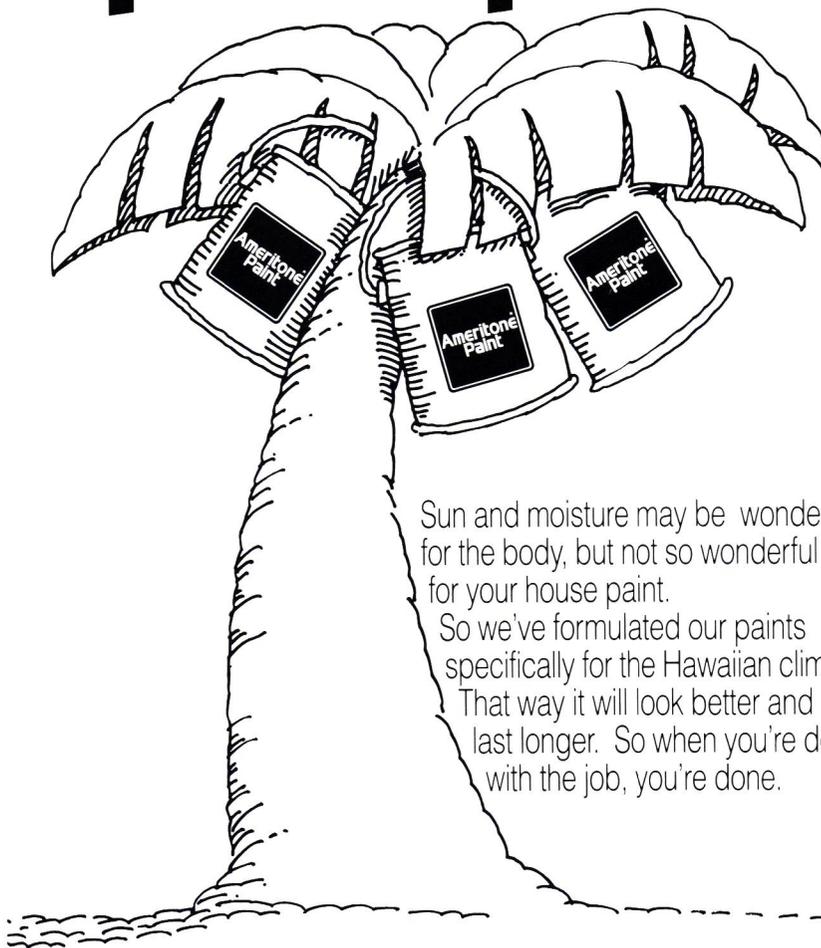
Zoning regulations, development standards and transportation planning are the keys to change. But, for all of the talk about the housing problem and the need for greater productivity, we have been slow to change rules that hamstringing our best-intended efforts.

Residents must play a part, helping to direct change that meets their needs. Architects can speak out for change and show how it can be accomplished in positive ways.

THE VIABILITY OF our economy, our profession and our island communities are at stake. Answers are readily available. The next step is to work with clients, communities and administrative and political leaders to effect positive changes in the way we build. **HA**

◆ *Nick Huddleston, AIA, is an architect in independent practice. He is the current chair of the AIA Honolulu Housing Committee and the principal author of Housing Hawaii.*

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T *An architect's impressions* **The Evolving Europe**

Cliff Hanssen, AIA and his wife Dotty recently spent a month in Spain, Switzerland and France. These are a few lasting impressions.



The '92 Expo in Seville, Spain, was a big event for such a remote city. While a visual fairyland at night, the Expo was mostly tasteless architecture by daylight. We were there shortly before it closed, unfortunately 628,000 other people also attended on the one day we were there. Most exhibits had two

or three hour waits; those with great films were "sold out" within a half-hour of the morning opening.

Exhibits should be designed so people can flow continuously through them. In Seville, the nicest pavilions were failures because the exhibit designers did not plan for crowd movement. Exhibits with sit-down films could not handle the masses and only a small fraction of the attendees ever got into those pavilions.

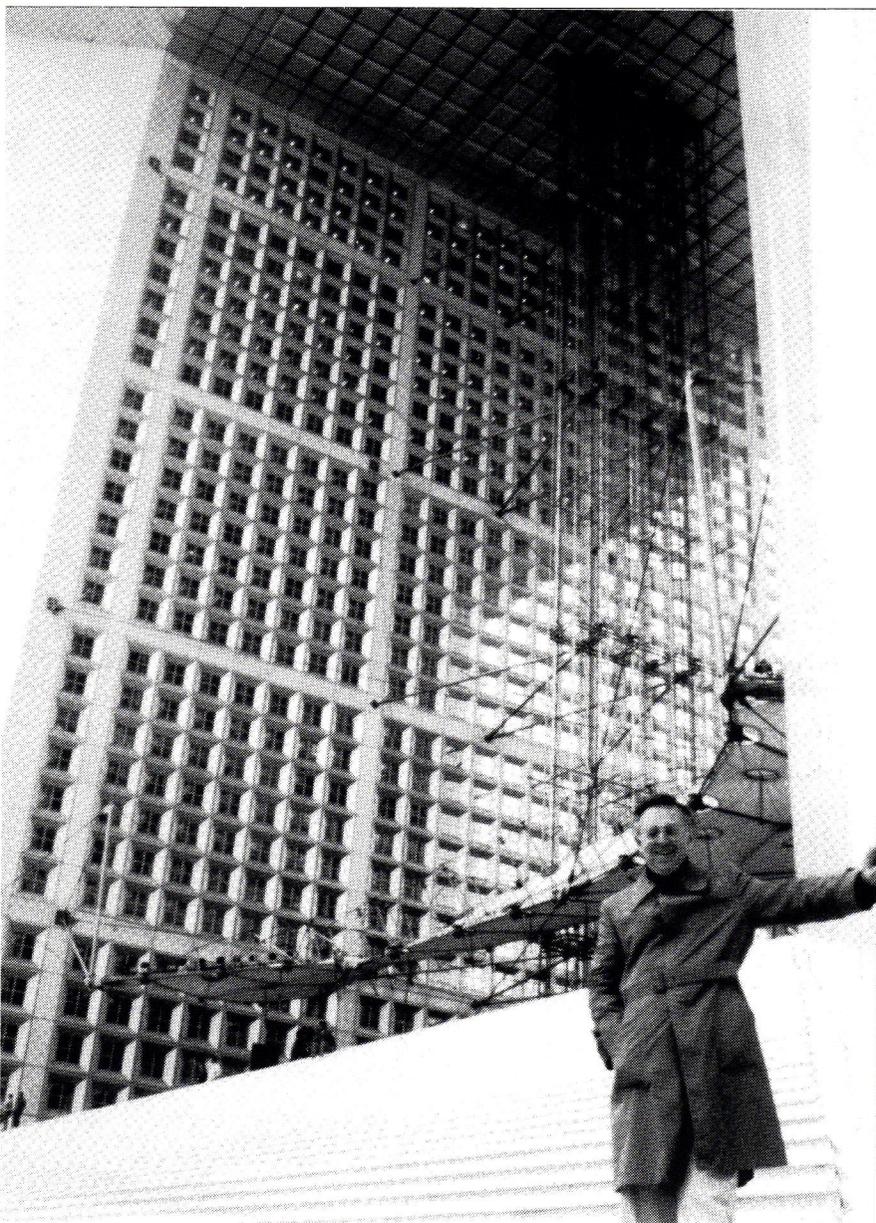
Micro mist sprayers laced among the overhead (trellised) landscaping were quite effective in cooling things off in hot, dry Seville. Other cooling devices that used moving water and "wind towers" also contributed to a comfortable exterior environment.

The Spanish people are such night owls. The Expo was open until 4 a.m., and it was hard to find a restaurant open before 9 p.m.

AFTER ITS OLYMPIC "HIGH," Barcelona is back to normal. Most of the Olympic sports facilities are now fenced off with welded wire mesh and probably will sit unused 95 percent of the time—such a waste!

The Olympic Village is being converted to private housing and offices. Surprisingly, many facilities that should have been up and running for the Olympics are still incomplete—talk about missing a deadline! But, they did a good job of transforming a former industrial slum. Major parks, esplanades and fountains give this new urban community quality and substance. The architecture is varied and generally handsome, and it appears this planned community will soon fit right into the city's fabric.

Spain had a lot on its plate with the Olympics and Expo 92 in the same year. But, from

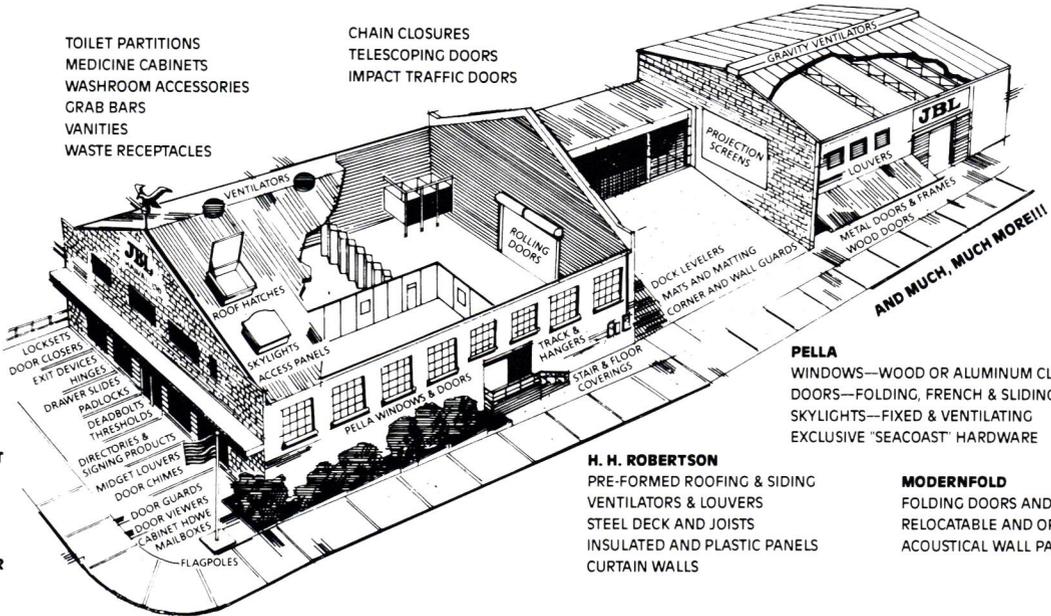


Clifford E. Hanssen, AIA, posing at Le
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architectural and infrastructure standpoints they did an *outstanding* job. Atlanta has its work cut out to compare favorably with Barcelona's Olympics.

ZURICH WAS VERY EXPENSIVE. Housing prices there are probably three times as high as in Honolulu. Only 10 percent of the residents own their own homes. As in Honolulu, very little land is zoned for housing. The surrounding countryside is in agricultural, recreational or scenic classifications.

The main shopping street, Bahnhofstrasse, is delightful, and very classy. It is wide with great stores on both sides, big trees and no cars, just a surface trolley. At intersections, a picture of the trolley flashes in red on the traffic lights when one of these quiet electric vehicles is approaching. These fast, smooth trolleys were far nicer to ride than underground subways.

The mixture of medieval buildings on tight winding streets with new, modern infill was handled with exquisite taste. Unfortunately, Zurich also has major problems with heroin (and its associated crime), bizarre looking young people and graffiti sprayed on the lovely historic buildings.

PARIS IS A GREAT CITY, but it suffers from being the world's number-one tourist destination, and from dirt and immigration problems like

most other big cities today. The recently improved Louvre was most impressive and three visits weren't enough to see it all. A massive underground addition is being constructed to extend and improve the Louvre's functioning. The "Grand Louvre" project is a major commitment to France's architectural and cultural greatness.

The French generally hold I.M. Pei in high regard for his Louvre project, including the dramatic pyramid skylight. Although not as transparent and light looking as I expected, the glass pyramid is a terrific, gutsy solution, representing our time on earth, rather than copying times gone past to fit in with the surrounding context.

Just outside the city center, the new commercial complex, "La Defense," was impressive in its scope, but just another pile of incompatible modern towers and ego structures. Le Grand Arc de La Defense was a very bold, striking and obviously non-functional building. It is a really big statement and strong center for the complex, but it appears to be more sculpture than architecture. It is a shame they didn't just build a nice piece of sculpture instead of trying to make it into a functional office building, and failing.

THE PEOPLE'S OPERA (the new opera house on the Place de la Bastille) is cold looking during the day, but quite exciting and inviting when open

and illuminated from within at night. It is another big statement and the French should be given credit for the effort. Also, they should be credited for having the courage to select foreign architects for all three of these major projects.

The streets of Paris are as they have been for hundreds of years. Ground floor shops and restaurants with somewhat hidden doors leading into auto courts behind. Above the ground floor commercial spaces are eight to 10 floors of apartments and flats. It is a solution that works for residents and people on the vibrant, busy, colorful street below. This solution could also work in Kakaako and other parts of urban Honolulu.

From Paris we took the TGV (bullet train) to Tours in the Loire Valley. This train was amazing. It traveled smoothly and silently at 180 mph. And, at only \$80 each way, it was the only bargain we found in Europe.

ARCHITECTS FROM HAWAII should visit Europe to gain a broader and deeper perspective. Paris is still the world capital for art museums, architecture, high fashion clothing, shopping and quality dining. There are so many layers of history and culture throughout Europe that Hawaii seems pretty simplistic by comparison. **HA**

◆ Clifford E. Hanssen, AIA, is CEO of Kober/Hanssen/Mitchell Architects.

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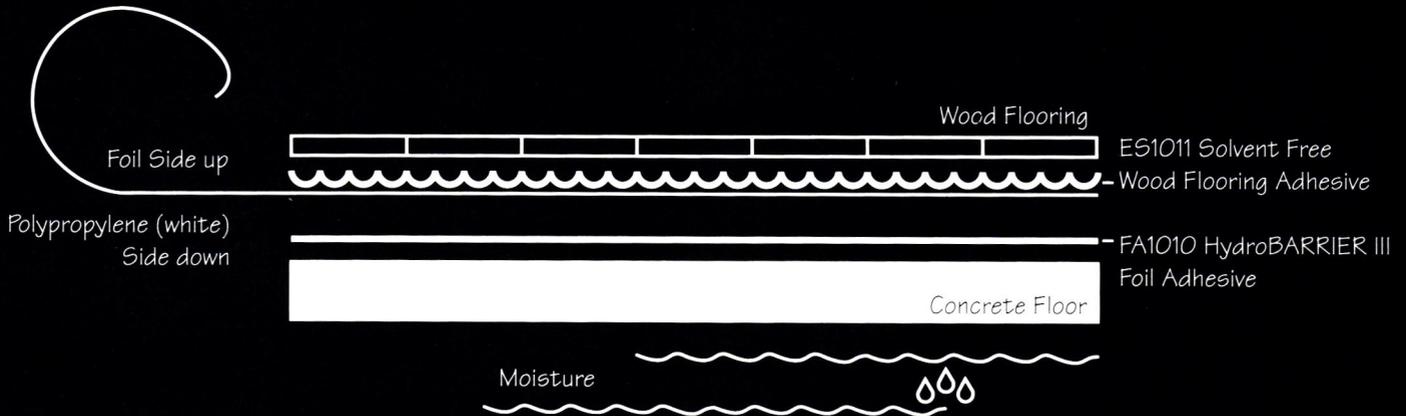
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Luxurious living for the affluent Courtyards at Punahou

Estate living has been a grand tradition among Hawaii's most affluent, dating back to the missionary era. In modern times, penthouses have emerged as alternate havens for those who could afford to live anywhere. Missing, however, was the scale, quality, privacy and ambiance associated with the grand kamaaina homes of Kahala, Manoa and Nuuanu.

When Haseko (Hawaii) Inc. asked us to create a premier residential address in Hawaii, one combining the best of estate and penthouse living, we spent time defining exactly what this meant. Three-fourths of a year went into this research, which was for us an important prelude to designing The Courtyards at Punahou. We also studied historic Hawaii and studied classical residential styles elsewhere in seeking to create a residence that would rival the Old World elegance of London or Paris.

We took time to define quality of life from the perspective of our target market—men and women who could live anywhere, but who choose Honolulu. Prospective buyers were profiled, and the best of the alternatives here and in other cities studied and critiqued. We went back continually to this paradigm in defining and refining concepts, systems, ambiance, vistas, spatial relationships, functional requirements and use of materials. We knew that sophisticated homebuyers would expect us to make a calculated use of resources with a careful eye on detail and not just “gold plate” everything in sight.

The Courtyards at Punahou experience will begin a formal entry from Beretania Street that leads to a motor court and the porte cochere with fountains and indigenous landscaping. From the grand stairway one enters the great hall, a lobby colonnade with vaulted ceilings, stone columns and recessed alcoves. Its massive 125-foot-long expanse opens onto the pool court, and integrates the great hall with the verandah and lower pool terrace with its lush landscaping surround a 60-foot lap pool. The

effect is fluid and open; offering residents an ideal experience of light, fresh breezes and tropical flowers.

It is in the individual residences, however, that the concept of private elegance and indoor-outdoor fluidity are truly manifested. A unique elevator con-

“We took time to define quality of life from the perspective of our target market—men and women who could live anywhere, but who choose Honolulu.”

figuration culminates in private elevator lobbies serving each of The Courtyard's 34 residences. Through a computer control system, the elevators will not stop to add passengers once a resident has entered. Each pair of elevators will serve only 17 units, making the possibility of multiple stops extremely rare. Additionally, the elevators will stop at a private lobby only after security clearance by the owner. Closely held security and exclusive parking systems make egress private, convenient and safe.

Once entered the home unfolds with expansiveness. All units have exposures on at least two sides of the building, and almost 60 percent of them are open on three sides. The result is a plan that facilitates cross ventilation and an abundance of natural daylight. Each apartment is enhanced by a 26-foot-wide lanai on

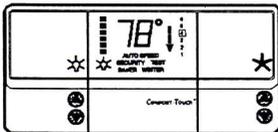


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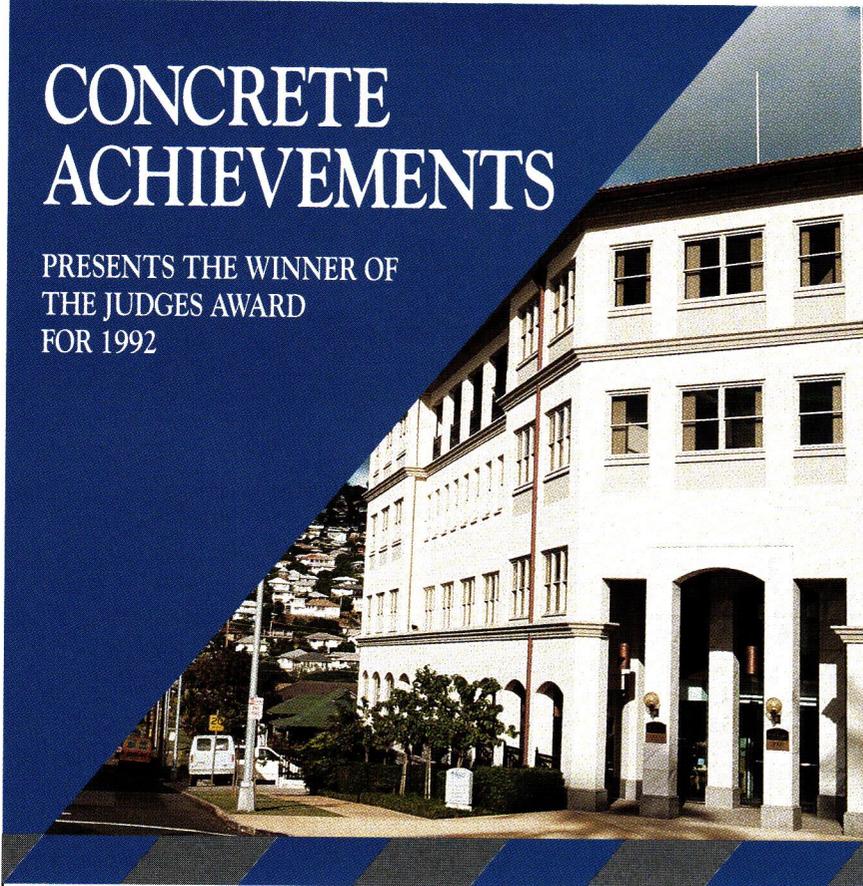
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▲ Mockup model showing private entrance to the Courtyards of Punahou.

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both the Diamond Head and Ewa sides of the tower. Custom multi-panel sliding doors are fully concealed when open and provide for a 19-foot-wide expanse that integrates the lanai with the living room in each unit, and eliminates the barriers normally found between interior and exterior spaces in high-rise living. The units are large, ranging from 2,000 square feet up to two penthouse units of roughly 4,300 square feet, with private roof terraces and spa.

Infrastructure and operations underwent extreme scrutiny during the design process so that mechanical, electrical and security systems are state of the art. Great attention was given to the acoustic properties. Laminated, double-pane glass is used to abate outside noises, and sound isolation is provided between all floors and around mechanical equipment. The goal was to implement quality throughout The Courtyards whether visible or not.

In sum, our design response for The Courtyards was to blend the best of estate and penthouse living in a classical kamaaina theme that will complement the Punahou neighborhood, and also have the functional engineering of the future. If we have one regret, it is that only a privileged few will have the opportunity to share the experience. **HA**

◆ Brad Nelsen, AIA, is president of Nelsen Architects International.



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