



h i · a r c h i t e c t u r e l l p
architecture · planning · interiors

Connectivity and Green Housing TOD at Keauhou Lane, Kakaako

CONNECTIVITY AND GREEN HOUSING TOD AT KEAUKOU LANE, KAKAOKO

NEW OPTIONS FOR CONNECTING OUR COMMUNITIES

PRESENTED BY PHILLIP CAMP, AIA, LEED AP, C.E.M.

APRIL 09, 2019



REALITY



STUDIO
= 300 SF



RESIDENTIAL
PARKING SPACE
+
WORK
PARKING SPACE

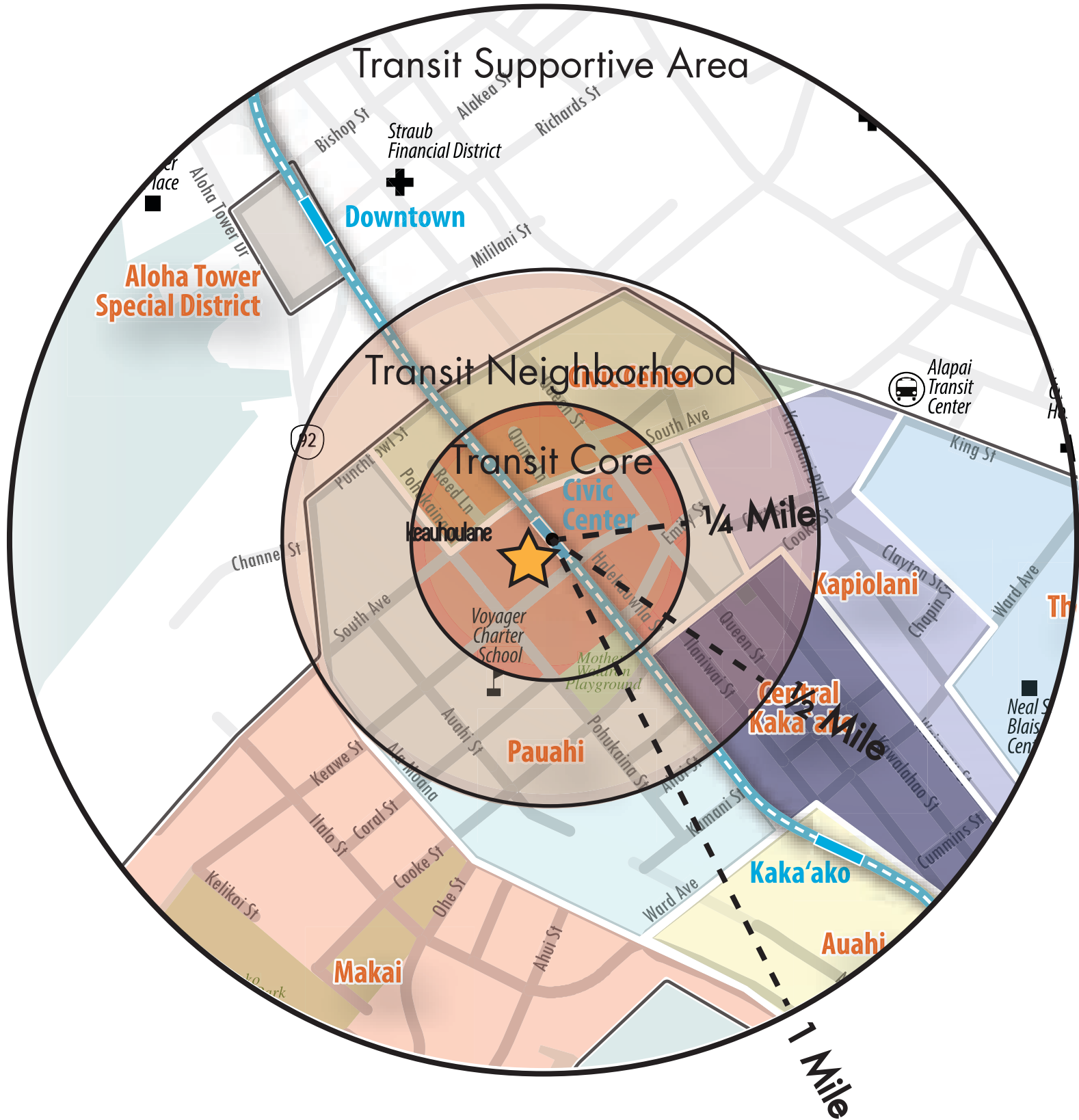
= 600 SF

REAL ESTATE REALITY

CUTTING OUR DEPENDENCE ON CARS COULD HAVE A HUGE IMPACT ON THE SHAPE OF OUR NEIGHBORHOODS

TRANSIT ORIENTED DEVELOPMENT

- Compact, higher density mixed use areas within 1/2 mile of a transit stop.
- Designed to maximize walking trips and access to transit.
- Increased mobility and decrease use and need of motor vehicles.
- Keauhou Lane is first LEED Platinum certified TOD Mixed-Use in the state.



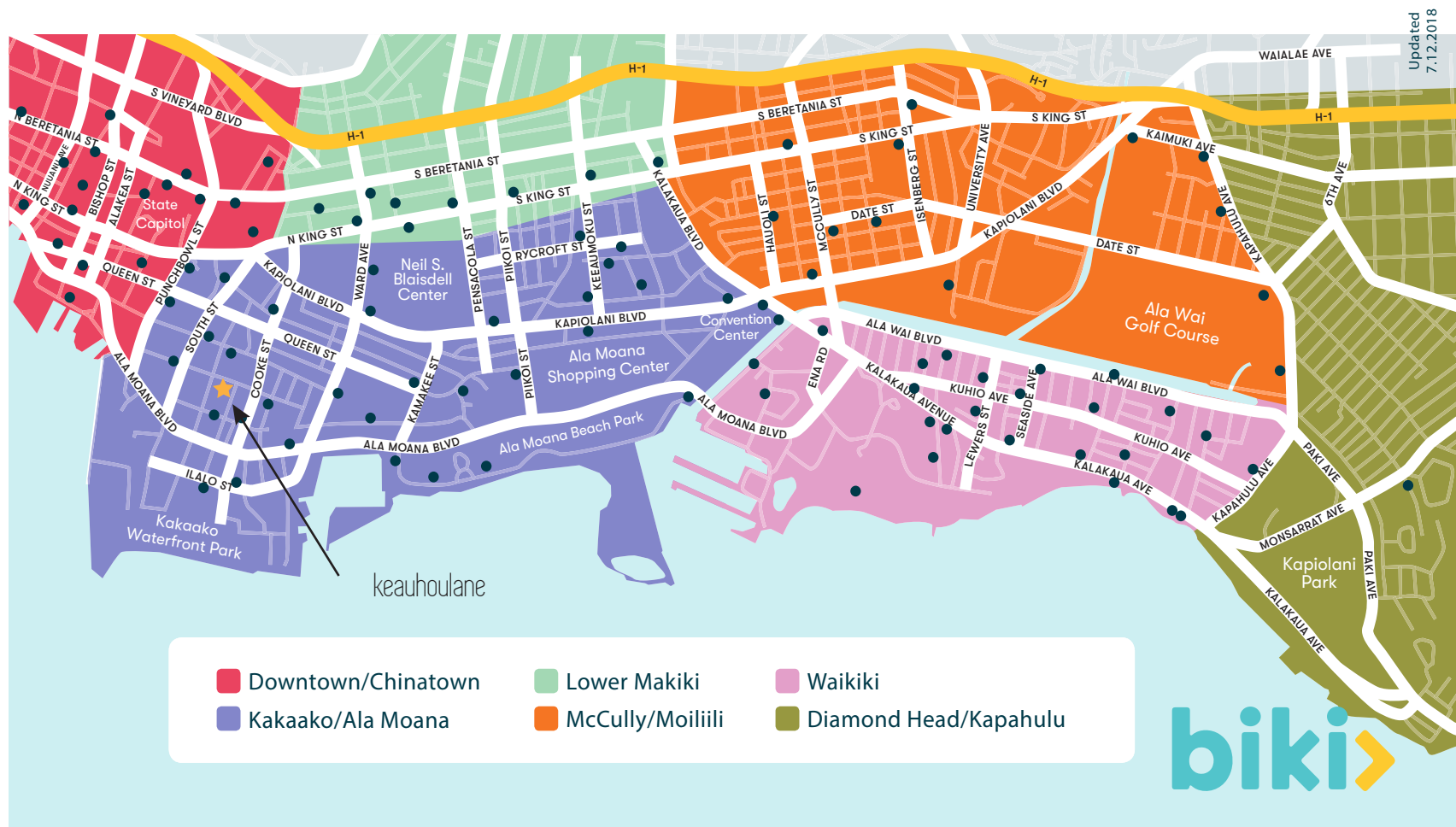
BE THE CHANGE





HONOLULU AUTHORITY FOR RAPID TRANSPORT STATS:

- Opening in 2020
- 20 miles of elevated rail
- Eliminate an estimated 40,000 car trips
- Connect West O'ahu to Ala Moana at 21 stations
- 80 car fleet will serve a ridership of nerarly 120,000 by 2030
- Keauhou Lane is directly adjacent to the Civic Center Rail Station.



CYCLE

CURRENTLY ON O'AHU:

- 40 miles of bike routes,
- 46 miles of bike paths,
- 59 miles of bike lanes.

BIKESHARE STATS:

- 1,000 shared bikes
- 100 stations
- One million rides in just over one year
- Nearly 4,000 bikeshare rides were taken on July 4.



KAKA'AKO

BUILDING A VIBRANT AND CONNECTED NEIGHBORHOOD



DEMOGRAPHICS

In the next 5 years the population of Kaka'ako is projected to increase from about 12,000 to 22,000+.

- Population By Radius:
- 1-mile: 21,128
- 3-mile: 202,606
- 5-mile: 325,696

The total population of Oahu is approximately 953,000. More than 35% of the total population of Oahu reside within 5 Miles of Keauhou Lane.

*Data from CCI Hawaii

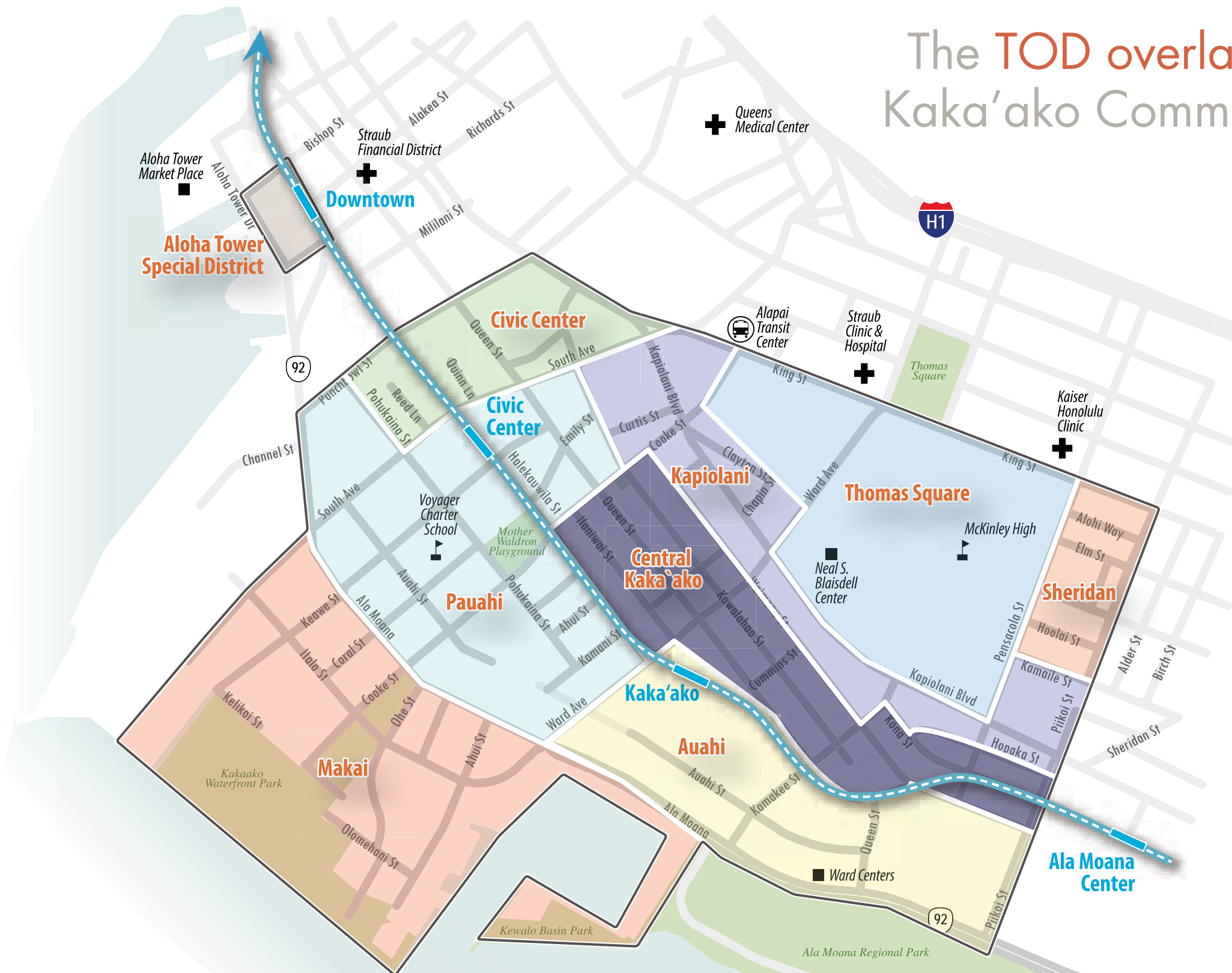
Kamehameha Schools created the Kaka'ako Master Plan that envisions the creation of a progressive neighborhood with a wide range of housing options, active community engagement, open spaces that span makai to mauka, and integrated commercial options within the framework of a healthy and sustainable urban environment.

The **HCDA's** vision for Kaka'ako is that it becomes the most desirable and sustainable urban place in Hawaii.

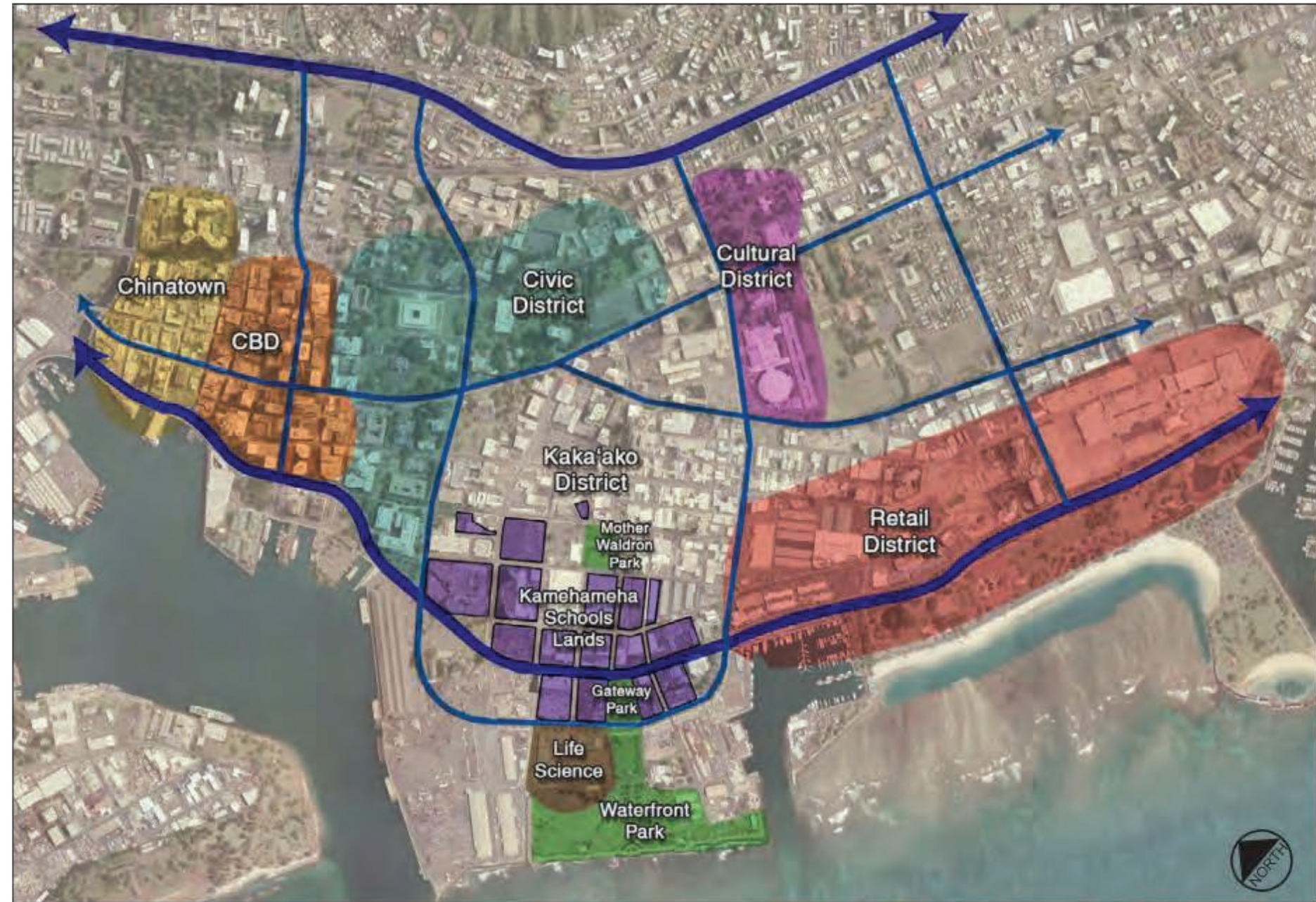
The **TOD overlay** encompasses the entire Kaka'ako Community Development District.

Divided by Ala Moana Boulevard, it contains 450 acres on the mauka side, and 150 acres on the makai side.

Kamehameha Schools owns more than 50 acres of land situated within the Kaka'ako Community Development District, which is administered by the **HCDA**.



URBAN CONNECTIVITY



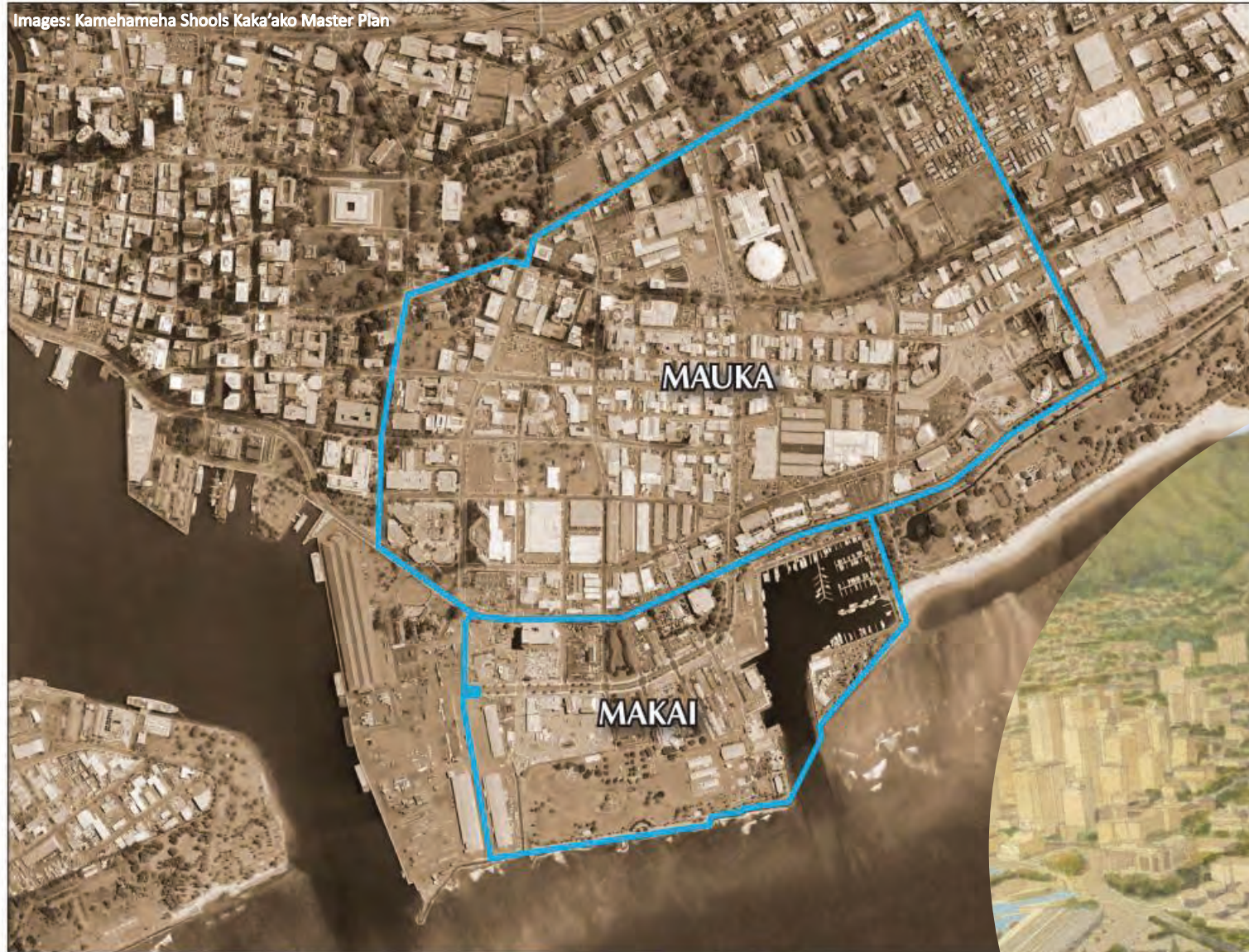
- Upping the density
- Dynamic work / live / recreate



CONVENIENT PUBLIC TRANSIT

Kaka'ako is truly integrated with convenient transit options.

Images: Kamehameha Schools Kaka'ako Master Plan



MAUKA + MAKAI



- 600+ Acres
- Mauka/Makai Area Rules
- HCDA Kaka'ako District Boundaries



PARK TO PARK CONNECTION



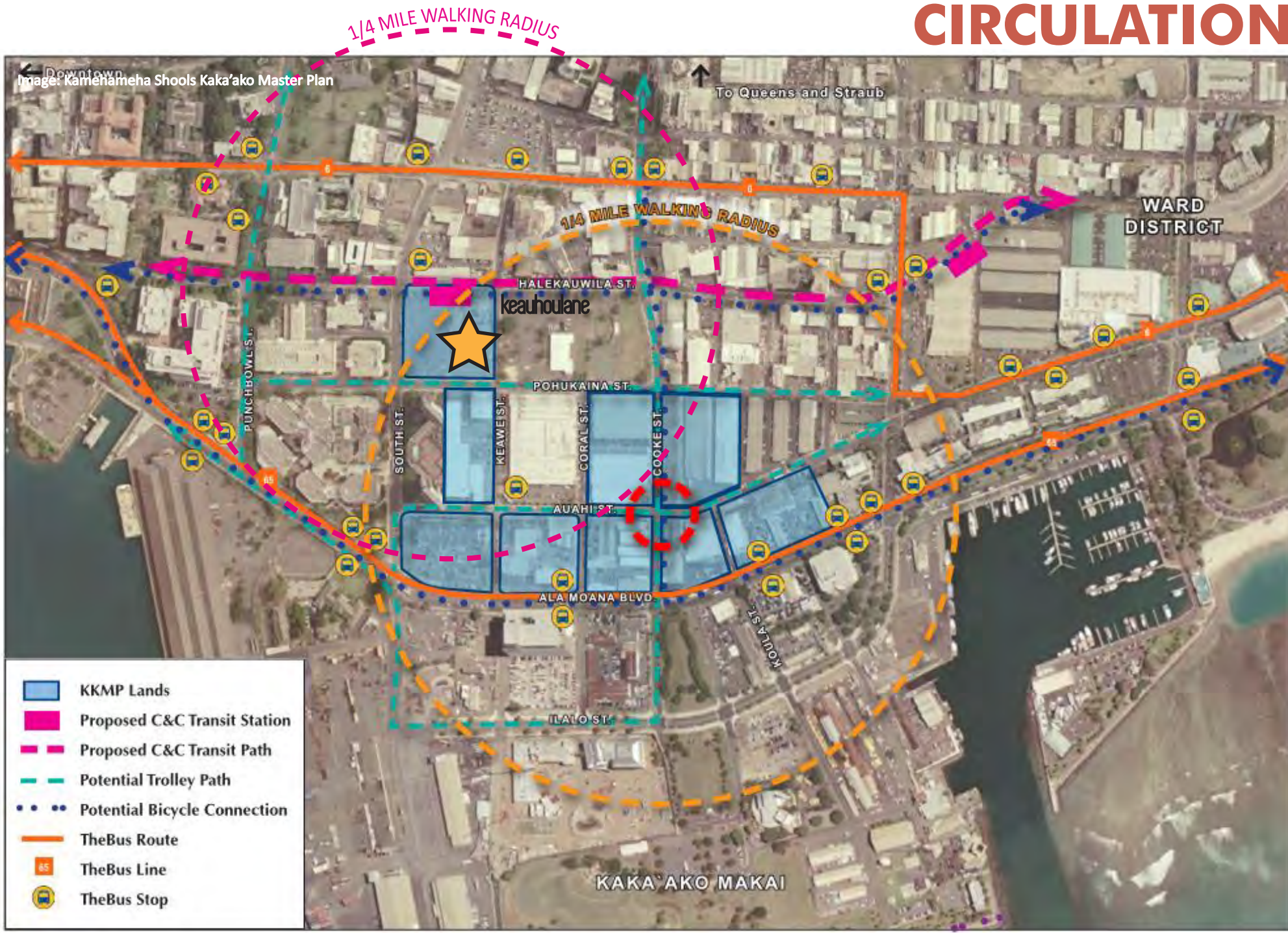
- Connects mauka and makai
- Integrates open space



ARRIVE BY FOOT

Kaka'ako: truly live, work, and play in your own neighborhood.

CIRCULATION



- High walkability
- Integrated transit

ENLIVENED STREETSCAPES



The sidewalks and streets serve as connections while facilitating movement and access through the community.

Successful streetscape design requires coordination of landscaping, attractive sidewalks, lighting, integrated public art works, street furniture, directional signage, and an approach that acknowledges the surrounding context.



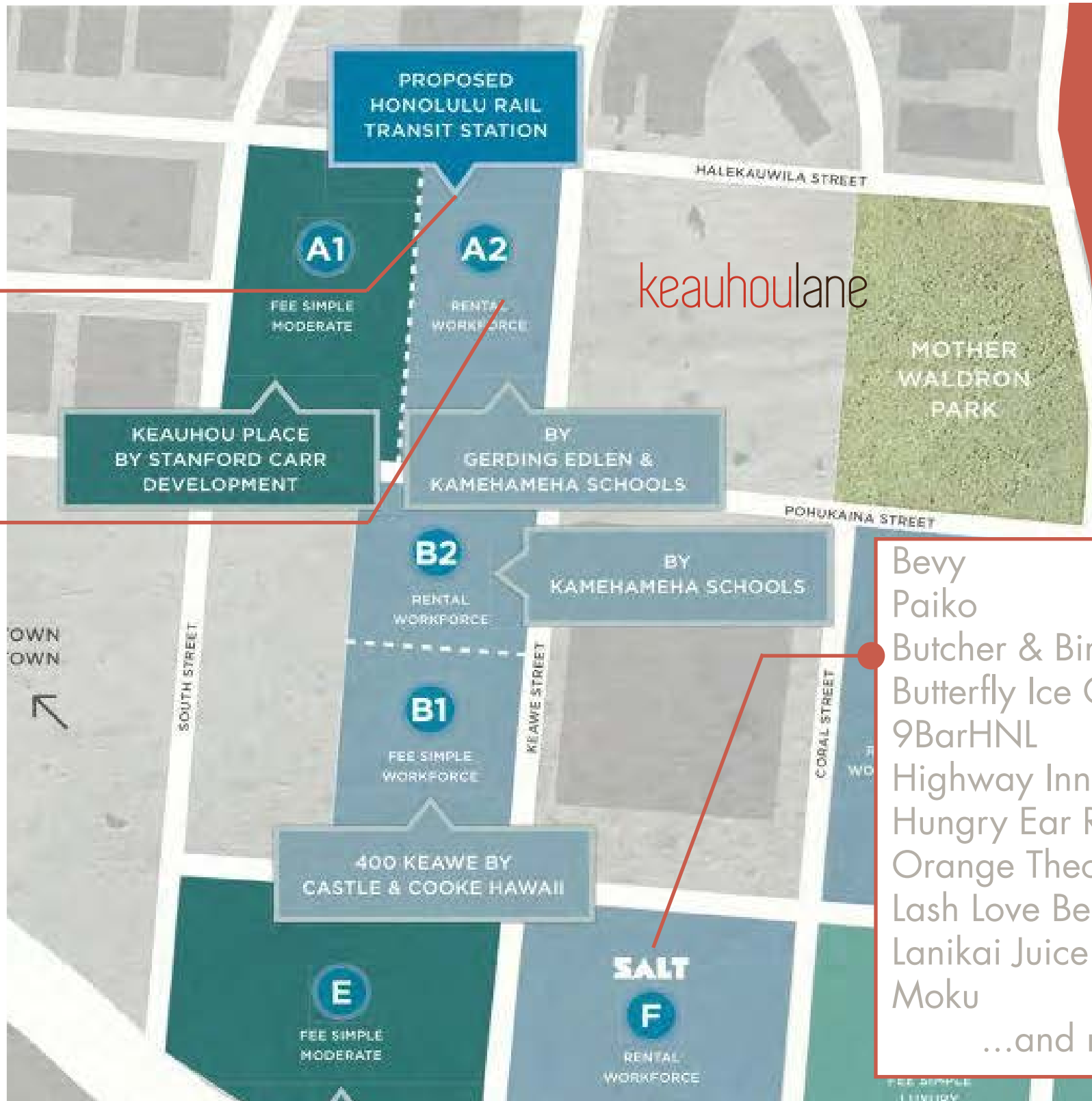
NEIGHBORHOOD CROSSROADS AT COOKE + AUAHI



- Gathering place
- Community venue

Civic Center
Rail Station

Down to Earth
Sweat & Soul
Ultimate Foot Store
HiCraft Kitchen
Hibachi
Real Gastropub
Uncle Bo's
Spa Uilani
V Hair Styling



NEIGHBORHOOD SPOTS

Bevy
Paiko
Butcher & Bird
Butterfly Ice Cream
9BarHNL
Highway Inn
Hungry Ear Records
Orange Theory
Lash Love Beauty Lounge
Lanikai Juice
Moku
...and more

KEAUHOU LANE

INTEGRATED, SUSTAINABLE, AND WITH WONDERFUL AMENITIES

keauhou lane



keauhou lane

PROJECT SUMMARY

- Building Area: 179,181 sf, Lot Area: 1.57 Acres
- Approx. 31,880 sf restaurant and retail space
- Approx. 25% of site dedicated to public open space
- USGBC LEED Platinum for Homes, Mid-rise
- JDA with adjacent tower project, Keauhou Place
- 100% Reserved Housing
 - 20% @ 80% AMI
 - 80% @ 100% AMI

TEAM

HIARCHY LLP

GERDING EDLEN

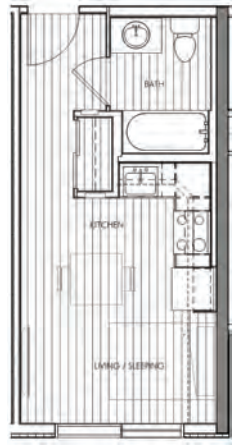
KAMEHAMEHA SCHOOLS

HDCC

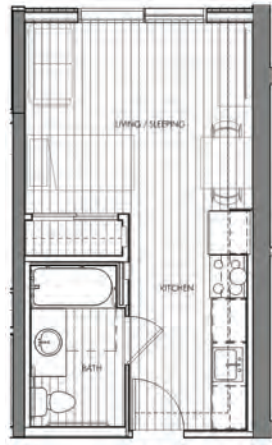
hi·archy



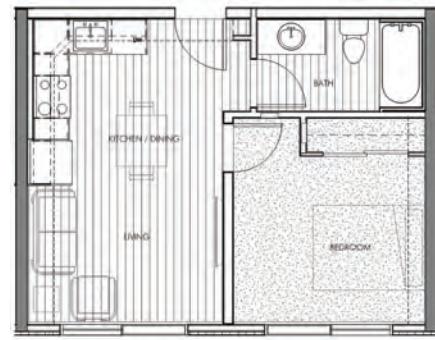
hi·archy llp
architecture • planning • interiors



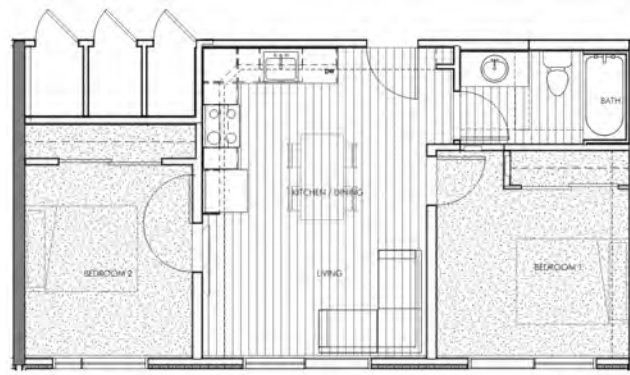
STUDIO UNIT 298 SF



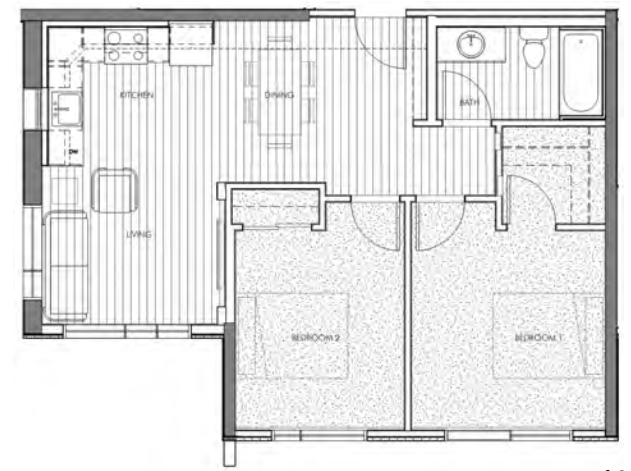
ADA STUDIO UNIT 350 SF



1 BED UNIT 451 SF



2 BED UNIT 632 SF



2 BED CORNER UNIT 745 SF

EFFICIENT UNIT TYPES = INCREASED DENSITY

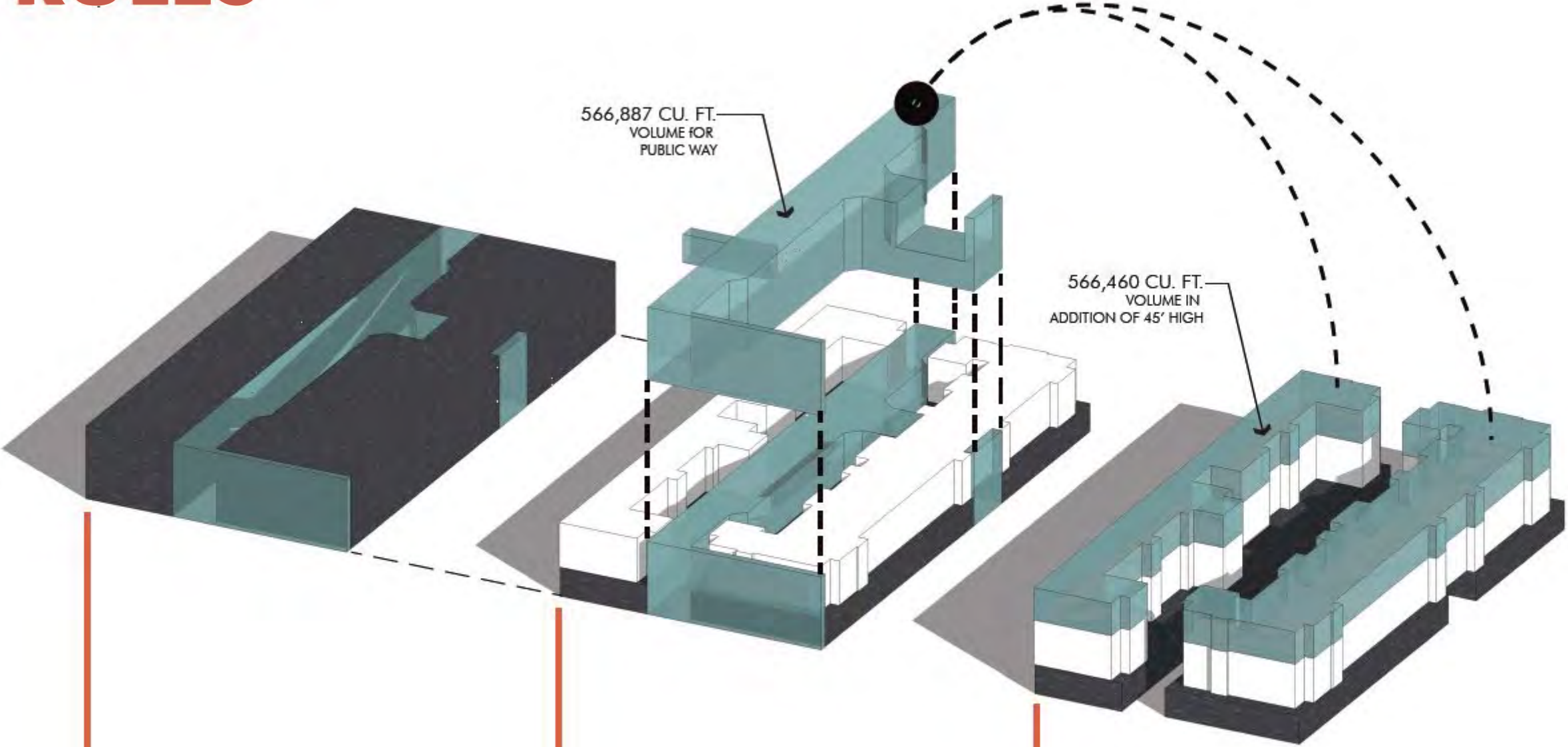
209 Residential Units • Increased Amenities • 100% Affordable Housing



SYNERGY

An increased population density has multiple benefits to residents and businesses alike. More foot traffic means more convenient pitstops; grab a quick bite or beverage or window shop on your way home.

HCDA RULES



45'H VOLUME ALLOWABLE BY
2005 MAUKA AREA GUIDELINES WITH
VOLUME FOR PUBLIC

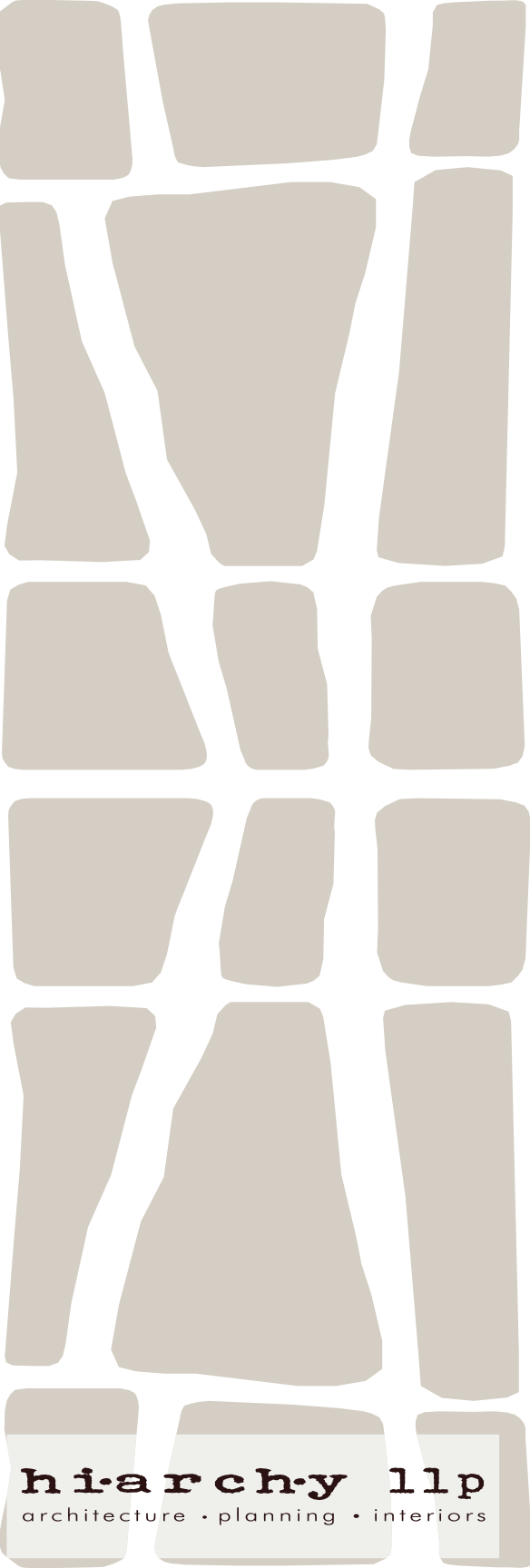
PLANNED DEVELOPMENT AT 45'
HEIGHT LIMIT

PLANNED DEVELOPMENT AT 65' HEIGHT
LIMIT WITH A PORTION OF PUBLIC VOLUME
UTILIZED ABOVE 45' HEIGHT LINE



COOPERATIVE EFFORT

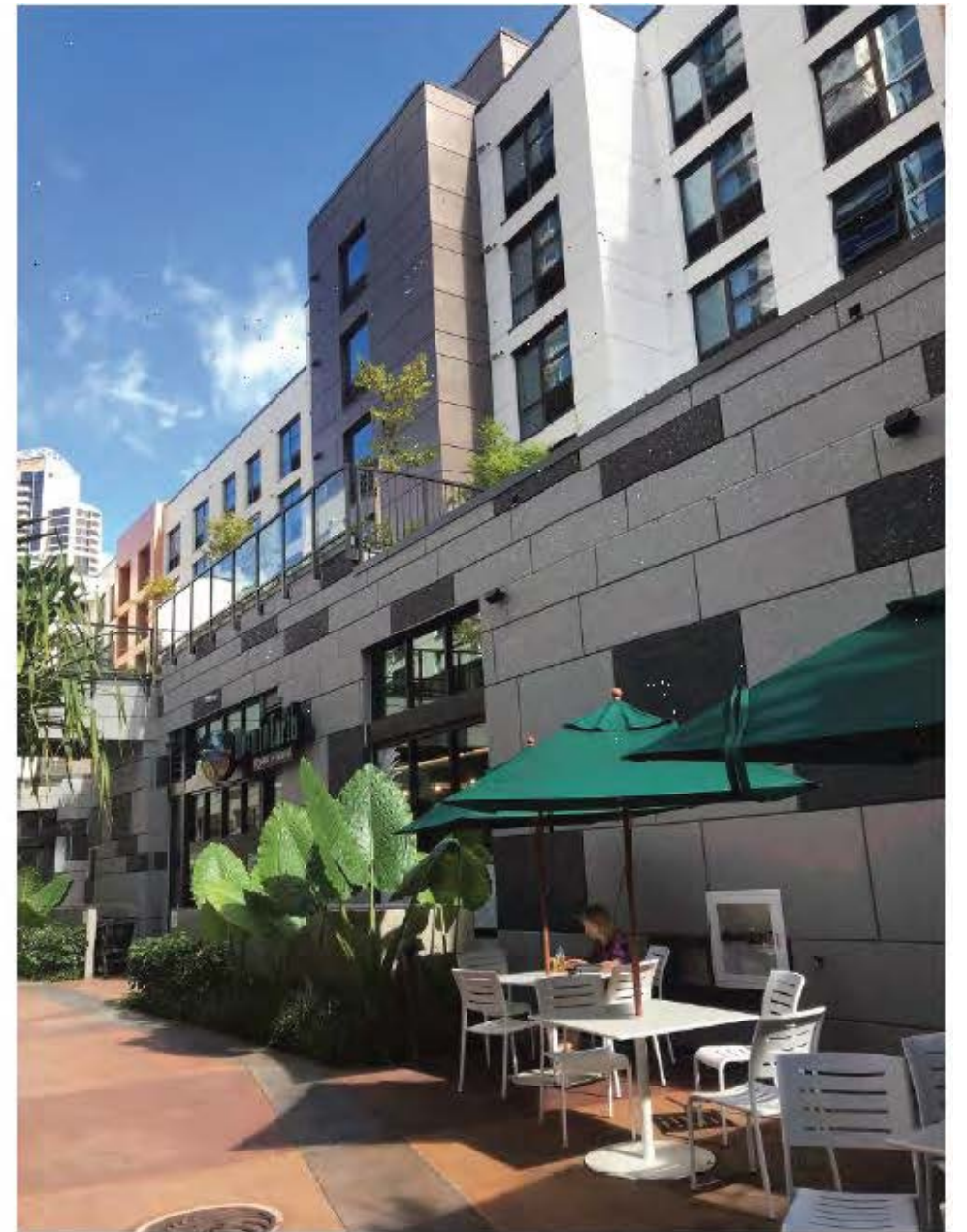
A joint development agreement between **Keaouhou Lane** and neighboring **Keaouhou Place** resulted in efficiency in parking and an overall enriched pedestrian experience, nestling all parking inside neighbor building in exchange for condo tower access at pedestrian concourse. This can ONLY happen with early and engaged discussion with ALL parties.



Down to Earth



Sweat & Soul



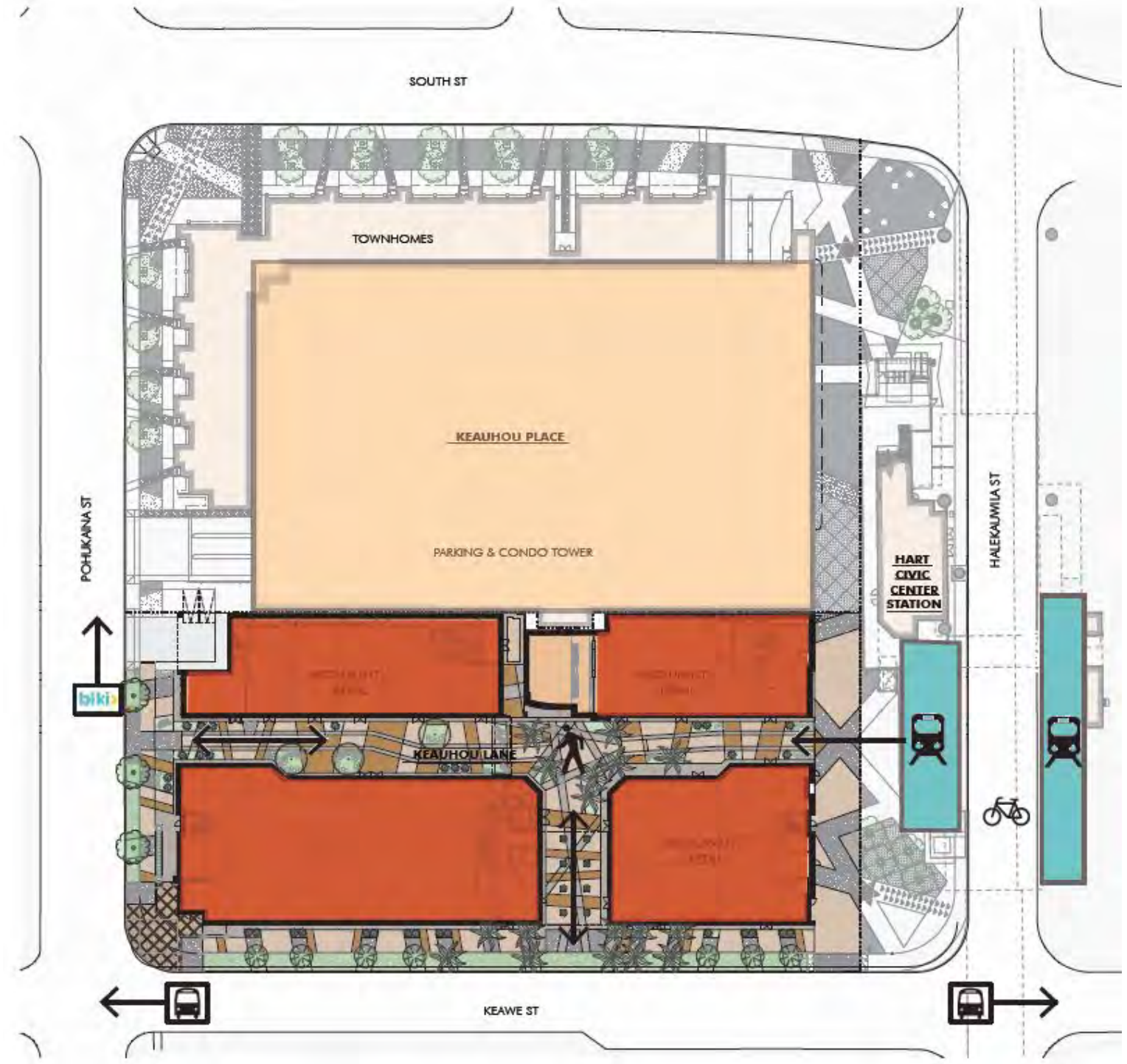
Down to Earth Seating

COMMERCIAL PROMENADE

Over 30,000 sf of restaurants & retail increases resident and public commercial engagement at Keauhou Lane

TRULY CONNECTED

- HART Civic Center Rail Station routes the public through the retail promenade.
- Lobby of adjacent Keauhou Place opens to public space.
- Sidewalks surrounding the block carry through a matching motif.
- Biki and bicycle racks within close walking distance; resident bike storage and maintenance at corner





PEDESTRIAN EXPERIENCE

- 31,880 sf of commercial space lines the space
- Direct connection to HART Civic Center station
- Additional open space for building tenants



ELEVATED RESIDENT FOOTBRIDGE

- Unites resident towers
- Facilitates use of shared resident amenity deck
- Creates visual engagement with public promenade below



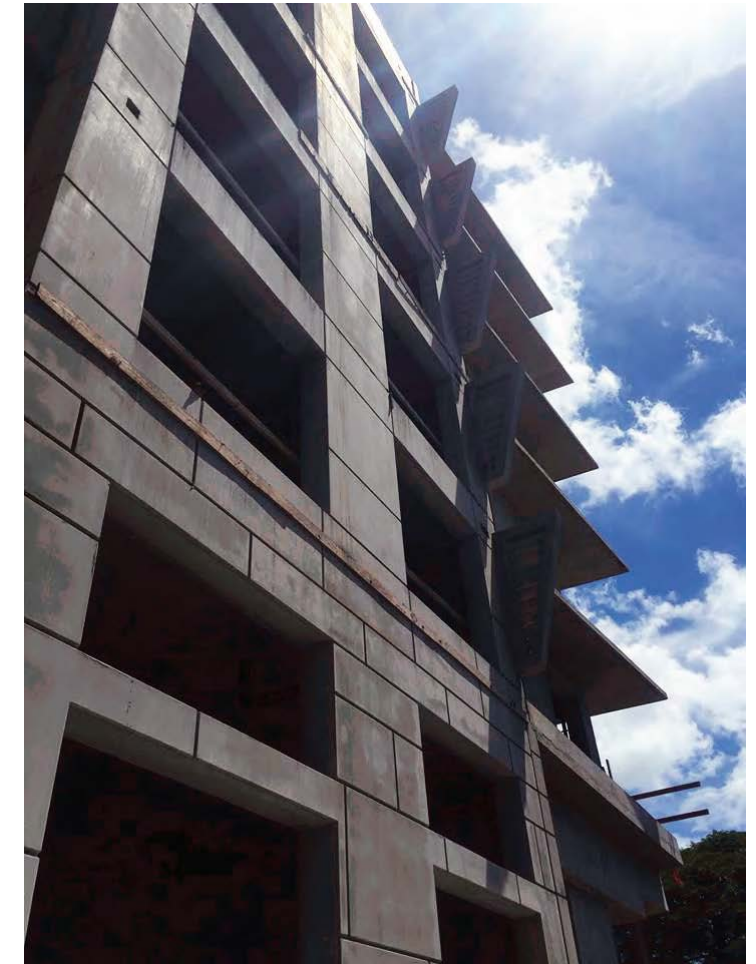
BIKE STORAGE AND MAINTENANCE

Thoughtful amenities within building promote bicycle use



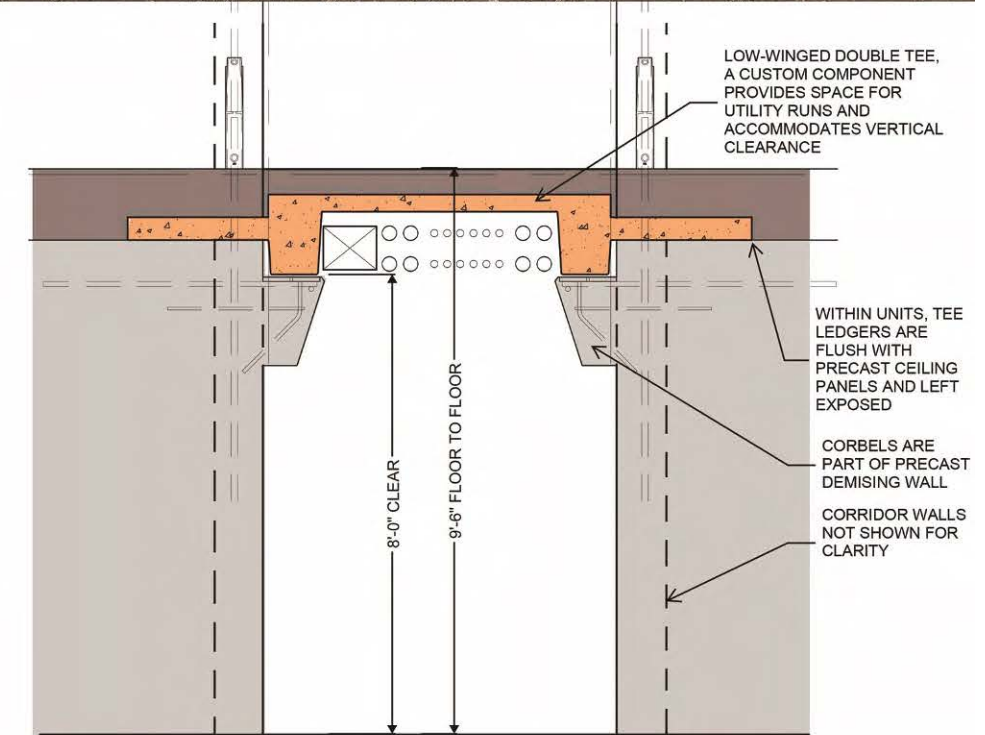
AWARDED LEED PLATINUM CERTIFICATION

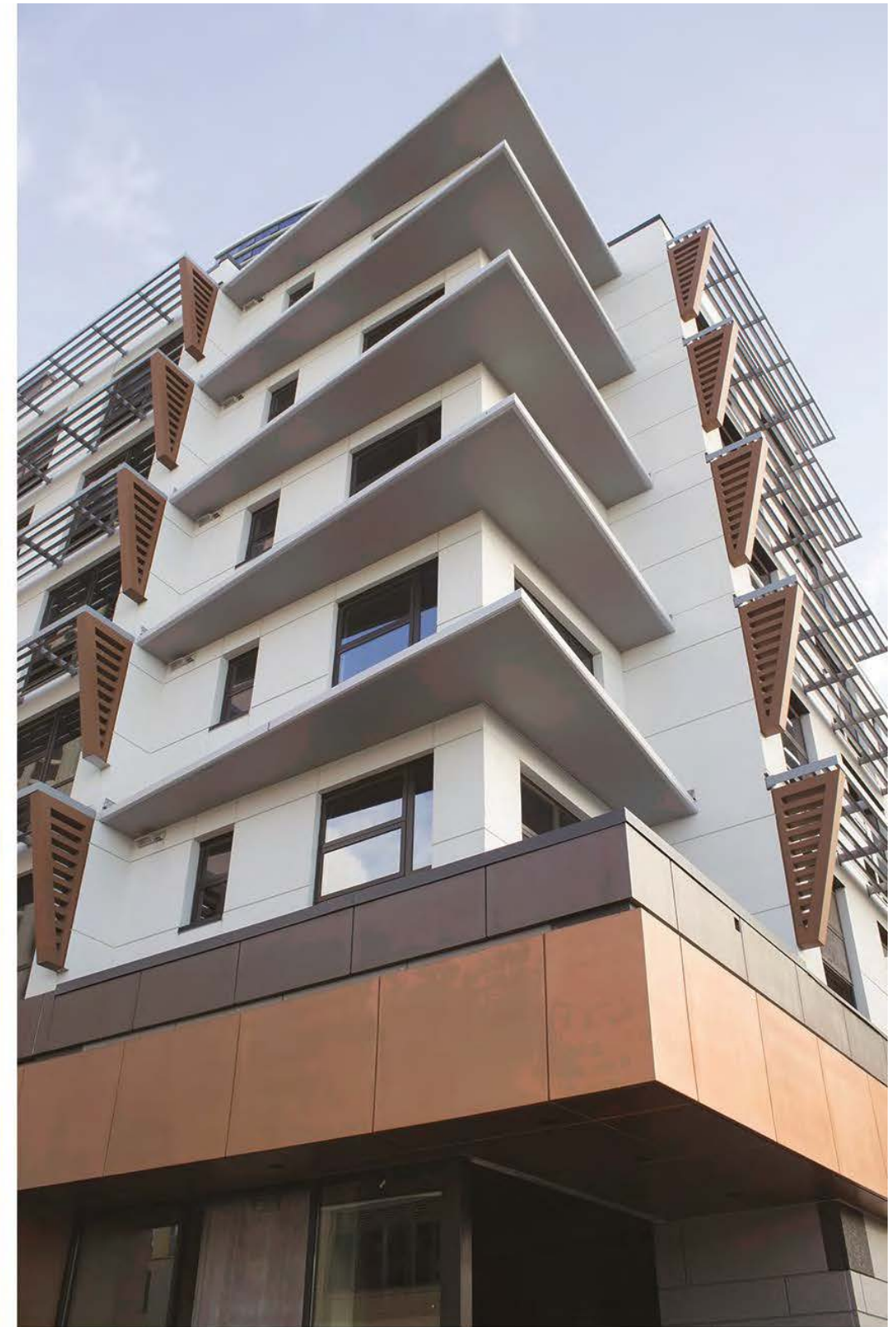
KEAUHOU LANE HAS BEEN AWARDED LEED PLATINUM RATING UNDER USGBC LEED FOR HOMES MID-RISE CERTIFICATION.



ENVIRONMENTALLY PREFERABLE PRODUCTS (MR 2.2)

- PRECAST CONCRETE - DURABILITY, MATERIAL EFFICIENT FRAMING, OFFSITE CONSTRUCTION
- GREEN LABEL PLUS FLOORING, LOCAL AND RECYCLED AGGREGATE, LOW VOC SEALANTS AND ADHESIVES








KEAUHOU LANE GERDINGEDLEN

SUSTAINABILITY SUMMARY



LOCATION: HONOLULU, HI
TYPE: APARTMENTS
CERTIFICATION: LEED GOLD PENDING
SQUARE FOOTAGE: 181,300
UNITS: 209
PROJECT COMPLETION: 2017

LIVEABLE PLACE INDEX™

PEOPLE WALK SCORE® 92 / 100 WALKING TO NEARBY DINING	BIKE SCORE™ 66 / 100 BIKABLE	TRANSIT SCORE® 74 / 100 WYCKLIFT TRANSIT
PLANET ANNUAL ENERGY SAVINGS: 304,892 KWH SAVED 27 HIGHER EFFICIENCY	ANNUAL WATER SAVINGS: 1,440,383 GAL SAVED 72,019 BARRELS SAVED	ANNUAL CARBON EMISSIONS REDUCTIONS: 183 METRIC TONS CO2 SAVED 39 CARS OFF THE ROAD

SUSTAINABILITY FACT SHEET



GERDINGEDLEN

keauhou lane

LIVE SMARTER:
TOOLKIT FOR LIVING IN
A SUSTAINABLE SPACE

GREEN LIVING GUIDE

EDUCATION OF THE TENANT (AE 1.2, 1.3)

- GED IS COMMITTED TO CONDUCTING SUSTAINABILITY TRAINING SESSIONS FOR THE RESIDENTS OF KEAUHOU LANE
- SUSTAINABILITY LITERATURE
- QUARTERLY SUSTAINABILITY EVENTS



THE "RIGHT" DEVELOPER

THE “RIGHT” DEVELOPER

- **EXPERIENCED**

- **SPECIFIC DEVELOPMENT** EXPERIENCE
- **COMPLICATED MIXED USE AND/OR T.O.D.**
- **URBAN** DEVELOPMENT EXPERIENCE
- **LOCAL** EXPERIENCE OR LOCAL PARTNERS (UNDERSTAND COSTS AND PROCESS)

- **TRANSPARENT**

- WILLING TO **PARTNER AND SHARE DEAL POINTS AND GOALS**

- **ACCESS TO FUNDING/CAPITAL**

- ABLE TO RAISE **SUFFICIENT EQUITY FOR THIS TYPE OF PROJECT**



PROCUREMENT INCENTIVE IDEAS

PROCUREMENT INCENTIVE IDEAS

NOT SO CREATIVE

- **DENSITY BONUS, HEIGHT BONUS, RELAXED SETBACK RULES**
- **PARKING RELIEF**
- **LOWER THE COST AND BURDEN OF PROPOSING** (RESPONSE TO RFP)
- **ALLOW FLEXIBILITY IN PROPOSAL RESPONSES**
- **EXPEDITE PERMITS/ENTITLEMENTS**
- **LOWER ENTITLEMENT RISKS VIA ZONING APPROVAL**
- **SIMPLIFIED ENTITLEMENT PROCESS**
- **REDUCED AFFORDABLE HOUSING REQUIREMENTS**
OR INCREASED INCENTIVES FOR AFFORDABLE HOUSING
- **INCREASED TAX CREDITS/EXEMPTIONS** (I.E. 201H WITH STRUCTURE)
- **PROPERTY AT A REDUCED RATE**

PROCUREMENT INCENTIVE IDEAS

MORE CREATIVE

- **MUCH LOWER / ELIMINATED PARKING RATIOS (0.25-ZERO)**
- **LOWER IMPACT FEES**
- **ENCOURAGE CO-LIVING** BY REQUIRING FEWER CAR PARKING PER BEDRM/UNIT
- **DENSITY BONUS FOR SENIOR AND AFFORDABLE HOUSING DEVELOPMENT**
- **ALLOW MIXED-USE/HIGH DENSITY HOUSING TO BE INTEGRATED WITH NEW TRANSIT STATIONS (INSTEAD OF TRANSIT-ADJACENT)**
- **OFFER 80%/20% DEALS THAT ARE 80% MARKET RATE AND 20% AFFORDABLE/LOW INCOME HOUSING TAX CREDIT** IN WHICH CASE THE DEVELOPER IS RESPONSIBLE FOR SUBSIDIZING THE AFFORDABILITY THROUGH THE PROFIT MARGIN ON THE MARKET RATE UNITS, MINIMIZING THE USE OF STATE GAP FUNDING

PROCUREMENT INCENTIVE IDEAS

MOST CREATIVE

- **STATE OPPORTUNITY ZONES** - LOWER STATE TAXES OR PAYROLL TAXES IN THESE AREAS FOR A LIMITED TIME, STATE COULD BUILD OFF OF FED. OPP. ZONES
- **RAIL RIDER BENEFITS**
- **WAIVE CONVEYANCE TAX** IN T.O.D. AREAS
- **REMEDATION CREDITS** FOR SITE CLEAN UP/ SOIL OFF HAUL
- **MAKE STATE LAND AVAILABLE FOR HIGH DENSITY P3 DEVELOPMENT** VIA GROUND LEASE
- **ENCOURAGE RETAIL AND RESTAURANTS** TO LOCATE IN T.O.D. AREAS
- **STREAM LINE WAY TO RELOCATE/RE-HOUSE PEOPLE DISPLACED BY REDEVELOPMENT** - GIVE THEM HIGHER PRIORITY FOR PUBLIC ASSISTANCE
- **PUBLIC FUNDING FOR A COMMUNITY BENEFIT DISTRICT** THAT PUTS ON EVENTS

PROCUREMENT INCENTIVE IDEAS

FIND WAYS TO HELP DEVELOPERS REDUCE RISK

- **SITE RISKS** (ENVIRONMENTAL REMEDIATION ASSISTANCE)
- **LEGAL RISKS** (ASSIST WITH MOVING/RELOCATING TENANTS)
- **ENTITLEMENT RISKS** (STREAMLINED APPROVAL PROCESS/
GENERAL SPECIFIC PLAN)
- **FINANCING RISKS** (GRANTS, LOWER AFFORDABLE REQUIREMENT, LOWER TAXES, ETC.)
- **CONSTRUCTION RISKS** (SUB-SUBTERRANEAN RISK WITH SOIL OFF-HAUL, PUBLIC UTILITIES)
- **MARKET RISKS** (LOWER COST FOR TRANSPORTATION FOR RESIDENTS AND BUSINESSES = MORE DISPOSABLE INCOME)



BENEFIT OF EARLY ENGAGEMENT

BENEFIT OF EARLY ENGAGEMENT

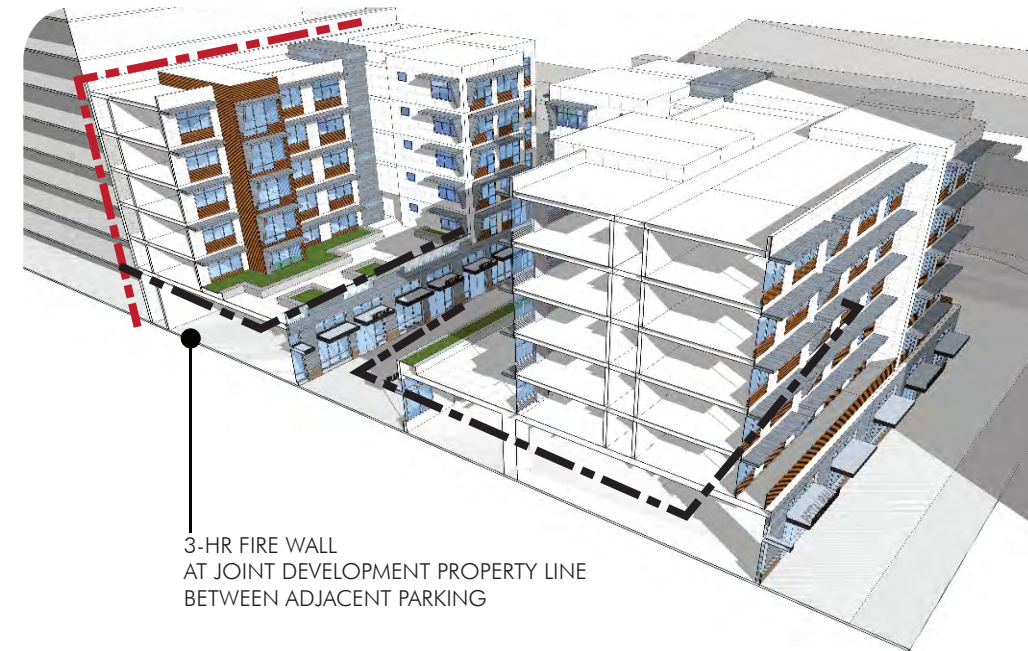
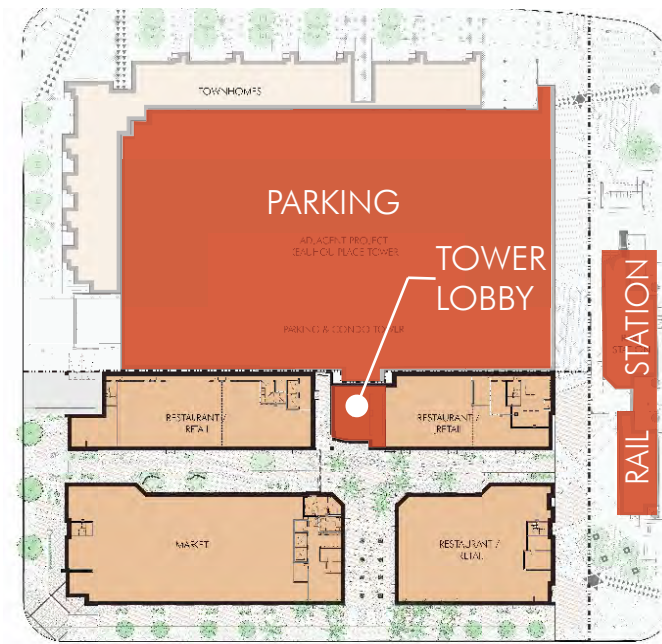
**ABILITY TO TEST AND REVIEW
"BIG IDEAS" EARLY**



PEDESTRIAN MALL

BENEFIT OF EARLY ENGAGEMENT

ABILITY TO WORK WITH JURISDICTIONS HAVING AUTHORITY EARLY TO REVIEW AND INITIALLY APPROVE CODE CONCEPTS



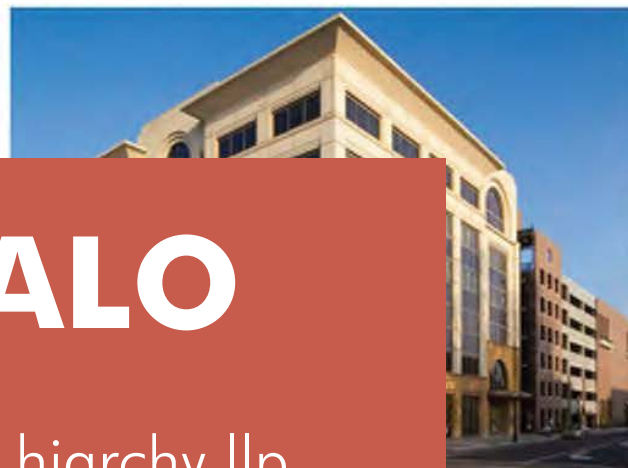
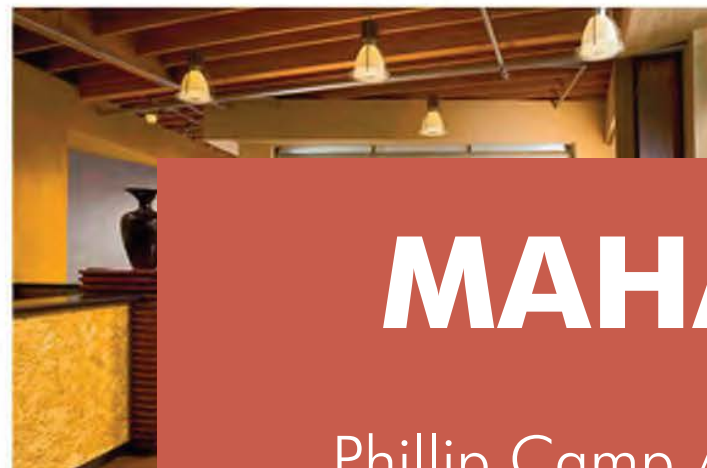
J.D.A. ELIMINATION OF LOT LINE

BENEFIT OF EARLY ENGAGEMENT

EARLY ENGAGEMENT WITH CONTRACTORS ALLOW SYSTEMS TO BE PRICED AND ENGINEERED



LOW-WINGED DOUBLE TEE



MAHALO

Phillip Camp / hiarchy llp

Design Rooted in the environment