Connectivity and Green Housing TOD at Keauhou Lane, Kakaako
CONNECTIVITY AND GREEN HOUSING TOD AT KEAUHOU LANE, KAKAAKO

NEW OPTIONS FOR CONNECTING OUR COMMUNITIES

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

APRIL 09, 2019
EXECUTIVE SUMMARY

Orientation

The Draft Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing development plans and rules established by the Hawaii Community Development Authority (HCDA) for Kaka`ako. Its purpose is not to redefine the character of the existing neighborhoods in Kaka`ako, but rather, to utilize TOD to enhance the existing quality of Kaka`ako as a whole.

The TOD Overlay encompasses the entire Kaka`ako Community Development District (KCDD) including the Aloha Tower Special District. The KCDD is comprised of two areas, one of which is approximately 450 acres on the mountain (mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; the "Mauka Area." The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and Pier 1 of the Honolulu Harbor; the "Makai Area." The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive. The total area addressed in the TOD Overlay Plan is approximately 604 acres.

Figure ES-1 Neighborhoods in the KCDD

Data Sources: State of Hawaii Office of Planning State GIS Program; Honolulu Land Information System
CUTTING OUR DEPENDENCE ON CARS COULD HAVE A HUGE IMPACT ON THE SHAPE OF OUR NEIGHBORHOODS
EXECUTIVE SUMMARY

The Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing planning documents for Kakaʻako, but rather, to utilize TOD to enhance the existing quality of Kakaʻako as a whole.

**TRANSIT ORIENTED DEVELOPMENT**

- Compact, higher density mixed use areas within ½ 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.
EXECUTIVE SUMMARY

Orientation

The Draft Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing development plans and rules established by the Hawaii Community Development Authority (HCDA) for Kaka`ako. Its purpose is not to redefine the character of the existing neighborhoods in Kaka`ako, but rather, to utilize TOD to enhance the existing quality of Kaka`ako as a whole.

The TOD Overlay encompasses the entire Kaka`ako Community Development District (KCDD) including the Aloha Tower Special District. The KCDD is comprised of two areas, one of which is approximately 450 acres on the mountain (mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; the "Mauka Area." The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and Pier 1 of the Honolulu Harbor; the "Makai Area." The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive. The total area addressed in the TOD Overlay Plan is approximately 604 acres.

Figure ES-1 Neighborhoods in the KCDD

Kana`ako Waterfront Park
Queens Medical Center
Aloha Tower Marketplace
Kaiser Honolulu Clinic
Central Ward Centers
Alapai Transit Center
Neal S. Blaisdell Center
Aloha Tower Special District
Financial District

The KCDD has nine neighborhoods each with their own emerging character and predominant land use.
HONOLULU AUTHORITY FOR RAPID TRANSIT 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 nearly 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.
EXECUTIVE SUMMARY

The Draft Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing development plans and rules established by the Hawaii Community Development Authority (HCDA) for Kaka`ako. Its purpose is not to redefine the character of the existing neighborhoods in Kaka`ako, but rather, to utilize TOD to enhance the existing quality of Kaka`ako as a whole.

The TOD Overlay encompasses the entire Kaka`ako Community Development District (KCDD) including the Aloha Tower Special District. The KCDD is comprised of two areas, one of which is approximately 450 acres on the mountain (mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; the “Mauka Area.” The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and Pier 1 of the Honolulu Harbor; the “Makai Area.” The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive. The total area addressed in the TOD Overlay Plan is approximately 604 acres.
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 heathy 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 Kakaʻako 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 Kakaʻako Community Development District, which is administered by the HCDA.
• Upping the density
• Dynamic work / live / recreate
CONVENIENT PUBLIC TRANSIT

Kaka’ako is truly integrated with convenient transit options.
• 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.
• High walkability
• Integrated transit
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.

The sidewalks and streets serve as connections while facilitating movement and access through the community.
NEIGHBORHOOD CROSSROADS
AT COOKE + AUAHI

- Gathering place
- Community venue
EXECUTIVE SUMMARY

Orientation

The Draft Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing development plans and rules established by the Hawaii Community Development Authority (HCDA) for Kaka`ako. Its purpose is not to redefine the character of the existing neighborhoods in Kaka`ako, but rather, to utilize TOD to enhance the existing quality of Kaka`ako as a whole.

The TOD Overlay encompasses the entire Kaka`ako Community Development District (KCDD) including the Aloha Tower Special District. The KCDD is comprised of two areas, one of which is approximately 450 acres on the mountain (mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; the “Mauka Area.” The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and Pier 1 of the Honolulu Harbor; the “Makai Area.” The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive. The total area addressed in the TOD Overlay Plan is approximately 604 acres.

Figure ES-1 Neighborhoods in the KCDD

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

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

Data Sources: State of Hawaii Office of Planning State GIS Program; Honolulu Land Information System
EXECUTIVE SUMMARY

Orientation

The Draft Transit-Oriented Development (TOD) Plan is intended as a supplement (overlay) to the existing development plans and rules established by the Hawaii Community Development Authority (HCDA) for Kaka‘ako. Its purpose is not to redefine the character of the existing neighborhoods in Kaka‘ako, but rather, to utilize TOD to enhance the existing quality of Kaka‘ako as a whole.

The TOD Overlay encompasses the entire Kaka‘ako Community Development District (KCDD) including the Aloha Tower Special District. The KCDD is comprised of two areas, one of which is approximately 450 acres on the mountain (mauka) side of Ala Moana Boulevard bounded by Piikoi Street, Punchbowl Street and King Street; the “Mauka Area.” The second area in the KCDD is approximately 151.6 acres on the ocean (makai) side of Ala Moana Boulevard bounded by Ala Moana Regional Park and Pier 1 of the Honolulu Harbor; the “Makai Area.” The Aloha Tower Special District is comprised of approximately 3.4 acres located on the ocean side of Ala Moana Boulevard bounded by Richard Street, Bishop Street and Aloha Tower Drive. The total area addressed in the TOD Overlay Plan is approximately 604 acres.

Figure ES-1 Neighborhoods in the KCDD

KEAUHOU LANE

INTEGRATED, SUSTAINABLE, AND WITH WONDERFUL AMENITIES
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
EFFICIENT UNIT TYPES = INCREASED DENSITY

209 Residential Units • Increased Amenities • 100% Affordable Housing
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.

SYNERGY
HCDA RULES

566,887 CU. FT. VOLUME FOR PUBLIC WAY

566,460 CU. FT. VOLUME IN ADDITION OF 45' HIGH

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
A joint development agreement between Keauhou Lane and neighboring Keauhou 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.
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
• 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
EDUCATION OF THE TENANT (AE 1.2, 1.3)

- GED IS COMMITTED TO CONDUCTING SUSTAINABILITY TRAINING SESSIONS FOR THE RESIDENTS OF KEAOUHOU 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
- **REMEDIATION 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 Ilp