

SUMMARY OF PROPOSED COMMITTEE DRAFT:

RESOLUTION 22-291

AUTHORIZING EXEMPTIONS FROM CERTAIN REQUIREMENTS RELATING TO THE KEAWALAU AFFORDABLE HOUSING COMMUNITY PROJECT IN WAIPAHU.

The PROPOSED CD1 makes the following amendments:

- A. In the first WHEREAS clause, adds that the Project site is owned by the Bernice Pauahi Bishop Estate and changes the reference from Tax Map Key 9-4-016:046 to 9-4-013:046.
- B. In the second WHEREAS clause, adds that the Project site is divided by Hikimoe Street into two distinct areas – the Mauka block (50,781 square feet) and the Makai block (119,183 square feet).
- C. Adds a new third WHEREAS clause to provide that the Project will be developed in three phases: Phase 1 involves construction of the Mauka block, which includes senior housing units in a mid-rise building; and Phases 2 and 3 involve construction of the Makai block, which includes two residential towers and a parking structure.
- D. Adds a new fifth WHEREAS clause to provide that to address community concerns relating to the height of the two Makai block residential towers, the Applicant has offered to reduce the maximum height of the two towers to 176 feet (instead of 191 feet) for the East Tower and 171 feet (instead of 181 feet) for the West Tower by reducing the floor to ceiling height of the levels; and to address community concerns relating to inadequate off-street parking, the Applicant has offered to add up to two levels to the parking structure (from six floors up to eight floors plus the recreation deck), increasing the maximum height of the parking structure from 68 feet to 77.5 feet.
- E. In the eighth WHEREAS clause, provides that the Project's preliminary plans and specifications were submitted to the Council on December 14, 2022 (instead of December 12, 2022) by Departmental Communication 823 (2022).
- F. In Exemption 11:
 - 1. Revises the amount of deferred water system facility charges and installation of water service fees to \$978,413.75 (instead of \$1,176,106); and
 - 2. Clarifies in the second sentence that the actual fees to be deferred, rather than exempted, will be determined by the BWS during review of the building permit applications.

- G. Separates Exemption 12 into Exemptions 12 through 14 (relating to maximum height, height setbacks, and transitional height setbacks) to reference the LUO sections and requirements, and specify the extent of the exemptions sought. Renumbers subsequent Exemptions accordingly.
- H. Separates renumbered Exemption 17 into Exemptions 17 through 21 (relating to density; yards; building orientation and entrances; building transparency; and parking setbacks, vehicular access, and loading access) to reference the LUO sections and requirements, and specify the extent of the exemptions sought. Renumbers subsequent Exemptions accordingly.
- I. In renumbered Exemption 22 (relating to zoning lot size for development within the TOD Special District) specifies that the exemption is to allow for the development of a zoning lot of one acre or more in size without first obtaining a TOD Special District Permit.
- J. In Condition A, provides that the Project is modified as follows:
 - 1. The maximum heights of the two Makai block residential towers are reduced to 176 feet (instead of 191 feet) for the East tower and 171 feet (instead of 181 feet) for the West tower by reducing the floor to ceiling height of the levels; and
 - 2. The maximum height of the Makai block parking structure is increased from 68 feet to 77.5 feet by adding up to two levels (from six floors up to eight floors plus the recreation deck).
- K. In Condition C:
 - 1. In Condition C.2, adds that the construction management plan ("CMP") must identify and limit construction-related vehicular activity to periods outside of the peak traffic hours using alternative routes for heavy trucks, provisions for either onsite or offsite staging areas for construction-related workers and vehicles to limit the use of on-street parking around the Project site, and other mitigation measures related to traffic and potential neighborhood impacts.
 - 2. Moves Condition C.4 to Condition C.2 (requires that the CMP include construction plans for all work within or affecting public streets and preliminary or conceptual traffic control plans). Renumbers subsequent condition accordingly.
- L. In Condition D, clarifies that if the updated traffic impact report ("TIR") recommends additional traffic mitigation measures or modifications to support traffic impacts directly attributable to the Project, the Applicant shall implement

the updated TIR recommendations. Clarifies that if the updated TIR is inconclusive, a second updated TIR may be required one year after the date of the first updated TIR, as the DPP Director determines is necessary.

- M. Amends the fourth BE IT FURTHER RESOLVED clause to specify that the resolution is null and void unless construction of Phase 1 of the Project commences no later than 48 months after the approval date of the resolution.
- N. In the fifth BE IT FURTHER RESOLVED clause, provides that except to comply with Condition A, the final plans and specifications for the Project constitute the zoning, building, and construction standards for the Project and are approved if those plans and specifications do not substantially deviate from the Plans and Specifications submitted to the Council.
- O. In the sixth BE IT FURTHER RESOLVED clause, provides that no action may be prosecuted or maintained against the City and County of Honolulu, its officials, or its employees, on account of actions taken by them in reviewing or approving the Plans and Specifications, as modified in Condition A, or in granting the exemptions listed in the resolution.
- P. Makes miscellaneous technical and nonsubstantive amendments.



RESOLUTION

AUTHORIZING EXEMPTIONS FROM CERTAIN REQUIREMENTS RELATING TO THE KEAWALAU AFFORDABLE HOUSING COMMUNITY PROJECT IN WAIPAHU.

WHEREAS, the Highridge Costa Development Company (the "Applicant") proposes to develop an affordable housing Project on approximately 3.84 acres of land located in the BMX-3 Community Business Mixed Use Zoning District, owned by the Bernice Pauahi Bishop Estate, located on Hikimoe Street at the intersections with Waipahu Depot Road and Kahualani Street in Waipahu, O'ahu, and identified as Tax Map Keys 9-4-013:046 and 9-4-014:005, 014, 058 through 067, and 075, as shown in Exhibits A through Z, attached hereto and made a part hereof (the "Project"); and

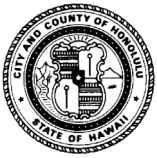
WHEREAS, as proposed, the Project consists of a new mixed-use development consisting of 537 multi-family dwellings, ground floor commercial spaces, and related site and infrastructure improvements; the Project site is divided by Hikimoe Street into two distinct areas – the Mauka block (50,781 square feet) and the Makai block (119,183 square feet); and

WHEREAS, the Project will be developed in three phases: Phase 1 involves construction of the Mauka block, which includes senior housing units in a mid-rise building; and Phases 2 and 3 involve construction of the Makai block, which includes two residential towers and a parking structure; and

WHEREAS, as proposed, the Project will consist of 531 affordable dwelling units available for rent to households earning 60 percent and below of the area median income for Honolulu ("AMI") (476 units will be affordable to households earning 60 percent of the AMI or below and 55 units will be affordable to households earning 30 percent of the AMI or below); and

WHEREAS, to address community concerns relating to the height of the two Makai block residential towers, the Applicant has offered to reduce the maximum height of the two towers to 176 feet (instead of 191 feet) for the East tower and 171 feet (instead of 181 feet) for the West tower by reducing the floor to ceiling height of the levels; and to address community concerns relating to inadequate off-street parking, the Applicant has offered to add up to two levels to the parking structure (from six floors up to eight floors plus the recreation deck), increasing the maximum height of the parking structure from 68 feet to 77.5 feet; and

WHEREAS, the Project is eligible to receive consideration under the City's rules implementing § 201H-38, Hawaii Revised Statutes ("HRS"), which require that at least 20 percent of a project's total units be available to households earning at or below 80



RESOLUTION

percent of the AMI, and at least 31 percent of the project's total units be available to households earning annual incomes between 81 percent and 120 percent (or lower) of the AMI; and

WHEREAS, the City Council ("Council") is empowered and authorized to approve the Project which may include exemptions from statutes, ordinances, charter provisions, and rules of any government agency relating to planning, zoning, construction standards for subdivision, development and improvement of land, and the construction of units thereon pursuant to HRS §§ 46-15.1 and 201H-38; and

WHEREAS, the Council has reviewed the preliminary plans and specifications for the Project, dated September 2022, and updated September 16, 2022 prepared by Munekiyo Hiraga, PBR Hawaii, and SVA Architects (the "Plans and Specifications"), and submitted to the Council by the Department of Planning and Permitting ("DPP") on December 14, 2022 by Departmental Communication 823 (2022); and

WHEREAS, the Project is consistent with the housing and community development goals and objectives of the City; and

WHEREAS, the granting of the exemptions is necessary for the timely and successful implementation of the Project; and

WHEREAS, the Project does not contravene any safety standards, tariffs, or rates and fees approved by the Public Utilities Commission or the Board of Water Supply ("BWS"); and

WHEREAS, the exemptions authorized herein meet the intent of HRS Chapter 201H, and minimum requirements of health and safety; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it approves the Project, which approval includes exemptions from certain requirements for the Project as set forth in the Plans and Specifications for the Project referenced above, and generally identified below, as follows:

Application Fees:

1. Exemption from § 18A-1.6, Revised Ordinances of Honolulu 2021 ("ROH"), and the DPP Rules Related to Water Quality, to allow an exemption from the payment of storm water quality review fees for the erosion control and sediment plan, estimated at \$500.



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 22-291, CD1

RESOLUTION

2. Exemption from ROH § 18A-2.4, to allow an exemption from the payment of grading and grubbing permit fees, estimated at \$3,000.
3. Exemption from ROH § 18-6.1, to allow an exemption from the payment of building permit plan review fees, estimated at \$25,000.
4. Exemption from ROH § 18-6.2, to allow an exemption from the payment of building permit fees, estimated at \$944,188.
5. Exemption from ROH § 21-5.380 and § 21-5.380A, to allow an exemption from the payment of conditional use permit ("CUP") fees for two joint development agreements, estimated at \$1,200 (\$600 each).
6. Exemption from ROH § 21-9.100-11, Table 21-9.8, to allow an exemption from the payment of special district permit fees for projects exceeding one acre in size along key streets in the Transit Oriented Development ("TOD") Special District, estimated at \$2,400.
7. Exemption from ROH § 22-1.1, to allow an exemption from the payment of subdivision filing fees, estimated at \$600.

Infrastructure and Public Works Fees and Charges:

8. Deferral from ROH § 43-10.1, § 43-10.2, and § 43-10.3, to allow the deferral of payment of wastewater system facility charges, estimated at \$1,843,217.60.
9. Exemption from ROH § 43-11.12, to allow an exemption from the payment of private storm drain connection license fees, estimated at \$400.

Fire Department Review Fees:

10. Exemption from ROH § 20-1.1(3), to allow exemption from the payment of Honolulu Fire Department plan review fees, estimated at \$12,500.

Board of Water Supply ("BWS") Rules and Regulations:

11. Deferral from Sections 1-102 and 2-202 of the BWS Rules and Regulations to allow a deferral of payment of water system facility and installation of water service fees estimated at \$978,413.75 until the installation of the water meter; provided that all BWS requirements are satisfied. The actual fees to be



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 22-291, CD1

RESOLUTION

deferred will be determined by the BWS during review of the building permit applications.

ROH Chapter 21: Land Use Ordinance ("LUO"):

12. Exemption from LUO § 21-3.120-2(b), Table 21-3.4, and the applicable zoning map relating to maximum height, to allow for a maximum height of 70 feet for the Mauka block and 176 feet for the Makai block (instead of 60 feet).
13. Exemption from LUO § 21-3.120-2(c)(2), relating to height setbacks, to allow the Project to encroach 2 feet into the Mauka block required setbacks and 15 feet into the Makai block required setbacks (above 40 feet, an additional 1-foot setback for each additional 10 feet of height), as generally shown in the attached Exhibits.
14. Exemption from LUO § 21-3.120-2(c)(3), relating to transitional height setbacks, to allow the Project to encroach 8 feet into the required setback from the property line of the adjoining Residential zoning district for the Mauka block, as generally shown in the attached Exhibits.
15. Exemption from LUO § 21-5.380, relating to joint development requirements, to allow the Mauka and Makai blocks to each be treated as one zoning lot for development purposes, without first obtaining a CUP.
16. Exemption from LUO § 21-6.100, relating to off-street loading, to allow for two (instead of three) large loading spaces (35 feet by 12 feet) and four (instead of six) standard loading spaces (19 feet by 8.2 feet), as shown in the attached Exhibits.
17. Exemption from LUO § 21-9.100-8(a)(1), relating to density for development within the TOD Special District, to allow for a 3.5 floor area ratio ("FAR") without first obtaining a TOD Special District Permit, as shown in the attached Exhibits.
18. Exemption from LUO § 21-9.100-8(a)(3), relating to yards, to allow the Project to encroach into the required yards after completion of the road widening of Waipahu Depot Road and the rounding of the corner at the intersection of Waipahu Depot Road and Hikimoe Street, and not require pedestrian access and amenities in the setback area for the Makai block fronting Farrington Highway, as shown in the attached Exhibits.



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 22-291, CD1

RESOLUTION

19. Exemption from LUO § 21-9.100-8(a)(4), relating to building orientation and entrances, so that certain Project facades are not required to be parallel to the Project site property line, separate entrances are not required for each commercial establishment, and entrances are not required every 50 feet along the Project's street frontage along Farrington Highway, as shown in the attached Exhibits.
20. Exemption from LUO § 21-9.100-8(a)(5), relating to building transparency, so that at least 60 percent of the Project's building façade along Farrington Highway (Makai block) and Kahualani Street (Mauka block) are not required to have windows, doors, or other openings, and an opening is not required on the ground floor for blank walls that extend for more than 25 feet in a continuous horizontal plane as shown in the attached Exhibits.
21. Exemption from LUO § 21-9.100-8(c), relating to parking setbacks, vehicular access, and loading access, to allow the Project parking to encroach into the required ground floor 40-foot setback along Kahualani Street for the Mauka block parking structure, and along Farrington Highway for the Makai block parking structure; to allow the Makai block vehicular entrances to be via Hikimoe Street and Farrington Highway; and to allow the Makai block service areas and loading spaces to be accessed from Farrington Highway, as shown in the attached Exhibits.
22. Exemption from LUO §§ 21-9.100-9 and 21-9.100-11, relating to zoning lot size for development within the TOD Special District, to allow for the development of a zoning lot of one acre or more in size without first obtaining a TOD Special District Permit, as shown in the attached Exhibits.

Park Dedication Ordinance:

23. Exemption from ROH Chapter 22, Article 7, to allow an exemption from park dedication ordinance requirements totaling 34,370 square feet of park space, or payment of an equivalent in-lieu fee, estimated at \$2,369,540; and

BE IT FURTHER RESOLVED that the Project is approved, subject to the following conditions:

- A. Except as modified herein, development must be in general conformance with the approved Project, as described herein and shown on plans and drawings labeled as Exhibits A through Z, attached hereto and made a part hereof, which are further modified as follows:



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 22-291, CD1

RESOLUTION

1. The maximum heights of the two Makai block residential towers are reduced to 176 feet (instead of 191 feet) for the East tower and 171 feet (instead of 181 feet) for the West tower by reducing the floor to ceiling height of the levels; and
2. The maximum height of the Makai block parking structure is increased from 68 feet to 77.5 feet by adding up to two levels (from six floors up to eight floors plus the recreation deck).

Minor changes may be approved by the DPP Director. Major modifications to the Project will require approval by the Council.

- B. Encroachments into the required yard are only permitted if made necessary by the improvements to the road widening setback and corner rounding area, and if sufficient pedestrian circulation facilities are provided as determined by a pedestrian circulation plan.
- C. Prior to the issuance of any building permit for the Project, the Applicant shall submit to the DPP for its review and approval:
 1. A timeline, or phasing, of the anticipated dates to obtain major building permit(s) for demolition and construction work, including the projected date of occupancy. The timeline should identify when the construction management plan ("CMP") and the traffic management plan ("TMP"), and the updated traffic impact report ("TIR") will be submitted for review and approval.
 2. A CMP that identifies the type, frequency, and routing of heavy trucks and construction related vehicles. The Applicant shall make every effort to minimize impacts from these vehicles and related construction activities on traffic in the area. The CMP must identify and limit construction-related vehicular activity to periods outside of the peak traffic hours using alternative routes for heavy trucks, provisions for either onsite or offsite staging areas for construction-related workers and vehicles to limit the use of on-street parking around the Project site, and other mitigation measures related to traffic and potential neighborhood impacts. The CMP must also include construction plans for all work within or affecting public streets and preliminary or conceptual traffic control plans. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

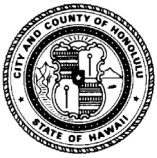
No. 22-291, CD1

RESOLUTION

restriping, road resurfacing and/or reconstruction if the condition of the roadways has deteriorated as a result of the related construction activities.

3. A TMP that includes traffic demand management ("TDM") strategies to minimize the number of vehicular trips for daily activities of residents in the Project. TDM strategies could include carpooling, ride hailing, car sharing, and ride sharing programs; transit, bicycle, and pedestrian incentives; and other similar TDM strategies. The TMP must include a pedestrian circulation plan that provides accessibility and connectivity to the surrounding public sidewalks and nearby transit stops. A post TMP will be required approximately one year after the issuance of the certificate of occupancy to validate the relative effectiveness of the various TDM strategies identified in the initial TMP.
 4. Prior to the final design of the Project, a pedestrian assessment report, to determine appropriate sidewalk widths needed to accommodate increased pedestrian activity around the Project site.
- D. Approximately one year after the issuance of the certificate of occupancy for the Project, the Applicant shall submit to the DPP for review and approval an updated TIR to validate the traffic projections, distribution, and assignment contained in the latest accepted TIR. If the updated TIR recommends additional traffic mitigation measures or modifications to mitigate traffic impacts directly attributable to the Project, the Applicant shall implement the updated TIR recommendations. If the updated TIR is inconclusive, a second updated TIR may be required one year after the date of the first updated TIR, as the DPP Director determines is necessary.
- E. The Applicant shall improve and incorporate the road widening setback and corner rounding into construction and building permit plans in coordination with the DPP and the Department of Transportation Services.
- F. Prior to the issuance of any building permit for the Project, the Applicant shall execute a 201H Agreement with the DPP Director that includes terms, conditions, and provisions to facilitate the efficient development and monitoring of the Project, and to ensure the Project's compliance with the requirements of HRS Chapter 201H and this resolution; and

BE IT FURTHER RESOLVED that references to specific statutes, ordinances, or regulations include respective successor statutes, ordinances, or regulations; and



RESOLUTION

BE IT FURTHER RESOLVED that the exemptions granted for this Project are not transferable to any other real property; and

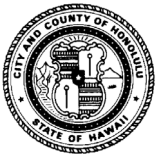
BE IT FURTHER RESOLVED that this resolution is null and void unless construction of Phase 1 of the Project commences no later than 48 months after the approval date of this resolution; and

BE IT FURTHER RESOLVED that except to comply with Condition A, the final plans and specifications for the Project constitute the zoning, building, and construction standards for the Project and are approved if those plans and specifications do not substantially deviate from the Plans and Specifications submitted to the Council; provided that minor modifications to the design character or specifications of the building or landscaping, may be approved by the DPP, if such modifications are consistent with the prevailing neighborhood character; and

BE IT FURTHER RESOLVED that no action may be prosecuted or maintained against the City and County of Honolulu, its officials, or its employees, on account of actions taken by them in reviewing or approving the Plans and Specifications, as modified in Condition A, or in granting these exemptions listed herein; and

BE IT FURTHER RESOLVED that the DPP Director is authorized to execute and record the 201H Agreement referenced in Condition F, pursuant to the terms, conditions, and provisions approved as to form and legality by the Corporation Counsel as being necessary, advisable, or desirable for the purpose of carrying out this resolution; and

BE IT FURTHER RESOLVED that the DPP Director is hereby authorized to execute any incidental or related documents to carry out the transactions above described, as long as said documents do not increase either directly or indirectly the financial obligations of the City; and



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 22-291, CD1

RESOLUTION

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Director of Planning and Permitting; Monte Heaton, Highridge Costa Development Company, 330 West Victoria Street, Gardena, California 90248; and Yukino Uchiyama, Munekiyo Hiraga, 735 Bishop Street, Suite 412, Honolulu, Hawai'i 96813.

INTRODUCED BY:

Tommy Waters (br)

DATE OF INTRODUCTION:

December 20, 2022

Honolulu, Hawai'i

Councilmembers

Exhibit A

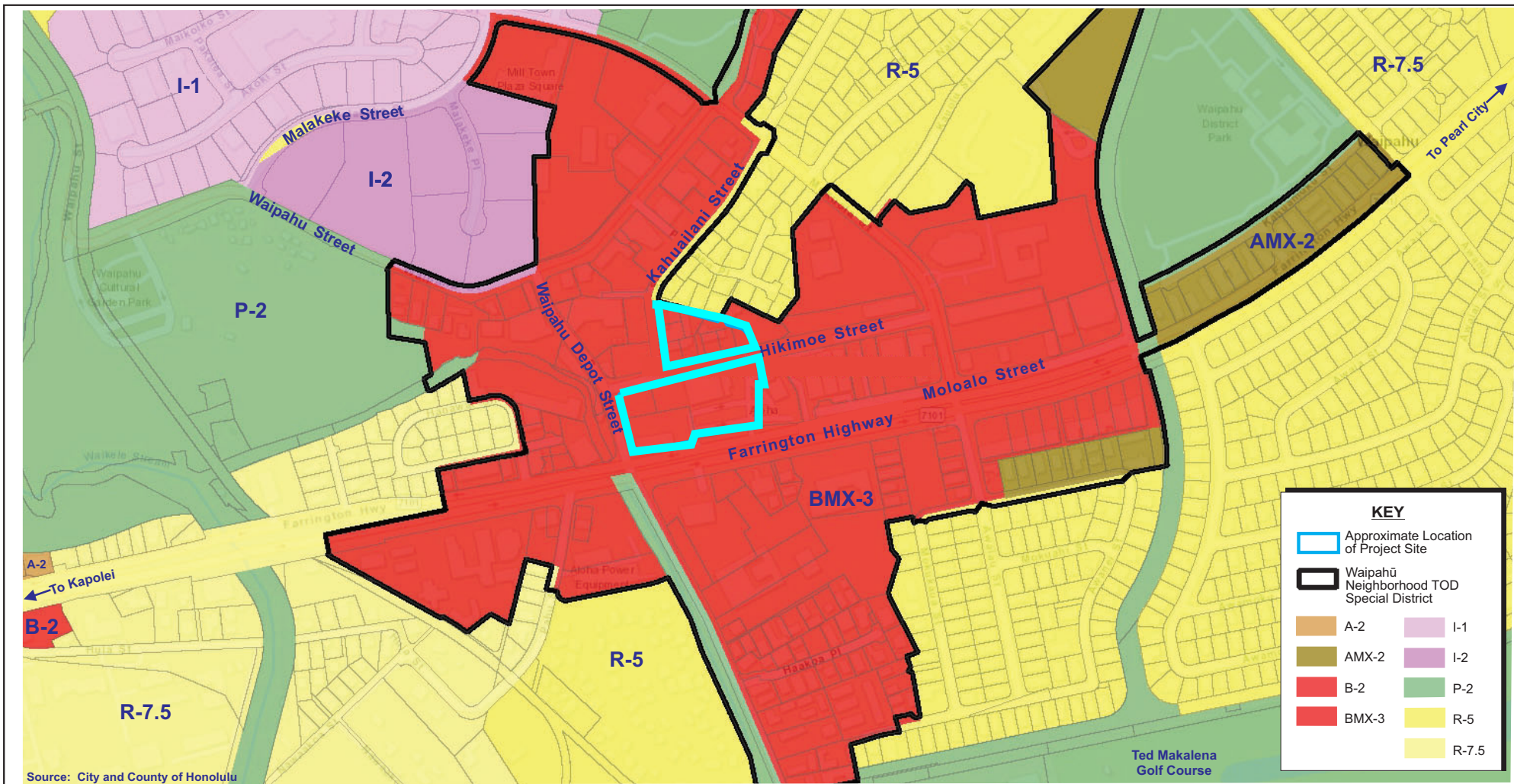
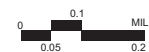
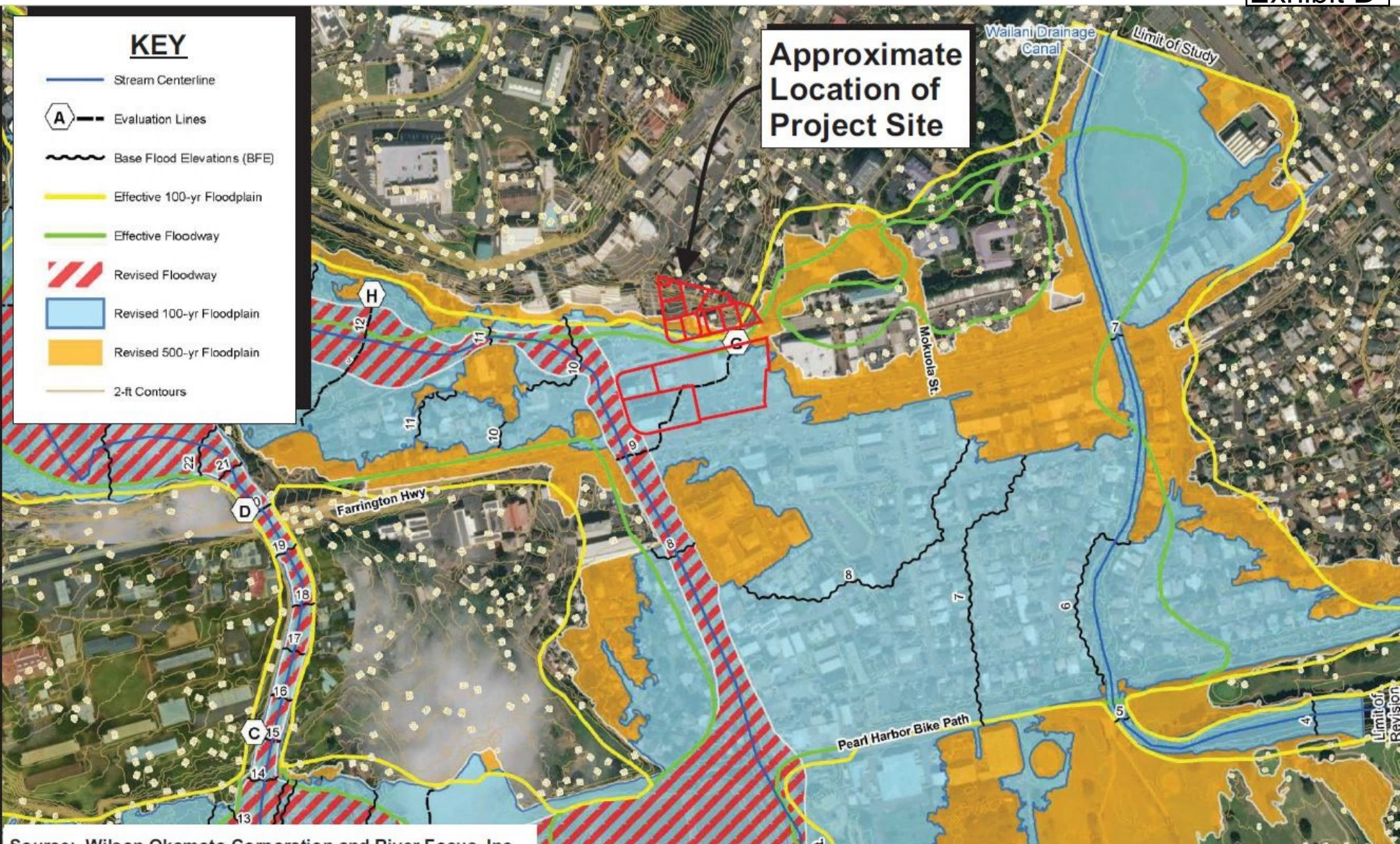


Figure 6

Keawalau Affordable Housing Community Project
Zoning and Special District Map





Source: Wilson Okamoto Corporation and River Focus, Inc.

Figure 7

Waipahu Transit-Oriented Community Development Project

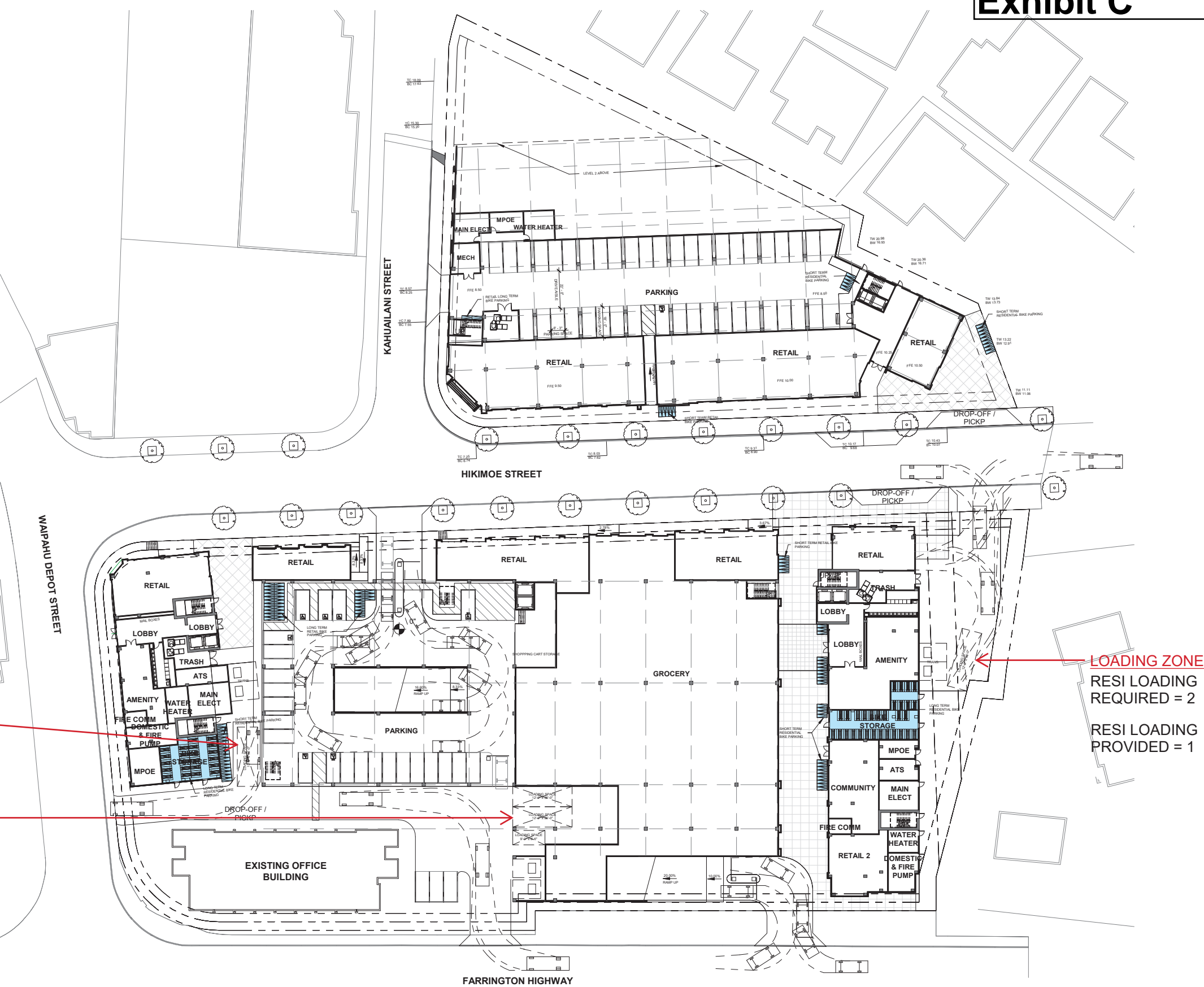
NOT TO SCALE

GROUND FLOOR PLAN

Keawalau at Waipahū
Exhibit C

NOTE:
*REFER TO PARKING SUMMARY TABLES FOR
PARKING COUNT.
*TYPICAL PARKING DIMENSIONS = 8'3" X 18'
UNLESS NOTED OTHERWISE

BICYCLE PARKING:



LOADING ZONE
RESI LOADING REQUIRED = 2
RESI LOADING PROVIDED = 1

RETAIL/GROCERY LOADING
LOADING REQUIRED FOR RETAIL = 3
LOADING SPACES PROVIDED = 3

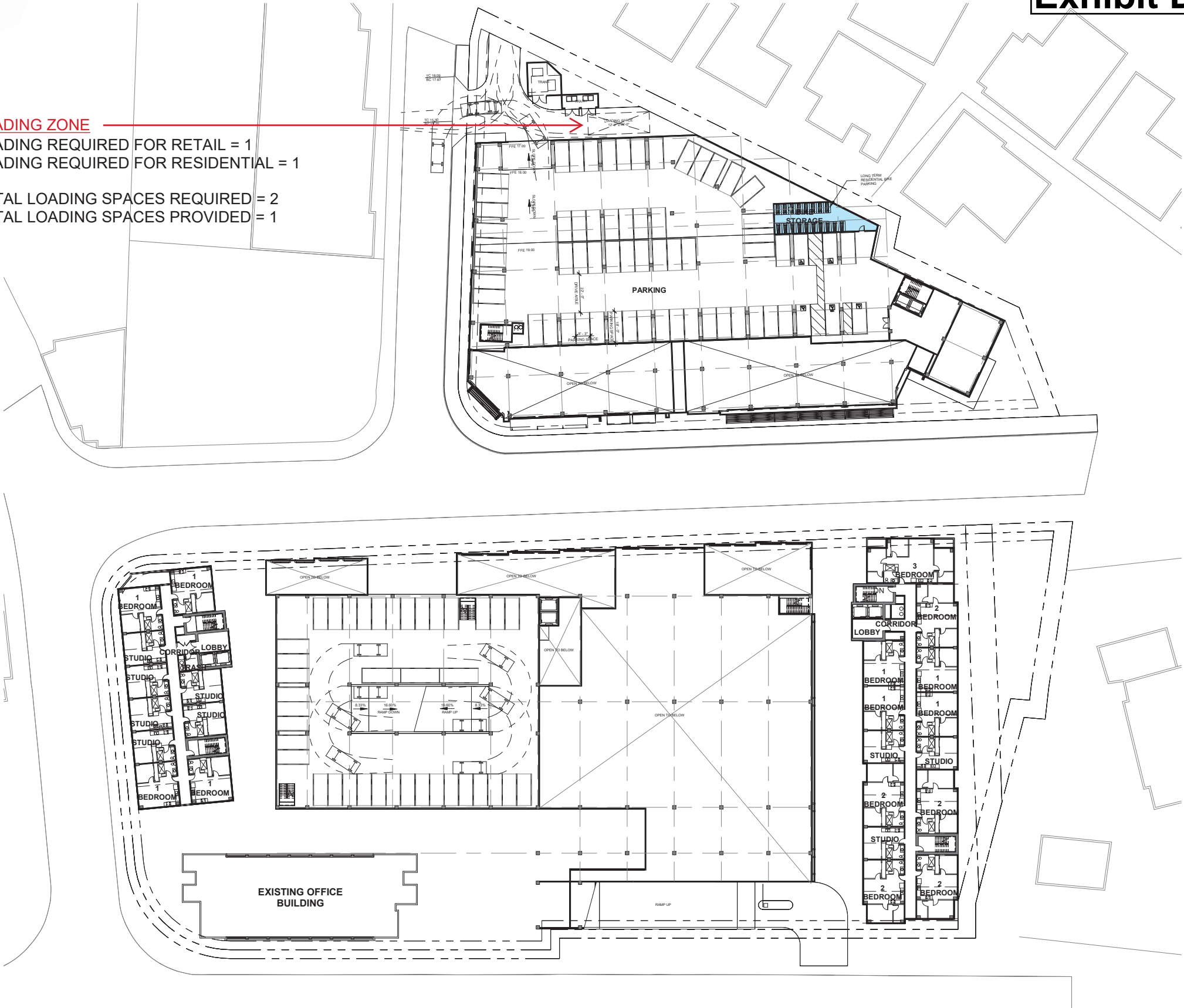
LOADING ZONE
RESI LOADING
REQUIRED = 2
RESI LOADING
PROVIDED = 1

NOTE:
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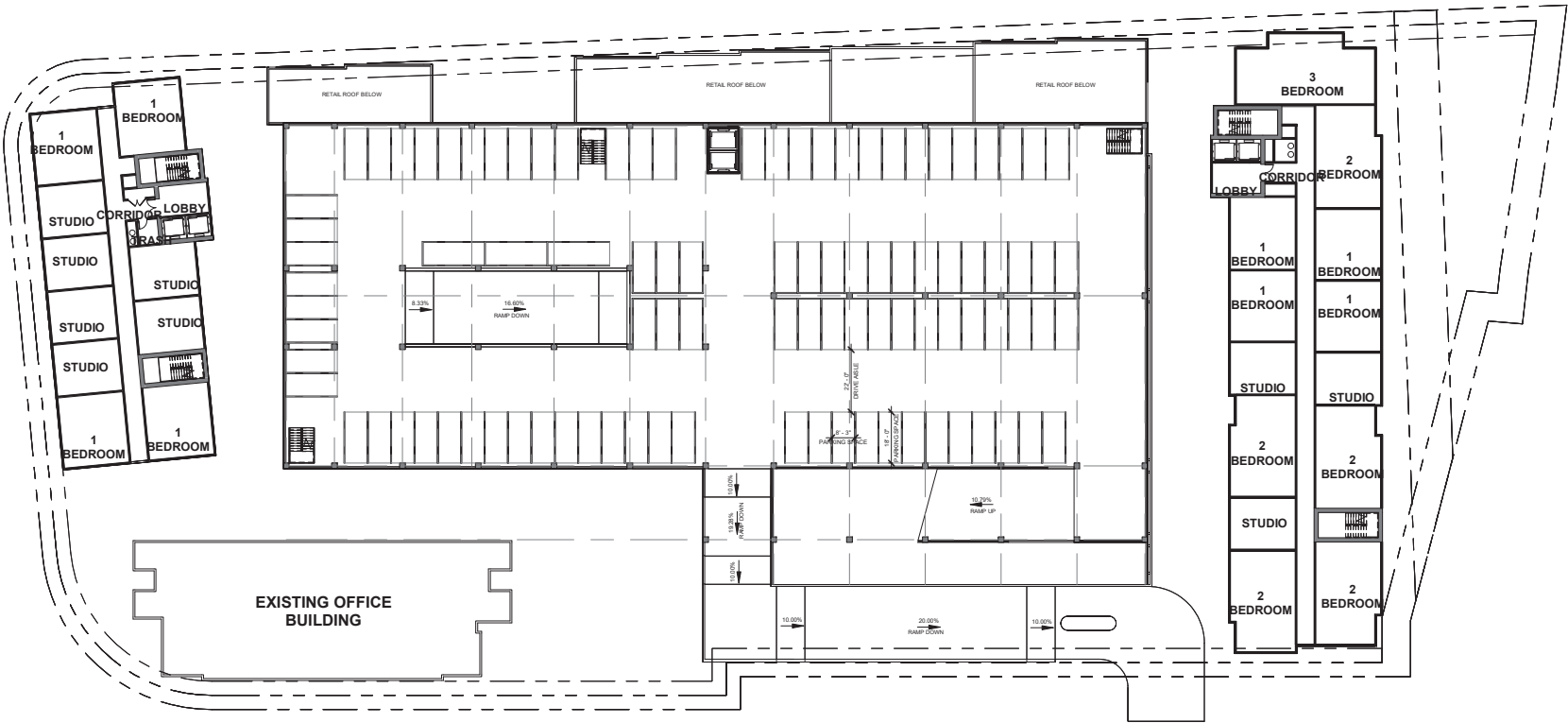
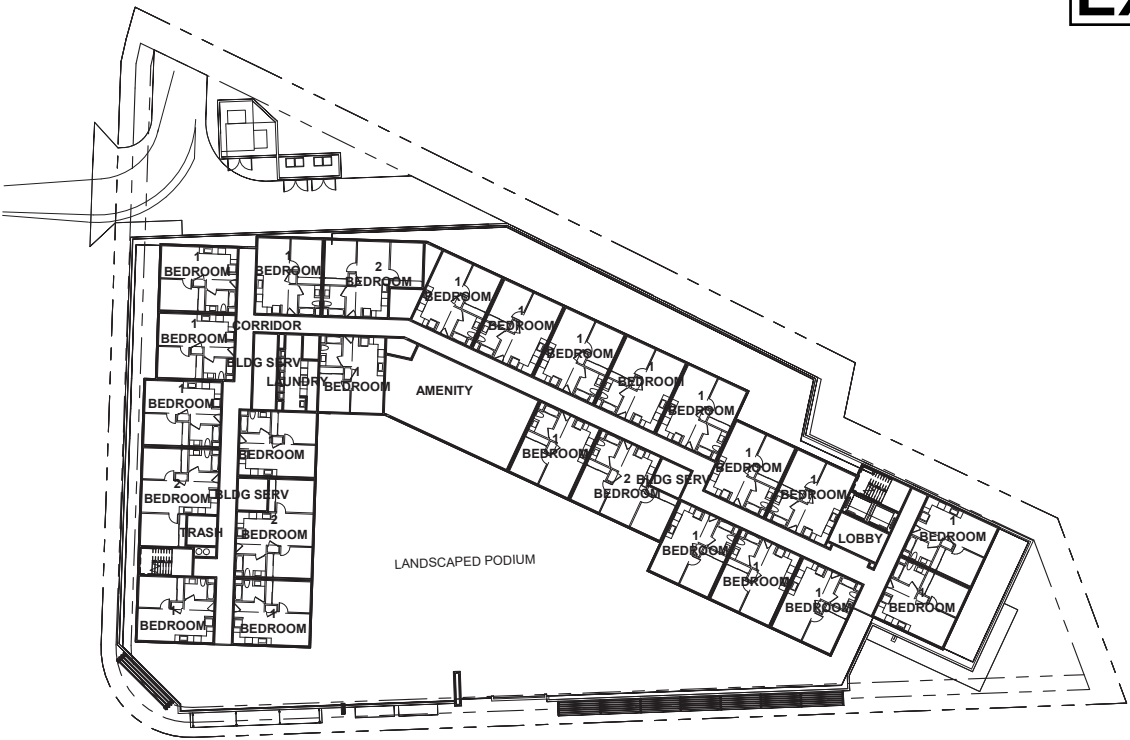
BICYCLE PARKING:

LOADING ZONE
LOADING REQUIRED FOR RETAIL = 1
LOADING REQUIRED FOR RESIDENTIAL = 1

TOTAL LOADING SPACES REQUIRED = 2
TOTAL LOADING SPACES PROVIDED = 1



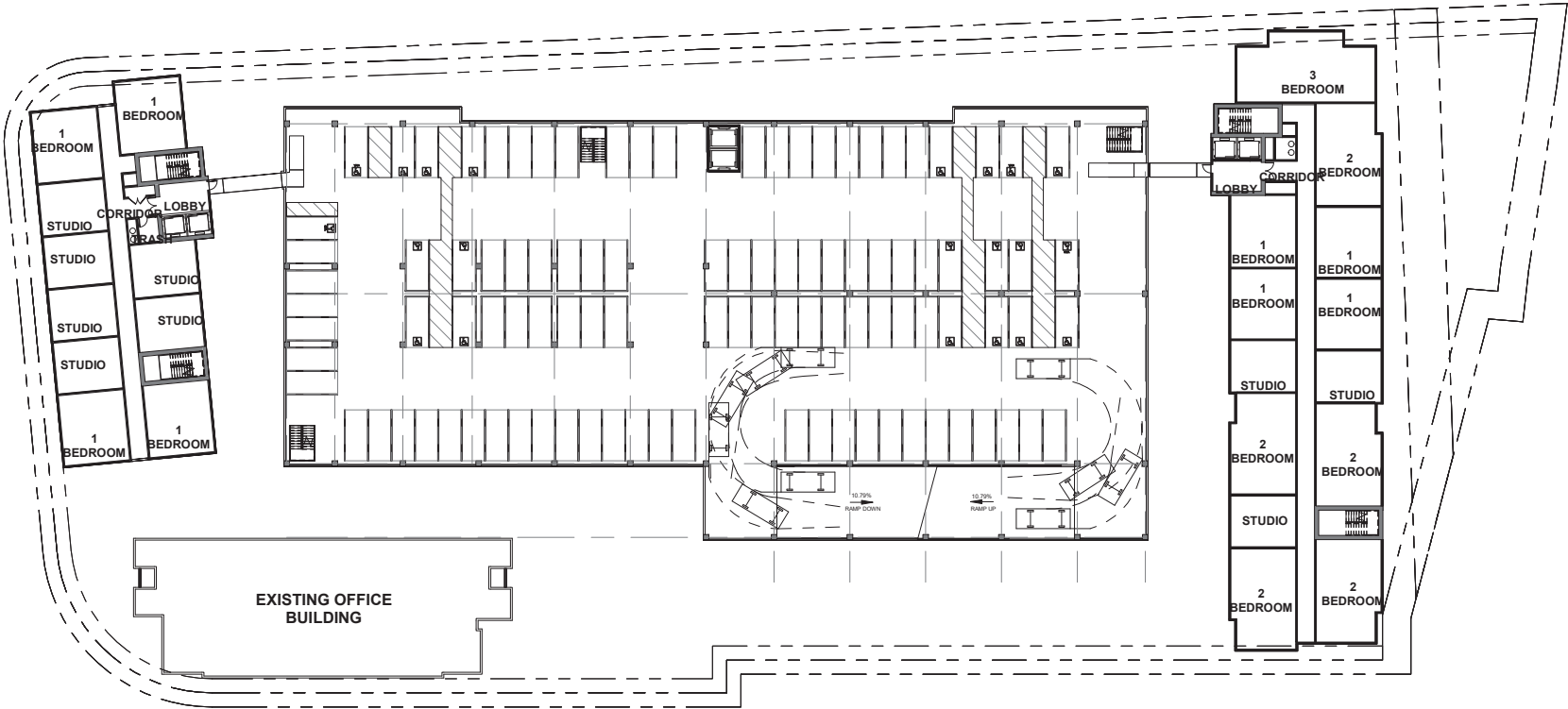
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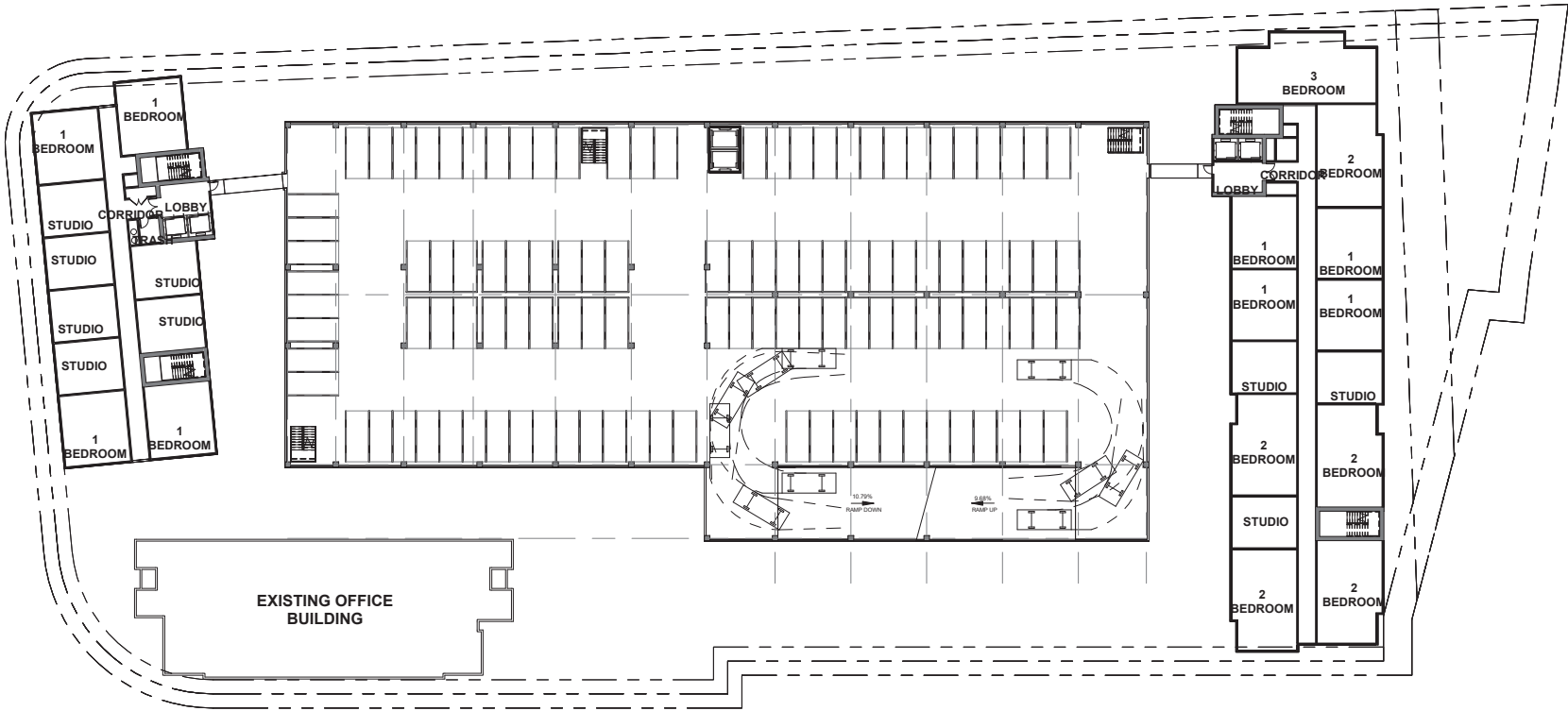
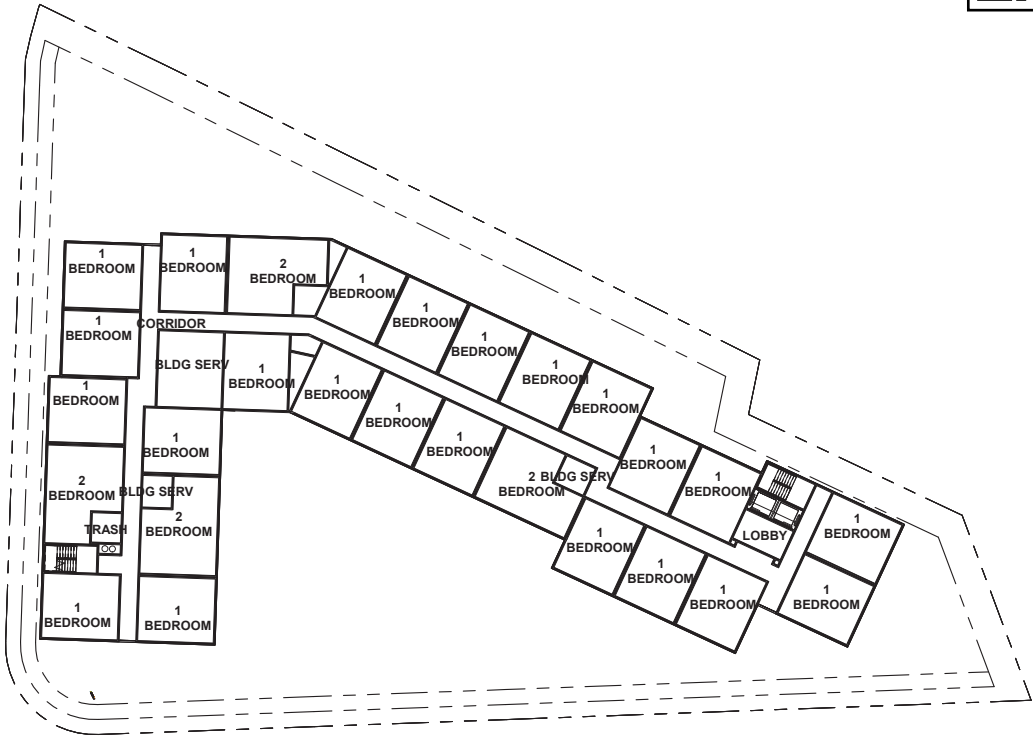
LEVEL 4

Keawalau at Waipahū
Exhibit F

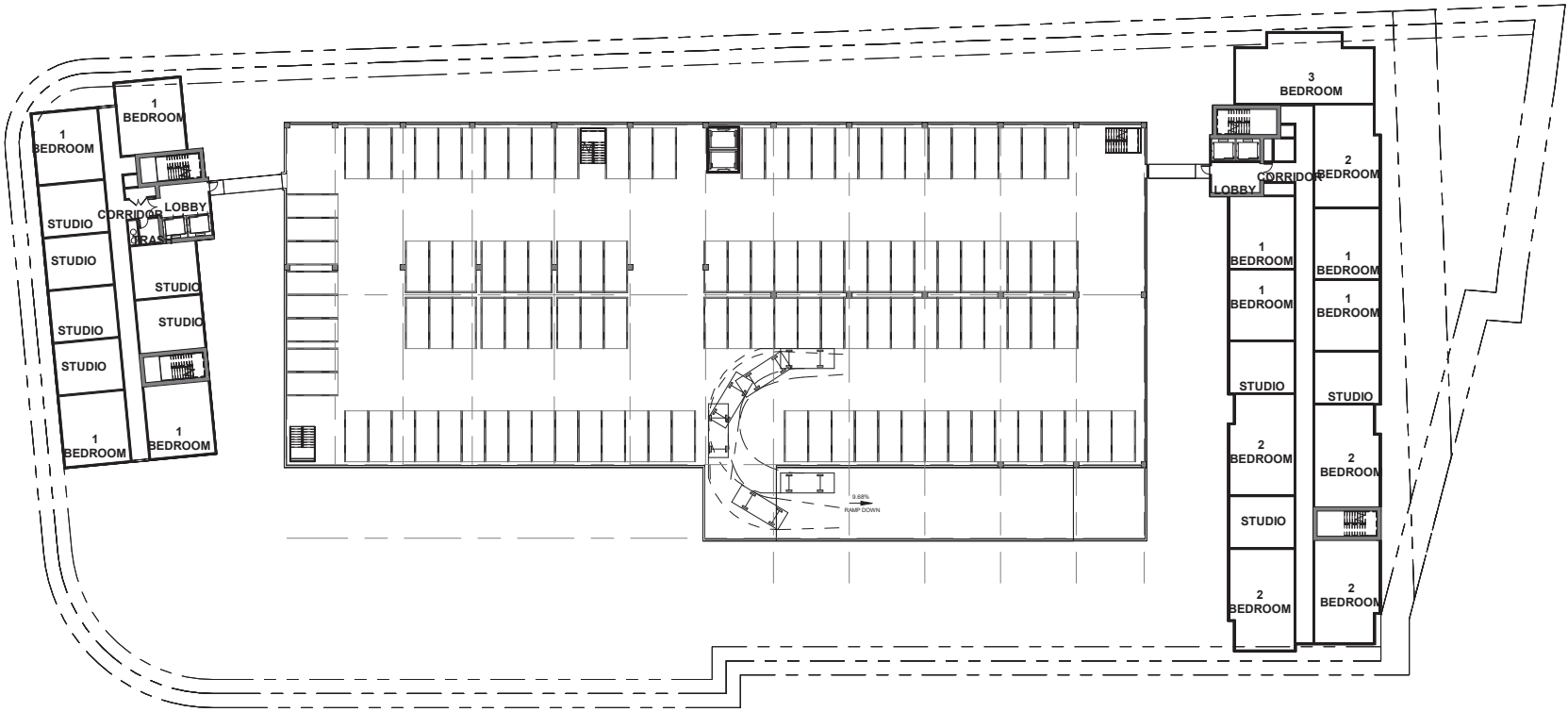
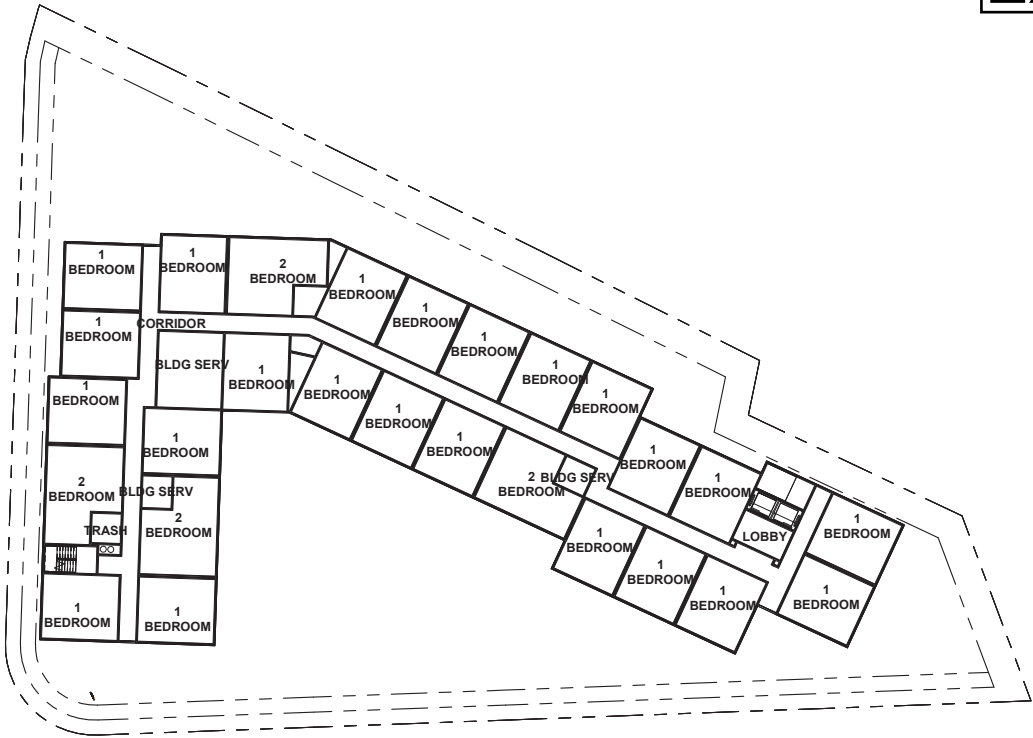
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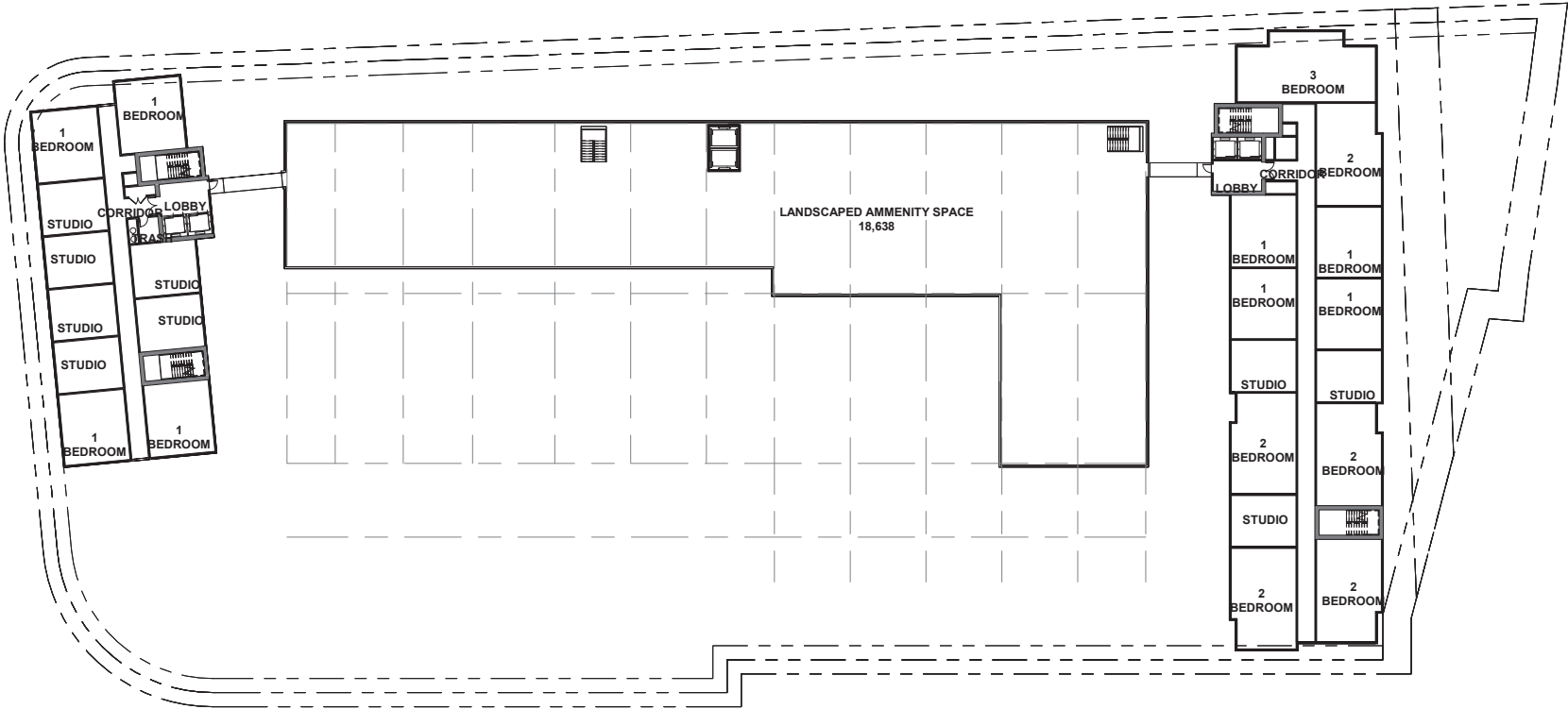
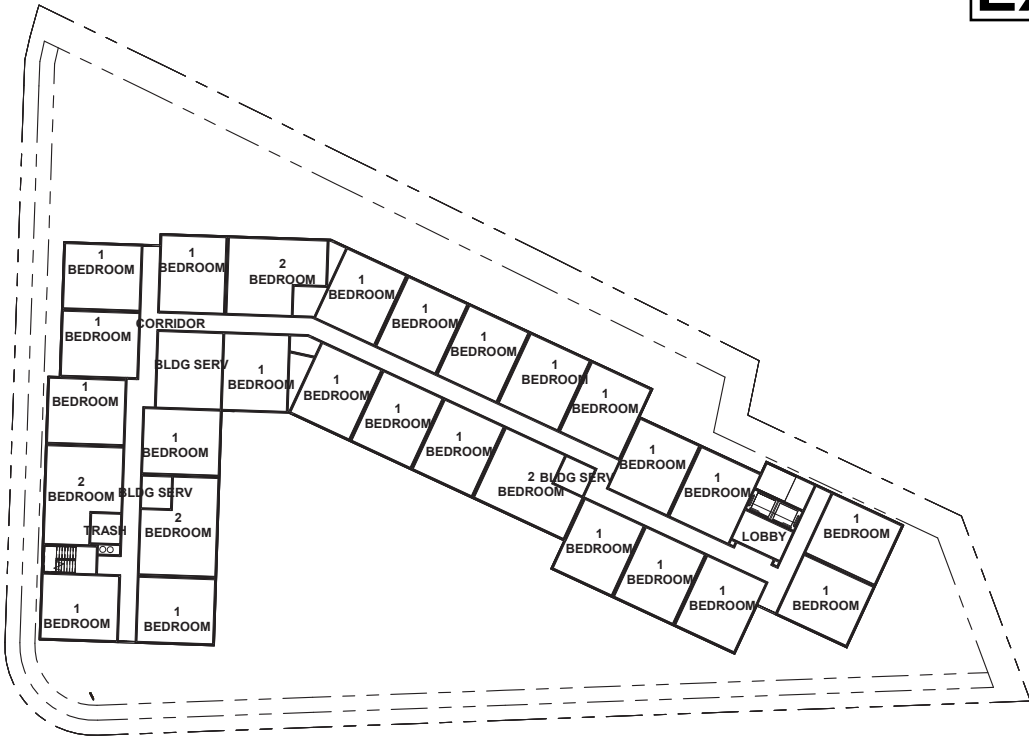
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LEVEL 8-18/19

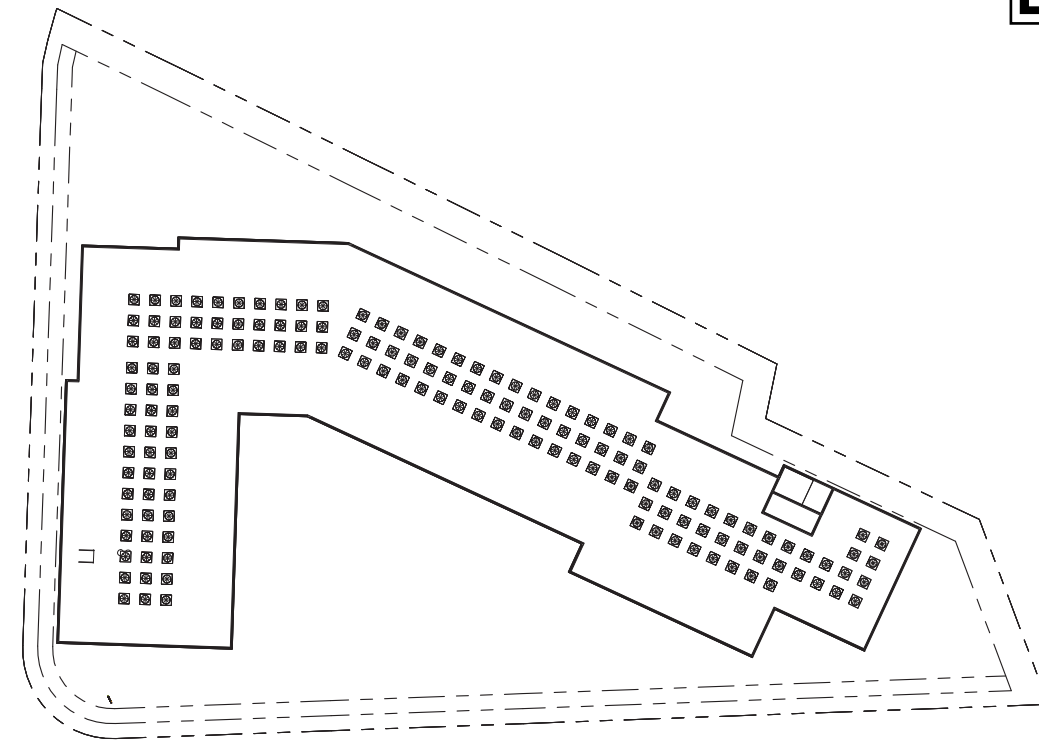
NOTE:

*REFER TO PARKING SUMMARY TABLES FOR PARKING COUNT.

*TYPICAL PARKING DIMENSIONS = 8'3" X 18'
UNLESS NOTED OTHERWISE

Keawalau at Waipahū

Exhibit J



LEVEL ROOF



SITE PHASING + DATA

Keawalau at Waipahū
Exhibit K

PARKING

Parking structure will be allocated between phases 2 and 3 at a later date.

PHASE 3

Total Retail = 3,685 sf
Total Resi Count = 170
Total stories = 18
Total Residential stories = 17

West Tower Mix
6 studios
4 one bed
10 units per level

PHASE 1

Total Retail = 9,796 sf
Total Resi Count = 133

Low Rise Seniors Mix:
24 one bed
3 two bed
27 units per level

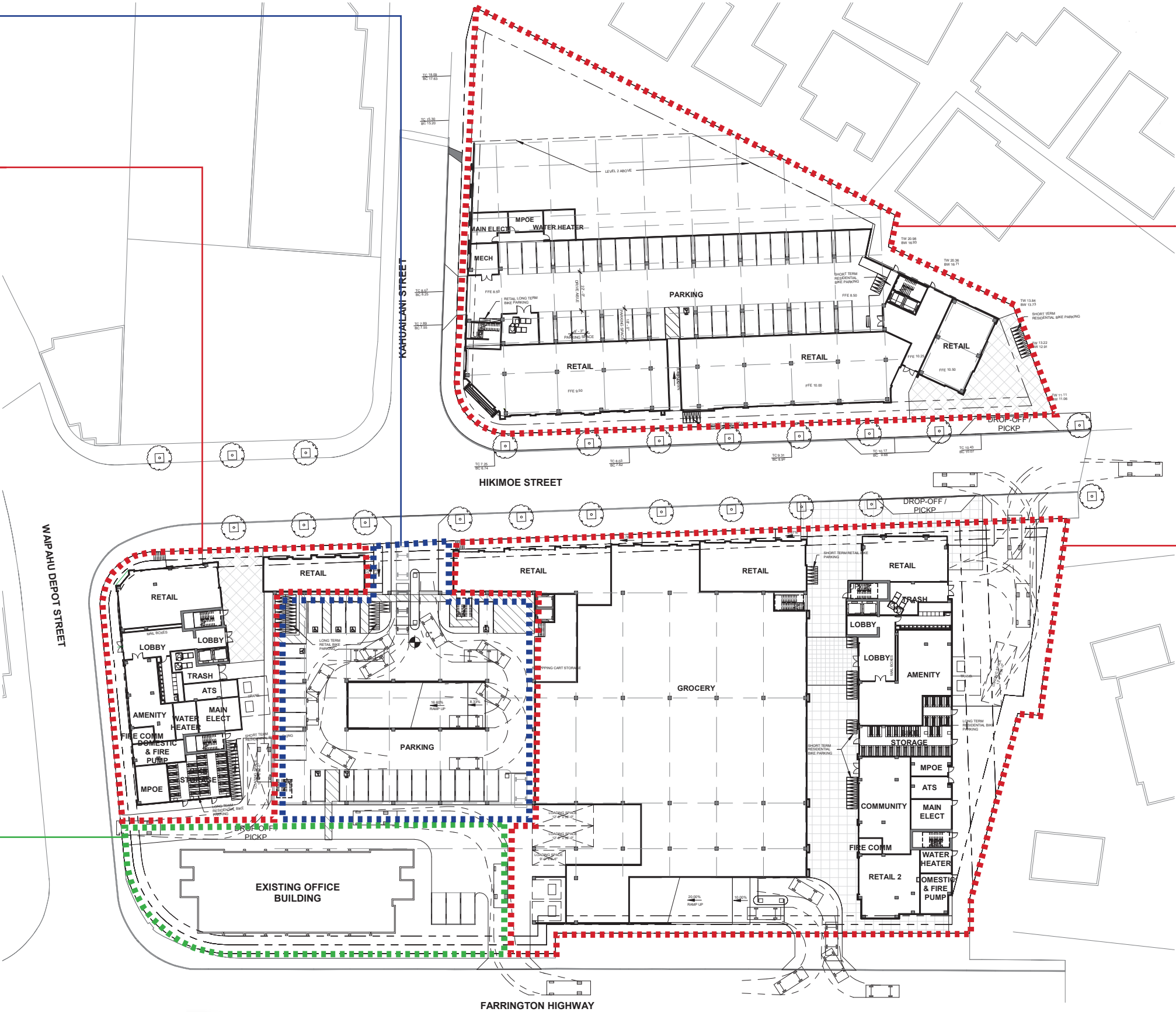
PHASE 2

Total Retail = 5,539 sf
Grocery Store = 23,352 sf
Total Resi Count = 234
Total stories = 19
Total Residential stories = 18

West Tower Mix
3 studios
4 one bed
5 two bed
1 three bed
13 units per level

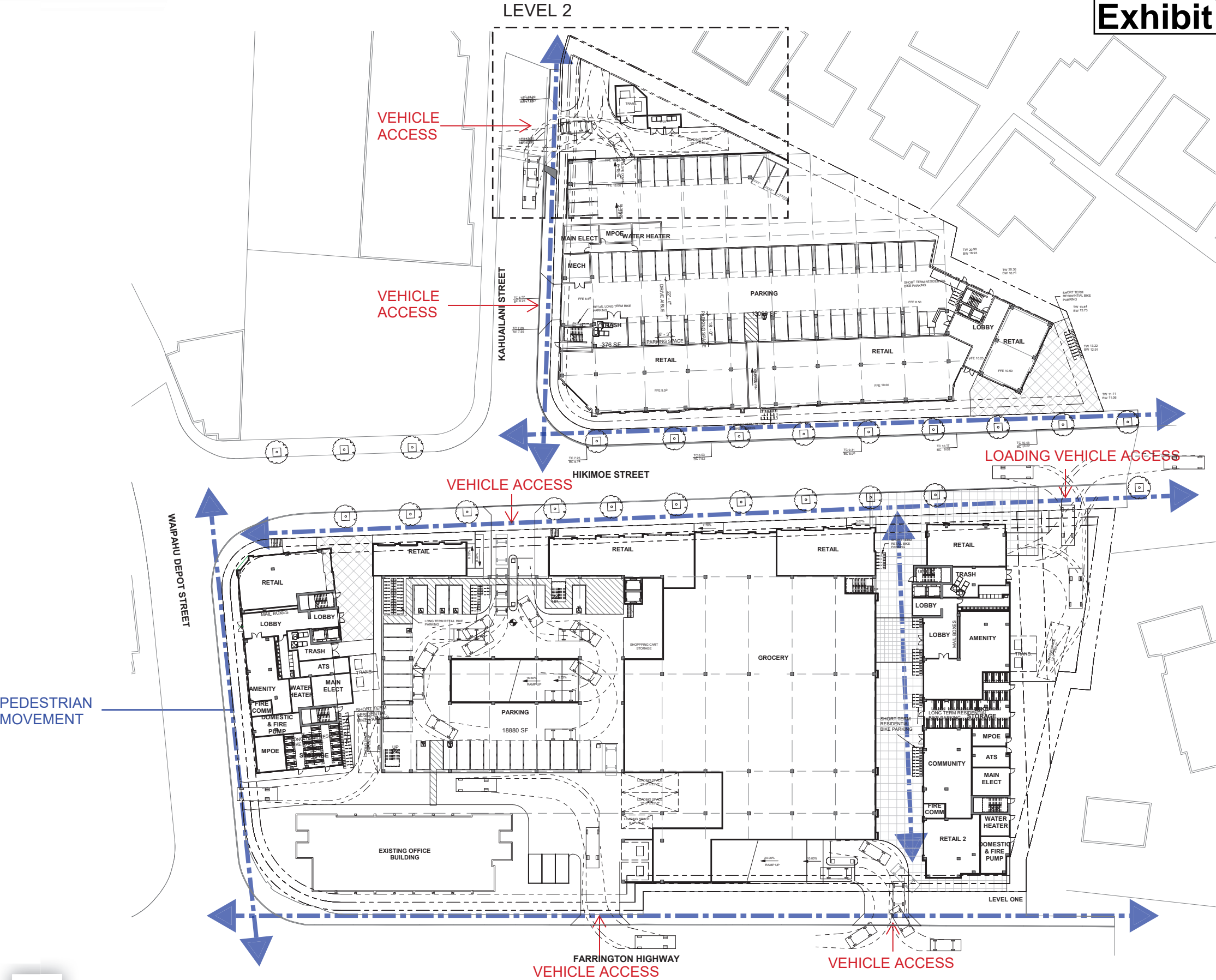
OWNER RETAINED AREA

Existing building to be retained by KS and not included in the development.



GROUND FLOOR PLAN - CIRCULATION

NOTE:
*REFER TO LANDSCAPE CONCEPT PACKAGE
FOR FURTHER DETAIL ON OPEN SPACE
DESIGNATION



Phase 1							
	Unit Area	No Units	Total Area	Parking Required			
Residential				Per Table 21-6.1			
1 - Bdrm	595	118	70,210				
2 - Bdrm	779	15	11,685				
Residential Area		133	81,895	1	per	1,000	82
Retail			9,796	1	per	500	20
							Total 102
Total parking required in transit-oriented development special district (See Note 1)							0
Parking Provided							103
Bicycle Parking	133	Units		Required		Provided	
		Short Term	1	per	10	14	14
		Long Term	1	per	2	67	67
	9,796	S.F. Commercial Uses					
		Short Term	1	per	2,000	5	5
		Long Term	1	per	12,000	1	1

Phase 2							
	Unit Area	No Units	Total Area	Parking Required			
Residential				Per Table 21-6.1			
Studio	450	54	24,300				
1 - Bdrm	590	72	42,480				
2 - Bdrm	830	90	74,700				
3 - Bdrm	1,160	18	20,880				
		234	162,360	1	per	1,000	163
Retail			27,146	1	per	500	55
Office			29,550	1	per	500	60
							Total 278
Total parking required in transit-oriented development special district (See Note 1)							0
Parking Provided							353
Bicycle Parking Provided	234	Units		Required		Provided	
		Short Term	1	per	10	24	24
		Long Term	1	per	2	117	117
	56,696	S.F. Commercial Uses					
		Short Term	1	per	2,000	29	29
		Long Term	1	per	12,000	5	5

Phase 3							
	Unit Area	No Units	Total Area	Parking Required			
Residential				Per Table 21-6.1			
Studio	450	102	45,900				
1 - Bdrm	590	68	40,120				
		170	86,020	1	per	1,000	87
Retail			5,814	1	per	500	12
							Total 99
Total parking required in transit-oriented development special district (See Note 1)							0
Parking Provided							107
Bicycle Parking Provided	170	Units		Required		Provided	
		Short Term	1	per	10	17	17
		Long Term	1	per	2	85	85
	5,814	S.F. Commercial Uses					
		Short Term	1	per	2,000	3	3
		Long Term	1	per	12,000	1	1

Note 1
Sec. 21-6.20 (a) no off-street parking is required in any zoning district within one-half mile of an existing or future Honolulu rail transit station, as identified in the accepted environmental impact statement, or in the transit-oriented development special districts.

Loading Spaces					
Phase 1	Residential	20 - 150 (1 Required)	133	Units	1
Phase 1	Retail	2,000 - 10,000 (1 Required)	9,796	S.F.	1
Total Loading Spaces Required					2
1 Loading space provided, exemption to reduce number of loading spaces to 1 for phase 1					
Phase 2	Residential	151 - 300 (2 Required)	234	Units	2
1 Loading space provided, exemption to reduce number of loading spaces to 1 for phase 2 residential					
Phase 3	Residential	151 - 300 (2 Required)	170	Units	2
1 Loading space provided, exemption to reduce number of loading spaces to 1 for phase 3 residential					
Phase 2 & 3	Retail	20,000 - 40,000 (3 Required)	32,960	S.F.	3
3 Loading spaces provided					
Existing	Office	20,00 - 50,000 (1 Required)	29,550	S.F.	1
0 Loading space provided, exemption to reduce number of loading spaces to 0 for existing office building					

FAR DIAGRAM & CALCULATION

Keawalau at Waipahū

Exhibit N

FLOOR AREA RATIO (FAR)

PHASE 1 (SENIOR)

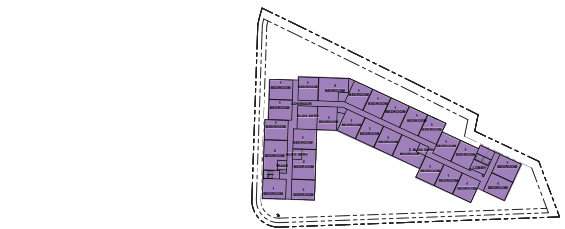
Lot Area	50,925
FAR	2.41

GFA		
Level	7	21,182 SF
Level	6	21,182 SF
Level	5	21,182 SF
Level	4	21,182 SF
Level	3	21,182 SF
Level	2	2,490 SF
Level	1	14,123 SF
Total		122,523 SF

PHASE 2, 3 & EXISTING OFFICE TOWER

Lot Area	119,090 SF
FAR	3.44

GROSS FLOOR AREA		
Phase 2	247,665	SF
Phase 3	132,172	SF
Office	29,550	SF
TOTAL	409,387	SF



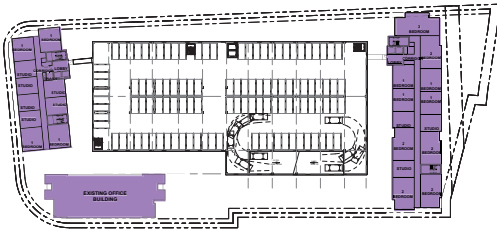
LEVEL 6 (typ upper)



LEVEL 3



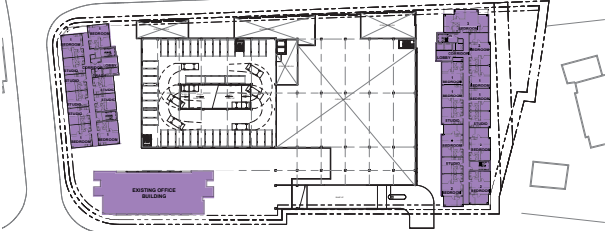
LEVEL 5



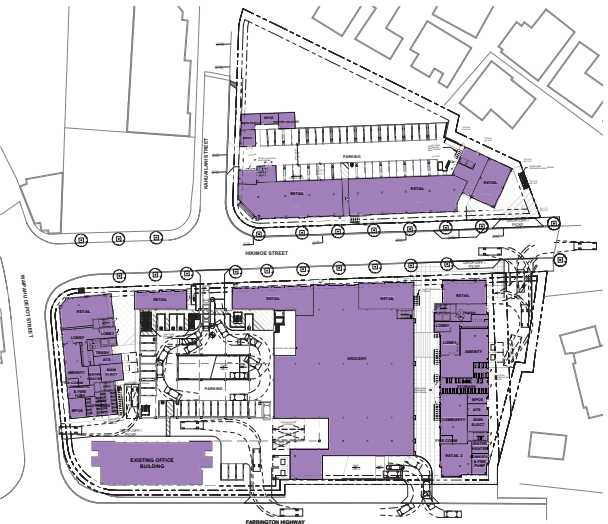
LEVEL 4



LEVEL 2



LEVEL 1



GFA (Phase 2)		
Level	19	11,518 SF
Level	18	11,518 SF
Level	17	11,518 SF
Level	16	11,518 SF
Level	15	11,518 SF
Level	14	11,518 SF
Level	13	11,518 SF
Level	12	11,518 SF
Level	11	11,518 SF
Level	10	11,518 SF
Level	9	11,518 SF
Level	8	11,518 SF
Level	7	11,518 SF
Level	6	11,518 SF
Level	5	11,518 SF
Level	4	11,518 SF
Level	3	11,518 SF
Level	2	11,518 SF
Level	1	40,341 SF
Total		247,665 SF

GFA (Phase 3)		
Level	18	7,252 SF
Level	17	7,252 SF
Level	16	7,252 SF
Level	15	7,252 SF
Level	14	7,252 SF
Level	13	7,252 SF
Level	12	7,252 SF
Level	11	7,252 SF
Level	10	7,252 SF
Level	9	7,252 SF
Level	8	7,252 SF
Level	7	7,252 SF
Level	6	7,252 SF
Level	5	7,252 SF
Level	4	7,252 SF
Level	3	7,252 SF
Level	2	7,252 SF
Level	1	8,888 SF
Total		132,172 SF

GFA (Phase 2+3)		
Level	19	11,518 SF
Level	18	18,770 SF
Level	17	18,770 SF
Level	16	18,770 SF
Level	15	18,770 SF
Level	14	18,770 SF
Level	13	18,770 SF
Level	12	18,770 SF
Level	11	18,770 SF
Level	10	18,770 SF
Level	9	18,770 SF
Level	8	18,770 SF
Level	7	18,770 SF
Level	6	18,770 SF
Level	5	18,770 SF
Level	4	18,770 SF
Level	3	18,770 SF
Level	2	18,770 SF
Level	1	49,229 SF
Total		379,837 SF

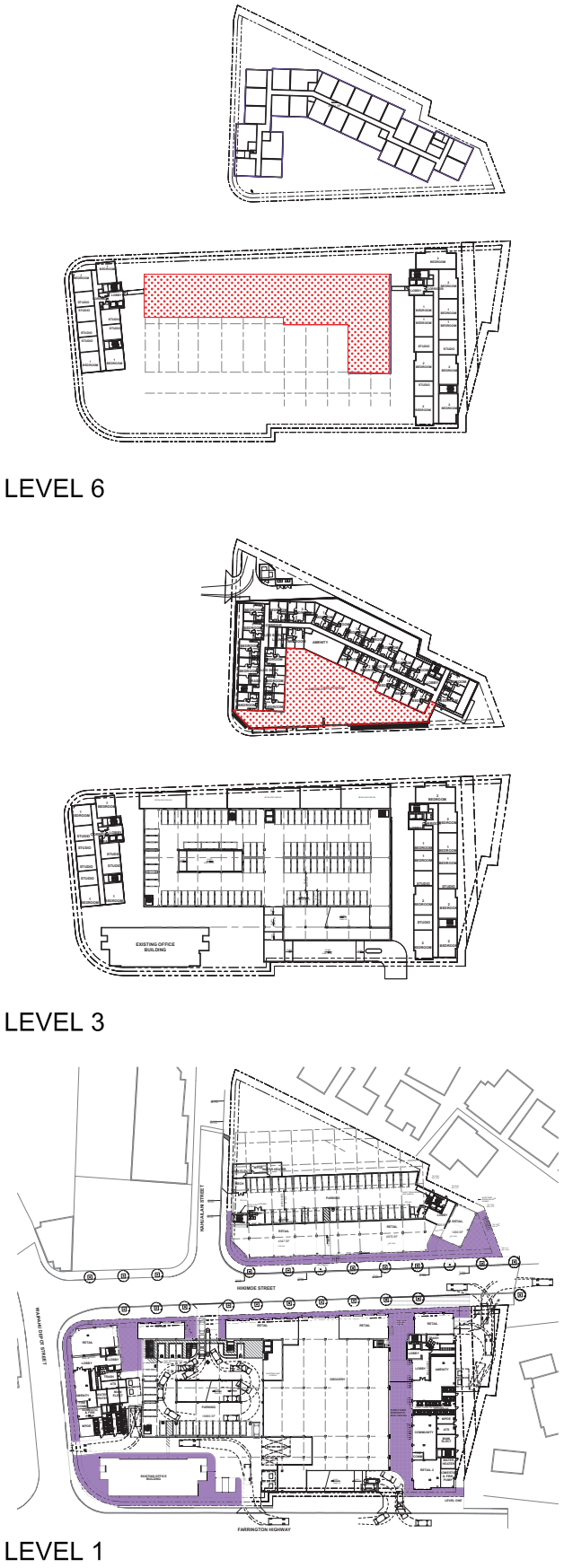
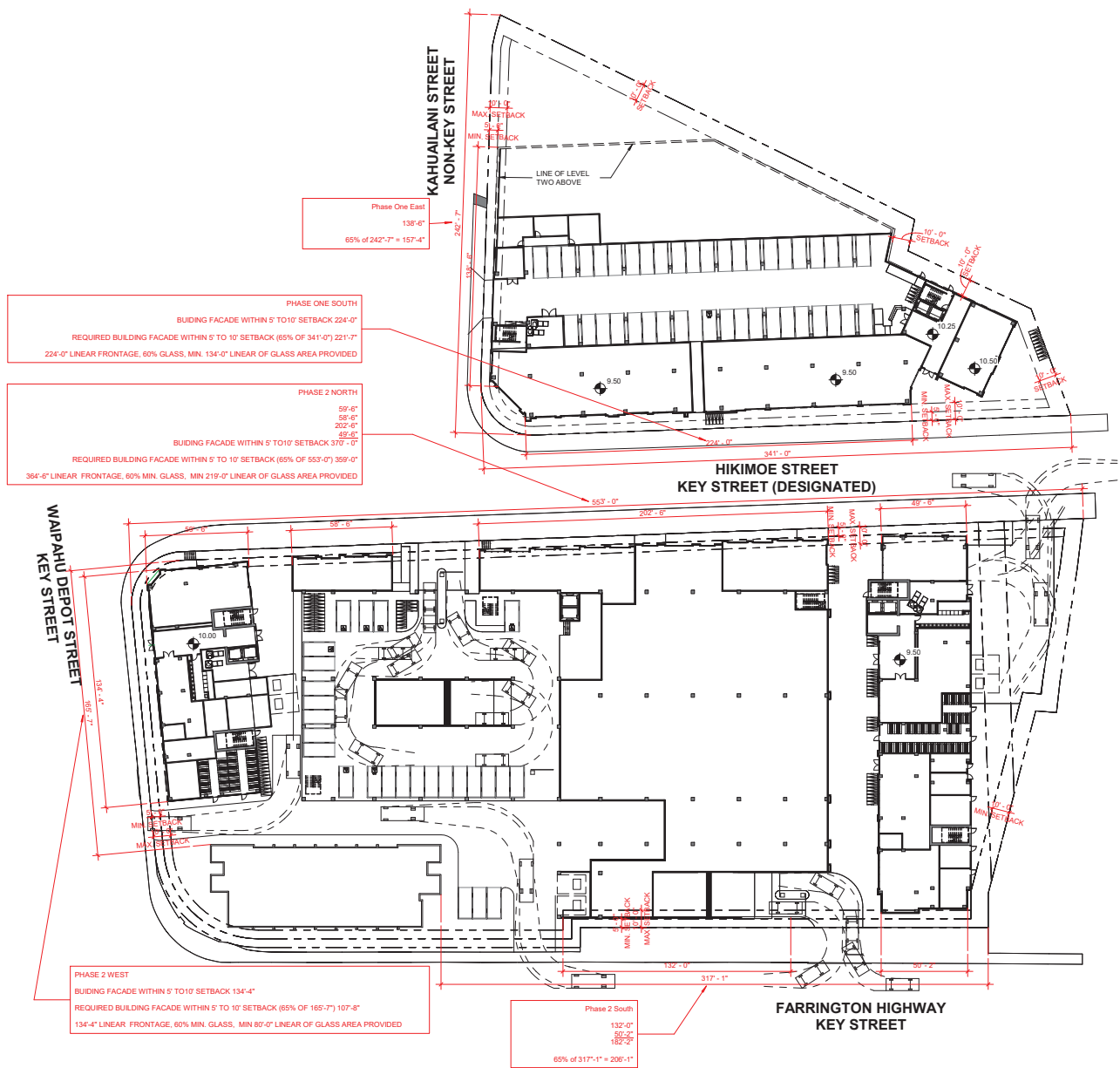
OPEN SPACE DIAGRAM & CALCULATION

Keawalau at Waipahū

PUBLIC OPEN SPACE

Exhibit O

SEMI-PUBLIC OPEN SPACE
(RESIDENTIAL AMENITIES)



PHASE 1 (SENIOR)

Open Space	Level 1	6,658	sf (Public)
	Level 3	10,200	sf (Semi-Public)
	TOTAL	16,858	sf 33.2 %

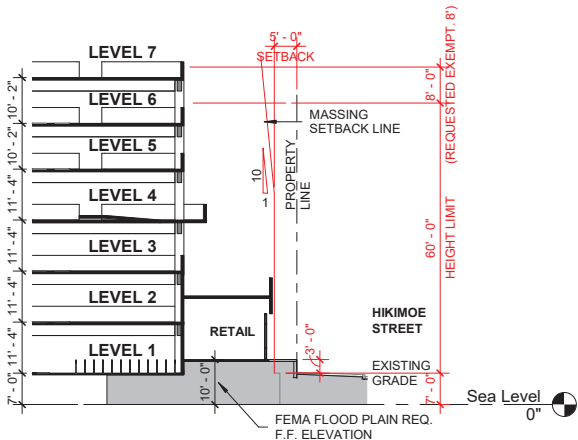
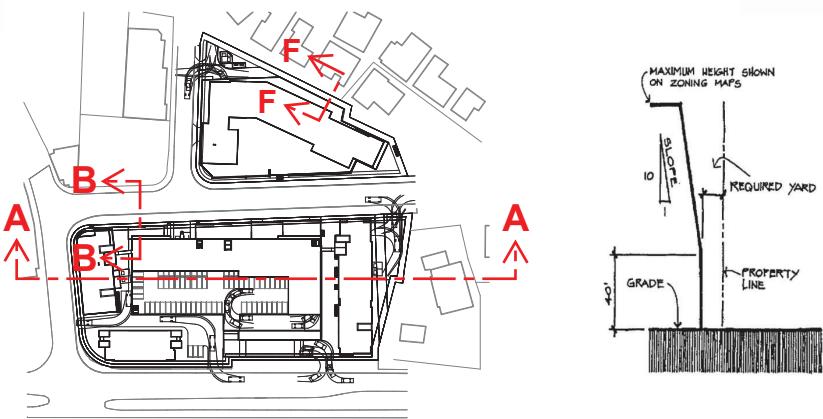
PHASE 2, 3 & EXISTING OFFICE TOWER

Open Space	Level 1	23,663	sf	(Public)
	Level 6	18,841	sf	(Semi-Public)
		42,504	sf 35.7 %	

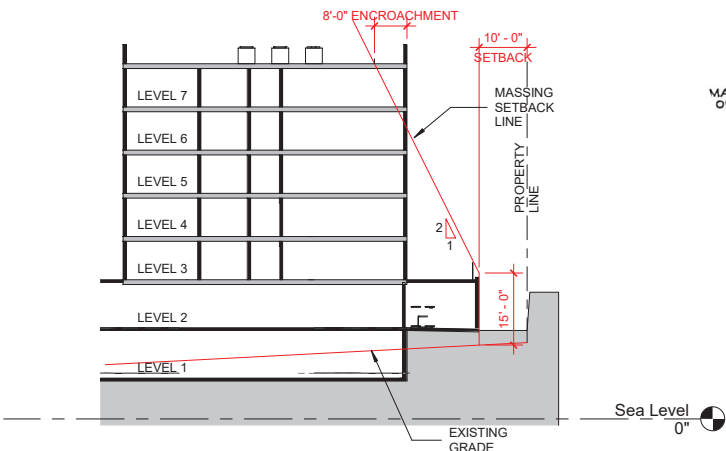
SITE SECTION

Keawalau at Waipahū

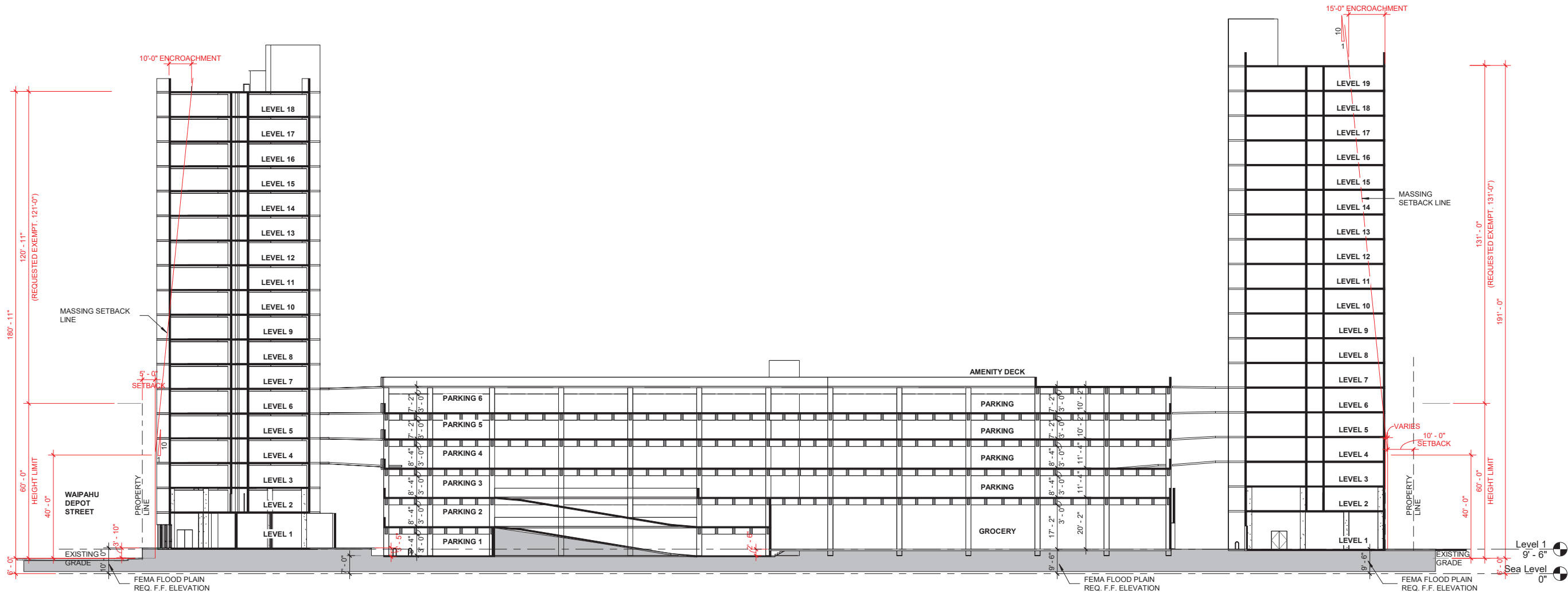
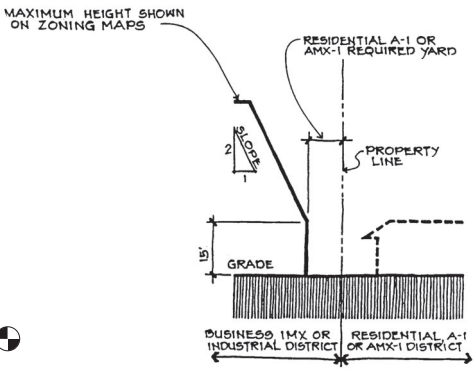
Exhibit P



SECTION B-B



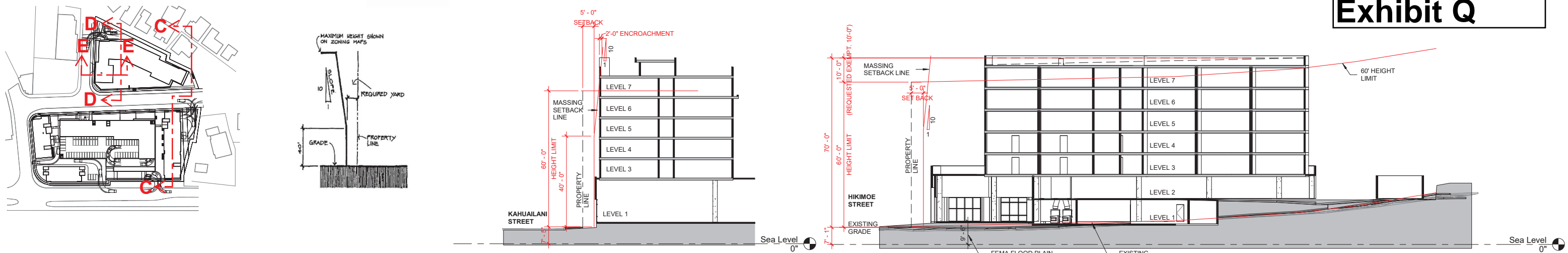
SECTION F-F



SECTION A-A

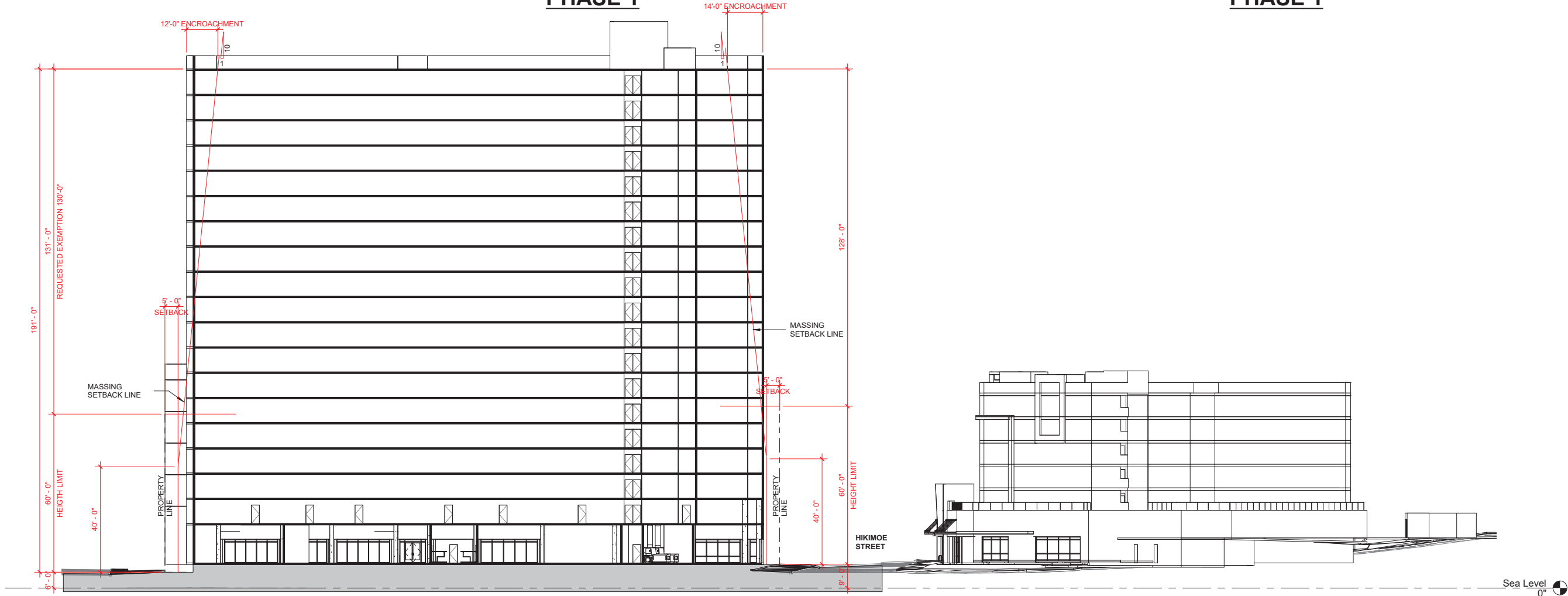
SITE SECTION

Keawalau at Waipahū
Exhibit Q



SECTION E-E
PHASE 1

SECTION D-D
PHASE 1



SECTION C-C
PHASE 2



360' BUILDING FRONTAGE ON THIS ELEVATION
SIGN AREA PER SIGN REGULATIONS, SEC. 21-7.40g: 1.5 SQ.F FOR EACH LINEAL FOOT OF BUILDING FRONTAGE ; 360' x 1.5 = 540 SQ.F
4 TENANTS + BUILDING SIGNAGE = 8 SIGNAGE OF MAX. 67.5 SQ.F
6 TENANTS + BUILDING SIGNAGE = 12 SIGNAGE OF MAX. 45 SQ.F



B

B

C

D

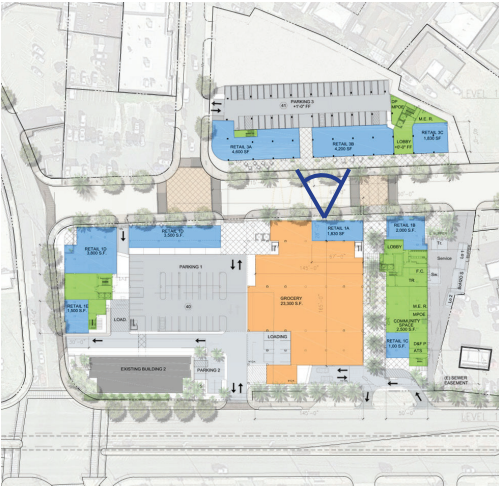
F

C

C

LEGEND

- A PERFORATED METAL SCREEN
- B ACCENT PANEL
- C EXTERIOR CEMENT PLASTER
- D METAL CANOPY
- E METAL LOUVER
- F METAL MESH RAILING





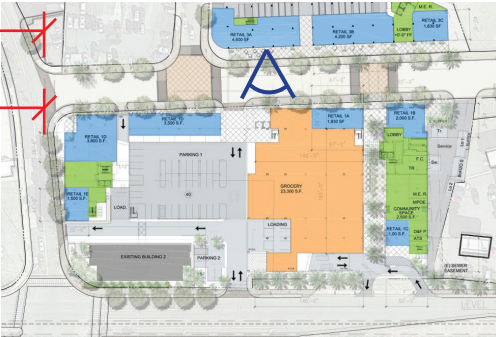
425.2' BUILDING FRONTAGE ON THIS ELEVATION

SIGN AREA PER SIGN REGULATIONS, SEC. 21-7.40g: 1.5 SQ.F FOR EACH LINEAL FOOT OF BUILDING FRONTAGE ; 425.2' x 1.5 = 637 SQ.F

6 TENANTS + BUILDING SIGNAGE = 12 SIGNAGE OF MAX. 53 SQ.F

LEGEND

- A PERFORATED METAL SCREEN
- B ACCENT PANEL
- C EXTERIOR CEMENT PLASTER
- D METAL CANOPY
- E METAL LOUVER
- F METAL MESH RAILING





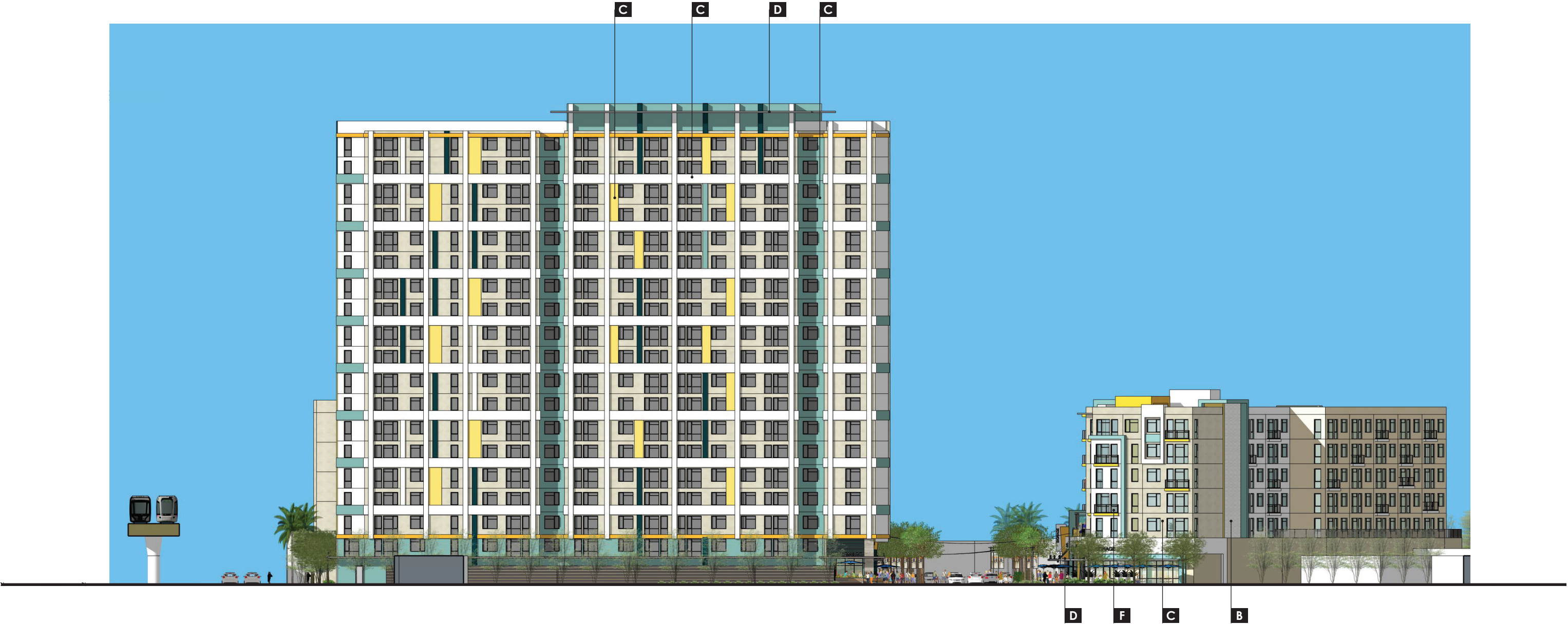
BUILDING PAD ELEVATION TO BE DETERMINED.
6.62' LOWEST ADJACENT GRADE FOR REFERENCE

217'-3"
272' BUILDING FRONTAGE ON THIS ELEVATION
SIGN AREA PER SIGN REGULATIONS, SEC. 21-7.40g: 1.5 SQ.F FOR EACH LINEAL FOOT OF BUILDING FRONTAGE ; 272' x 1.5 = 408 SQ.F
2 TENANTS + BUILDING SIGNAGE = 4 SIGNAGE OF MAX. 102 SQ.F

LEGEND

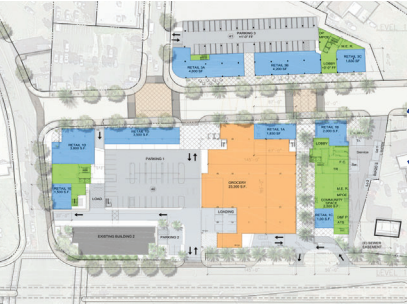
- A PERFORATED METAL SCREEN
- B ACCENT PANEL
- C EXTERIOR CEMENT PLASTER
- D METAL CANOPY
- E METAL LOUVER
- F METAL MESH RAILING





LEGEND

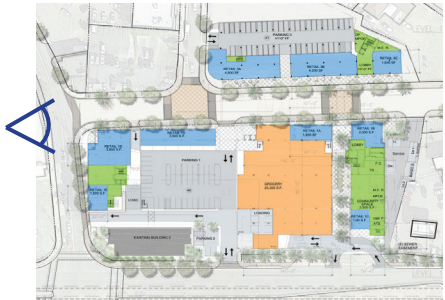
- A PERFORATED METAL SCREEN
- B ACCENT PANEL
- C EXTERIOR CEMENT PLASTER
- D METAL CANOPY
- E METAL LOUVER
- F METAL MESH RAILING





LEGEND

- A PERFORATED METAL SCREEN
- B ACCENT PANEL
- C EXTERIOR CEMENT PLASTER
- D METAL CANOPY
- E METAL LOUVER
- F METAL MESH RAILING



CONCEPTUAL GROUND LEVEL LANDSCAPE PLAN

Keawalanu at Waipahū Exhibit W

LEGEND

- 1 SCULPTURE (KANE)
- 2 SCULPTURE (KANALOA)
- 3 RAISED MID-BLOCK CROSSING
- 4 CORNER "STAGE" SEATING DECK
- 5 OUTDOOR EXTENSION OF COMMUNITY SPACE
- 6 ENHANCED CROSSWALKS AT T-INTERSECTION



SCREENING PLANTS, TYPICAL

NATIVE OR POLYNESIAN-INTRODUCED TREES, TYPICAL

OUTDOOR SEATING, TYPICAL

IN-GROUND PLANTERS WITH NATIVE PLANTS, TYPICAL

FLOWERING TREE TO MATCH EXISTING HIKIMOE STREET TREES, TYPICAL

PROPERTY LINE, TYPICAL

DECORATIVE CONCRETE PAVING, TYPICAL

BIOFILTRATION PLANTERS WITH SEATWALLS, TYPICAL

NATIVE PALM, TYPICAL

OUTDOOR STRING LIGHTS BETWEEN BUILDINGS

Exhibit X

VIEW FROM SOUTHEAST LOOKING TOWARDS SITE

Keawalau at Waipahū



PROPOSED DESIGN

RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE



REF-219

Exhibit Y

Keawalau at Waipahū

VIEW FROM NORTHEAST LOOKING DOWN SITE



PROPOSED DESIGN

RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE



REF-220

Exhibit Z

Keawalau at Waipahū

VIEW FROM SOUTHEAST AT MAKAI SITE



PROPOSED DESIGN RENDERINGS ARE CONCEPTUAL AND SUBJECT TO CHANGE



REF-228