

**HAWAII COMMUNITY
DEVELOPMENT AUTHORITY**



WARD NEIGHBORHOOD MASTER PLAN

FINDINGS

September 15, 2008

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PREFACE

This report describes the Hawaii Community Development Authority (“HCDA”) staff findings on the Ward Neighborhood Master Plan. The report summarizes the Ward Neighborhood Master Plan application submittal and provides HCDA staff analysis of the proposal. The analysis of the Ward Neighborhood Master Plan is entirely based on the rules and regulations set forth in the Kakaako Mauka Area Plan and Rules. This report doesn’t include any recommendations at this stage.

General Growth Properties, Inc. (“GGP”) submitted an application for a master plan approval for its land holdings in Kakaako Mauka to the HCDA on April 3, 2008. Starting June 2008, HCDA made the Ward Neighborhood Master Plan publicly available on the Internet and requested public input through a special website designed to solicit comments. Public comments were also sought through direct mailing to Kakaako residents, businesses, and other stakeholders and also by a comment telephone hotline. HCDA is required by the Kakaako Mauka Area Rules to hold a formal public hearing on the Ward Neighborhood Master Plan. A public hearing has been scheduled for October 15, 2008. The Internet portal set up for soliciting public comments will remain open until the end of the scheduled public hearing date and the public can provide comments through the portal until the scheduled date and time of the public hearing.

After the public hearing is completed, HCDA staff will review all the comments received and prepare a second staff report on the Ward Neighborhood Master Plan. This second report will include staff recommendations on the Ward Neighborhood Master Plan and may include recommendations on modifying the proposal based on public comments. Staff recommendations on the Ward Neighborhood Master Plan will be presented to the HCDA board for action on a subsequent HCDA meeting following the public hearing.

I. MASTER PLAN APPLICATION REQUEST

GGP is seeking approval of a Master Plan Permit for its lands in the Kakaako Community Development District (“KCDD”). GGP is the owner of approximately 60.14 acres of land generally situated in the southeast quadrant of the KCDD. The property consists of 10 city blocks plus various separate parcels situated along Ala Moana Boulevard, Ward Avenue, and Queen, Kamakee, Auahi, Pohukaina and Halekauwila Streets.

II. BACKGROUND

- A. **Chronology:** In February 2008, GGP expressed an interest in applying for Master Plan designation (“Master Plan”), and submitted the application on April 3, 2008. After a preliminary review, HCDA issued written confirmation to GGP that the application appeared complete and was accepted on July 16, 2008. The 200-day automatic approval date will occur on February 1, 2009 if no action is taken by the HCDA.
- B. **The Purpose and Objectives of a Master Plan:** Any landowner of ten or more acres (six of which are contiguous) is eligible to apply for Master Plan designation. The details and procedures are described in Subchapter 8 of the Mauka Area Rules. A master plan is intended to “encourage timely development, reduce the economic cost of development, allow for the orderly planning and implementation of public and private development projects, and provide a reasonable degree of certainty in the development approval process”. A master plan would provide public benefits to the State and affords greater flexibility to the developer within the Master Plan area than would otherwise be possible through a lot-by-lot development approach.
- C. **The Master Plan Review and Approval Process:** The Master Plan review and approval process is designed to address issues pertinent to GGP’s lands and consists of a two-phased review and approval process:
 - 1. **Phase I:** The processing of a Master Plan Permit (“Permit”) involves review of the urban design, public facility, open space, circulation, development objectives and commitments which are contained in the application. A public hearing on the master plan application is required and a decision on the master plan must be granted by the Authority by February 1, 2009. On the date a Permit is approved, the Mauka Area Plan and Rules in effect at that time are “vested” for the 15-year term of the

Permit. The vesting of the Mauka Area Plan and Rules gives assurance that all projects under the master plan will be subject to the Rules in effect at the time of vesting.

2. **Phase II:** The implementation of the Master Plan requires that development and construction permits be secured for each project prior to construction. Development permits for these projects will be subject to the standard Project Eligibility Review Process. Project Eligibility Certification will be required to identify the specific requirements for infrastructure, traffic circulation and historic/cultural/archaeological resources generated by individual master plan projects. The HCDA must approve development permits subject to the vested Mauka Area Plan and Rules, the Permit, and the accompanying Development Agreement to be established in support of the Permit.

- D. **Redevelopment Objectives for Kakaako:** A master plan guides the redevelopment of the land holdings covered under the Master Plan, under the provisions of the vested Mauka Area Plan and Rules.

The Mauka Area Plan and Rules implement the legislative policies established for the KCDD in Chapter 206E of the Hawaii Revised Statutes (“HRS”). These policies specify, in part, that redevelopment in Kakaako should create a mixed-use community with compatible industrial, commercial and residential uses and should also provide amenities such as reserved housing, recreation, and other community facilities (Appendix-1: Background and Development Objectives for Kakaako Mauka). In addition, the Master Plan needs to be consistent with all aspects of the Mauka Area Plan and Rules whether or not specifically cited in the Master Plan application.

III. PROPOSED MASTER PLAN

- A. **Land Area:** GGP refers to its Kakaako lands as the “Ward Neighborhood” and these are located in the southeastern quadrant of the KCDD. The Ward Neighborhood Master Plan application includes an area of approximately 60.14 acres of land (See Ward Neighborhood Master Plan Application).
- B. **Land Uses:** The Ward Neighborhood Master Plan area will be a large, mixed-use development with an emphasis on retail, office and residential uses together with supporting service and industrial uses.

A comparison of allowable and proposed land uses and floor area is provided in Table 1.

Land Use	Floor Area (Million Square Feet, msf)	
	Allowable Range	Master Plan Proposal
Industrial	0-0.8*	0.74
Commercial (including industrial)	0-4.0	1.75
Residential	4.9-8.9	6.2
Total		9.37

*Optional bonus floor area.

Table 1: Comparison of Mix of Allowable Floor Area and Master Plan Proposal

C. Urban Design Objectives

1. **Streetscape:** Major design objectives of the Ward Neighborhood Master Plan include provision of connected public spaces, a pedestrian supportive environment including redesign of Auahi Street as a pedestrian promenade, preservation of Mauka-Makai view corridors and an enhanced roadway network with canopy trees and pedestrian amenities. The Ward Neighborhood Master Plan anticipates extensive use of “liners” (liners are building frontage or facades that are pleasant and aesthetic and provide interaction with pedestrian traffic at ground level) around structured parking to mitigate inherent unsightliness.
2. **Open Space:** The Ward Neighborhood Master Plan proposes approximately 246,425 square feet (“sf”) be provided for open space. All of the open space lands would remain privately owned by GGP.
3. **Transportation System:** The proposed roadway system in the Ward Neighborhood Master Plan will close segments of Ahui Street (Mauka), Kamani Street (between Auahi and Halekauwila Streets), and Auahi Street (between Kamani and the Pohukaina Extension). To improve on connectivity, the Ward Neighborhood Master Plan proposes new streets including Ehiku, Elua, Ekolu, Ekahi Streets, the Central and Ewa Plazas and an improved Queen Lane in an effort to achieve the conceptual “live-work-play” objectives.

The Honolulu High-Capacity Transit Corridor Project has identified a preferred route and station on the Ward Neighborhood Master Plan area, but due to its tentative nature, the application does not identify the preferred route or exact station location for the proposed transit network. However, the Ward Neighborhood Master Plan recognizes the need for a future transit station within the Master Plan area and identifies the potential location for the future transit station and transit-oriented development.

4. **Urban Form/Building Envelopes:** The Ward Neighborhood Master Plan proposes a mix of mid-rise and high-rise development ranging from a mid-rise podium of 75 feet to 400 feet high-rise towers. The development is circumscribed around three public plazas with Auahi Street as a spine connecting the plazas. The urban form of the development calls for commercial or residential liners around parking garages along Ala Moana Boulevard, Auahi Street, Ward Avenue and other major thoroughfares. Building envelopes generally follow a 65 feet liner element that transitions to a mid-rise element between 75 and 240 feet with several high-rise towers extending to 400 feet.

- D. **Public Facilities Dedication Fee:** GGP is proposing to dedicate 225,678 sf of land as public facilities dedication fees. The dedicated lands are intended to be used for new streets (including typical sidewalks), pedestrian walkways (in addition to typical sidewalks), public plazas, and a mass transit connection. The balance of the requirement, a total of 105,460 sf or its cash equivalent, is being proposed in the form of public facilities such as upgraded infrastructure, utilities improvements, and parking.

- E. **Proposed Phasing Plan:** GGP proposes the initial “Phase 1” of development on portions of Land Blocks 1 and 3 (See Ward Neighborhood Master Plan Application).

F. Modifications of the Mauka Area Rules

GGP is requesting the following modifications of the Mauka Area Rules. These modifications request apply only to the Ward Neighborhood Master Plan area.

1. Increase the maximum podium or street front element height from 45 feet to 65 feet for parcels fronting Ala Moana Boulevard

and to 75 feet for all other parcels not directly fronting Ala Moana Boulevard.

2. Eliminate the 1:1 setback slope from 20 feet to 45 feet building height along Ala Moana Boulevard, Ward Avenue, Kamakee Street and Queen Street.
3. Eliminate the 75-foot view corridor setback for towers along Ala Moana Boulevard that have a Mauka-Makai orientation.
4. Eliminate side and rear yard setbacks in selected locations where the facades of new buildings will abut solid walls of existing or future neighboring structures.
5. Allow for the development of a mid-rise or mid-height element without a maximum floor plate restriction where the maximum building height is no more than 240 feet and the separation between the buildings is at least 60 feet.
6. Preserve all modifications previously granted for the Ward Village Shops project in Land Block 3.

G. Amendments to the Mauka Area Plan

GGP is also requesting the following amendments to the Mauka Area Plan and Rules.

1. Deletion of the Halekauwila Extension shown in the Mauka Area Plan on the East side of Ward Avenue connecting to Queen Street.
2. A single “mixed-use” land use designation for GGP lands instead of the “mixed-use commercial” (“MUZ-C”) and “mixed-use residential” (“MUZ-R”) land use designation as indicated in the Mauka Area Plan.

IV. ANALYSIS OF THE PROPOSED MASTER PLAN

Mauka Area Rules require that the Authority consider the following factors provided in Section 15-22-205(a), in reaching its determination for a Master Plan approval.

- The nature of the proposed master planned area and proposed developments therein in terms of size, use, density general bulk

and height of structures, setbacks, required open space and recreation areas, the location and amount of residential uses including reserved housing units, and on-site parking;

- The relationship between structures and use within structures, building orientation, deck level activities, and preservation of view corridors;
- Whether the pedestrian and vehicular circulation system is so designed as to provide an efficient, safe, and convenient transportation system;
- The appropriateness of the public benefits to be provided and the adequacy of provisions for the delivery of those public benefits;
- The appropriateness of any proposed exception to the applicable development rules which are needed to implement the Master Plan;
- The appropriateness for providing greater development flexibility for the purpose of attracting investment capital into the area and encouraging timely redevelopment and better overall planning for the area; and
- Any other matter which the Authority deems appropriate.

A. Consistency with the Mauka Area Plan and Rules for Land Use, Urban Design, and Other Requirements

The Mauka Area Rules require a master plan proposal to be consistent with the provision of the Mauka Area Plan and Rules. The proposed Ward Neighborhood Master Plan is analyzed for consistency with the Mauka Area Plan. Areas where it deviates from the Mauka Area Plan are also identified.

- 1. Urban Form:** An analysis of possible urban forms that could be achieved by using the urban design principles contained in the Mauka Area Plan is described in Appendix 1. The discussion below provides an analysis of the urban form proposed in the Ward Neighborhood Master Plan. The urban design strategy of the plan consists of creating public spaces, developing Auahi Street as a pedestrian promenade, and preserving Mauka-Makai view corridors along major Mauka-Makai streets. A major

focus of the proposed development is in creating gathering places in the neighborhood. For design of the buildings, the Ward Neighborhood Master Plan incorporates the platform and tower concept that is the central feature of the Mauka Area Plan and Rules. It also attempts to improve the pedestrian experience and foster an urban village lifestyle. Much of the off-street parking will be located within the liners, thereby screening the unsightly parking structures from view. The platform areas are proposed as retail/office and residential liners up to the 75-foot level. The retail use at the street level will promote pedestrian activity. The proposed design concepts will significantly improve the quality of the urban environment. Many of the platform levels will also maintain a certain amount of landscaping to serve as resident and employee recreation areas.

Based on the land area, the Mauka Area Plan and Rules allows for at least 30, 400-foot high towers within the Ward Neighborhood Master Plan area. However, the proposed Ward Neighborhood Master Plan includes only 20 towers ranging from 105 to 400 feet in height. Eleven of the towers are oriented in the Mauka to Makai direction as suggested by guidelines in the Mauka Area Plan and Rules. The Ward Neighborhood Master Plan does not specify specific orientation for the remaining 9 towers. However, it is understood that the orientation of the remaining towers need to be consistent with Section 15-22-143(a)(2) of the Mauka Area Rules that specify the desirable orientation for towers.

The proposed variation of tower heights along Ala Moana Boulevard from 105 feet to 400 feet will create a varied skyline along this corridor. The Ward Neighborhood Master Plan states that towers will be in conformance with Section 15-22-116 Mauka Area Rules that specifies a maximum tower height of 400 feet and maximum tower footprint of 16,000 sf. Detailed design review of each tower will need to be conducted as part of individual planned development permitting process.

Urban form refers to the physical layout and design of the development proposed by the applicant based on the design principles contained in the Mauka Area Plan and Rules. The applicant's urban form proposes to create a neighborhood or urban village by creating public spaces, pedestrian promenades, parking podiums with liner facades, and towers,

including 20 towers ranging in height from 105 to 400 feet high creating a varied skyline. It appears that the urban form presented in the Ward Neighborhood Master Plan is consistent with the urban design guidelines of the Mauka Area Plan and Rules.

2. **Pedestrian Promenade:** Creating an Auahi Street pedestrian promenade, while not specifically identified in the Mauka Area Plan and Rules, represents a positive urban design feature with an abundance of existing and planned retail businesses at the street level. Moreover, since it is unlikely that Ala Moana will provide a significant pedestrian corridor in the future, the promenade will represent an alternative pedestrian route together with a significant retail experience. Most major streets within the Ward Neighborhood Master Plan area, including Ward Avenue and Kamakee Street, are proposed to be pedestrian supportive environments.

A promenade is typically an open and level area where people can stroll and enjoy pedestrian activities. While a promenade is not required by the Mauka Area Plan and Rules, GGP has included pedestrian promenades into the urban form of the Ward Neighborhood.

3. **Public Spaces:** Three proposed public spaces (i.e., the Central Plaza, the Ewa Plaza and the Diamond Head Plaza) will establish public gathering places within the Ward Neighborhood Master Plan area. These public spaces form the Mauka-Makai pedestrian linkages. They also function as mid-block pedestrianways for the long blocks. All three public spaces are linked to Auahi Street and establish the street as a regional pedestrian promenade. All together these public plazas provide over 5 acres of open space for public use. Apart from the plazas, several major streets within the Ward Neighborhood Master Plan area are proposed to be redeveloped as pedestrian supportive streets with trees, landscaping, and other amenities.

The open spaces created by the public plazas serve as public resources. The proposed Central Plaza, Ewa Plaza, and Diamond Head Plaza provide visual relief from the surrounding development and provide linkages for the long blocks.

4. **View Corridors:** The Ward Neighborhood Master Plan identifies Ward Avenue, the proposed Central Plaza, and

Kamakee Street as major Mauka-Makai view corridors. The central plaza appears to have a structure at the Mauka end and therefore may only function as a limited view corridor. The Mauka Area Plan identifies Ward Avenue and Kamakee Street as major Mauka-Makai view corridors and Queen Street and Ala Moana Boulevard as major Diamond Head-Ewa view corridors.

The view corridor setback starts at the front of side yard setback line and includes a 1:1 sloping plane from the 20 feet height level to the 45 feet height level resulting in a 40 feet setback from the property line or the proposed roadway setback line to the edge of the parking platform deck. An additional setback of 35 feet is required from the edge of the deck to the base of the tower element. The tower element is required to be setback from the property line or the proposed roadway setback line by at least 75 feet.

View corridor encroachment proposed by the Ward Neighborhood Master Plan appears inconsistent with the intent of the Mauka Area Plan and Rules. However, Section 15-22-120 of the Mauka Area Rules allow for modifications of view corridors. The Ward Neighborhood Master Plan application has requested view corridor and setback modification in accordance with Section 15-22-204(F) of the Mauka Area Rules.

A view corridor is an important community resource. GGP is proposing three view corridors. A view corridor, in the case of the proposed Mauka-Makai corridors, allows people to experience the mountain and ocean perspective. A view corridor depends, in part, upon the view corridor setback requirements which control the location and configuration of the buildings located along the corridor. GGP is requesting certain view corridor and setback modifications.

5. **Land Use and Mixed Use Concept:** The Ward Neighborhood Master Plan includes retail/office, and residential uses that are consistent with Section 15-22-32 and Section 15-22-34 of the Mauka Area Rules that specify uses allowed within the existing MUZ-C and MUZ-R zoning, respectively. The proposed uses are also mixed vertically and horizontally within the project which is also consistent with the policies of Chapter 206E, HRS, and cited on pages 3 and 4 of the Mauka Area Plan.

Different mixes of land use are required by Section 15-22-113 for MUZ-C and MUZ-R zoned lands. This requirement controls the proportion of commercial and residential uses that can be developed for larger projects. Based on the total land area, the Mauka Area Rules allow a maximum of 4,026,342 square feet (“sf”) of commercial floor area for the Ward Neighborhood Master Plan development. Residential development can be up to the maximum floor area allowed by the Mauka Area Rules, which is 3.5 times the available development lot area and translates to a maximum total floor area of 9,364,158 sf.

The proposed residential floor area is within the allowable limit. However, the Ward Neighborhood Master Plan is requesting the flexibility to potentially develop all commercial spaces and no residential units, which is not permitted under the Mauka Area Rules. The intent of the mix of land uses, MUZ-R and MUZ-C, and the limit on the amount of commercial space that could be built is primarily to emphasize residential development in Kakaako Mauka while allowing for some commercial development to occur. As such, the request for flexibility to develop only commercial spaces and no residential units is not consistent with the Mauka Area Plan and Rules. Developing only commercial spaces within the KCDD would require an amendment to the Mauka Area Plan and Rules. The Ward Neighborhood Master Plan is requesting a plan amendment to provide the flexibility to potentially develop only commercial space within the KCDD.

The mixed-use zoning designation of the KCDD requires a specified proportion of commercial and residential floor area. The amount of residential use proposed by the applicant is within the limit imposed by the Mauka Area Plan and Rules. However, the applicant is requesting the flexibility to develop more commercial floor area than is permitted by the Mauka Area Plan and Rules and has requested an amendment to the existing and permitted land uses.

6. **Density/Floor Area:** The existing floor area within the KCDD and the maximum allowable floor area at full build out according to the Mauka Area Plan and Rules are presented in Table 2.

The Ward Neighborhood Master Plan proposes to construct 9,364,158 sf of floor area on approximately 60.14 acres (total land area available for floor area allocation is 56.57 acres and

excludes existing streets that are owned by GGP but cannot be considered development lots) of land. This translates to a density of 3.8 Floor Area Ratio (“FAR”) including an industrial bonus of 0.3 FAR (the Mauka Area Rules provide for a 0.3 FAR bonus for planned development projects that provide industrial use, nursing facilities, assisted living administration and ancillary facilities). This density is consistent with the requirement that allows a maximum density of 3.5 FAR for projects with a minimum land area of 80,000 square feet as per Section 15-22-116 of the Mauka Area Rules.

About 0.7 million sf of new floor area has been added within the Ward Neighborhood Master Plan area over the last 18 years. The total existing uses in the Master Plan area adds up to 1.2 million sf of floor area. At full build-out, the Master Plan could have a maximum floor area of 9.4 million sf, which will be approximately 26% of the total projected floor area for the entire KCDD district at full development.

Land Use	Existing	Mauka Area Plan	
	Million sf	Million sf	Percent
Commercial	2.8	13.7	38
Industrial	4.6	5.3	15
Residential	1.1	17.1	47
TOTALS(25-30 years)	8.5	36.1	100

Table 2: Floor Area Projections (Mauka Area Plan)

The Ward Neighborhood Master Plan proposes a total of 7.62 million sf of floor area in residential development which translates to approximately 45% of the total residential floor area at full development for the whole district. Commercial floor area proposed in the Ward Neighborhood Master Plan is 1.74 million sf which translates to approximately 13% of the total commercial floor area for the district at full development. Similarly the Ward Neighborhood Master Plan proposes 0.74 million of floor area in industrial use which is approximately 14% to the total projected industrial area in the district at full development.

The Ward Neighborhood Master Plan proposes to potentially quadruple the industrial floor area within the Master Plan area.

Table 3 below provides a comparative summary of the existing as well as proposed floor area by use within the Ward Neighborhood Master Plan area.

Land Use	Floor Area (Million SF)	
	Existing Condition	Proposed Master Plan
Industrial	0.2	0.74
Commercial (including industrial)	1.0	1.74
Residential	0.0	7.62
Total	1.2	9.36

Table 3: Comparison of Existing and Proposed Mix of Land Uses within the Master Plan Area

Density is a measure of development within an area expressed in numerical terms as the square footage of floor space per a unit of land (the FAR).

The density proposed by the applicant was compared to the maximum allowable density under the Mauka Area Plan and Rules and the projected density for the KCDD and the following findings are noted: (i) the development of 9,364,158 sf of floor area by the applicant is consistent with the maximum allowable density under the Mauka Area Plan and Rules; and (ii) even if the applicant fully builds out the development, the 9,364,158 sf of floor area will remain approximately 26% of the total projected density (expressed in FAR) for the KCDD at full development.

- 7. Height:** The Ward Neighborhood Master Plan proposes to construct towers that have a maximum height of 400 feet. As per Section 15-22-116 of the Mauka Area Rules, this height is consistent with the requirement that allows a maximum height allowance of 400 feet for projects with a minimum of 80,000 sf land area. The Ward Neighborhood Master Plan incorporates the tower concept prescribed within the Mauka Area Plan and Rules. It proposes 20 towers to be constructed above or abutting platforms that include retail/office, residential uses. The Ward Neighborhood Master Plan proposes towers that are in conformance with Section 15-22-116 of the Mauka Area Rules that allows a maximum tower height of 400 feet and maximum tower footprint of 16,000 sf. Based on the land area of the proposed master plan, and in conformance with the

existing Mauka Area Rules, a total of 30 towers, each 400 feet tall could have been developed within the proposed land area.

The maximum height of the towers proposed by the applicant is 400 feet. The proposed development of towers with a maximum height of 400 feet is consistent with the Mauka Area Plan and Rules.

- 8. Open Space:** Open space is a portion of a development lot, exclusive of required setbacks and parking areas, that is open and unobstructed by any structures above and is an area that is landscaped and maintained as a recreational or social facility and cannot be used as driveways, loading area, storage, or parking. Mauka Area Rules Section 15-22-64(c)(1) requires that 10% of a development lot be set aside as open space.

The Ward Neighborhood Master Plan provides 246,425 sf of open space, which is 10% of the development lots and is consistent with the Mauka Area Plan and Rules.

- 9. Recreation Space:** Recreation space is a portion of a development lot, exclusive of required setbacks and parking areas that is set aside and designed for the exclusive use of the residents, employees, or visitors. The recreation space can be an outdoor or an indoor space and can be provided on any floor within the building. The Mauka Area Rules, Section 15-22-65 requires that fifty-five square feet (55 sf) of recreation space be provided for each dwelling unit being proposed.

The Ward Neighborhood Master Plan proposes to provide 249,961 sf of recreation area for residential use, which is more than the required minimum and is consistent with the Mauka Area Plan and Rules.

- 10. Yard Setbacks:** The Mauka Area Rules require a side and rear yard setback of 10 feet for structures containing windows or openings as per Section 15-22-63.2 of the Mauka Area Rules. At a master plan application level specific details on yard setback for each project cannot be reasonably provided and may not be considered necessary. Typically, determination for yard setback can only be made at specific project level.

Each proposed development within the Ward Neighborhood Master Plan will need to meet the yard setback requirements of

the Mauka Area Rules. The Ward Neighborhood Master Plan indicates that the yard setback requirements may need to be modified for specific projects.

- 11. Off-Street Loading:** At a master plan application level specific details on off-street loading requirement for each project may not be considered necessary and none have been provided in the Ward Neighborhood Master Plan application. Determination for loading area requirements can only be made at specific project level.

Each proposed development within the Ward Neighborhood Master Plan must meet the loading area requirements of the Mauka Area Rules.

B. Circulation

- 1. Vehicular Circulation:** The proposed vehicular circulation system is based in large part on the roadway within the Ward Neighborhood Master Plan. The transportation strategies include traffic management, transit integration, and parking management. A mixed use, live, work, play development would support a pedestrian environment thus reducing the need for residents to use their vehicles. The transportation strategies outlined in the Ward Neighborhood Master Plan appear to be adequate to support vehicular circulation within the Master Plan area, though a definitive determination cannot be made due to the lack of quantitative data.

The traffic issues in Kakaako are not just a product of development within Kakaako only. Because of its central location between downtown business district and Waikiki tourist district, any development outside of Kakaako will impact traffic within Kakaako. The strategies outlined in the Ward Neighborhood Master Plan do not include any quantitative data on regional traffic issues and as such the impact of the proposal on regional traffic circulation cannot be assessed. Regional transportation issues are discussed in the infrastructure and traffic impact section below.

The Ward Neighborhood Master Plan is requesting Mauka Area Plan and Rules amendment to eliminate the extension of Halekauwila Street to Queen Street as designated in the Mauka Area Plan. It appears that a regional traffic study is necessary

before a determination on the adequacy of the proposed transportation strategies can be made.

The applicant's proposed vehicular circulation plan includes the proposed roadway system, traffic management, transit integration, pedestrian environment, and eliminating the designated extension of Halekauwila Street to Queen Street as designated in the Mauka Area Plan and Rules. The vehicular circulation plan cannot be presently assessed because of the lack of quantitative data and the inability at this time to determine the impact of the proposed development on traffic circulation. A regional traffic study that analyzes the adequacy of the vehicular circulation plan should be completed by the applicant before application for Phase 1 development of the Master Plan can be processed and action taken.

2. **Pedestrian Circulation:** The Ward Neighborhood Master Plan proposes several enhancements to pedestrian circulation within the district in the form of street improvements to Auahi Street, Ward Avenue, Kamakee Street, and Pohukaina Street. Auahi Street is being proposed as a major pedestrian promenade. In addition to the street improvements, connected plazas within the Master Plan area have been proposed. There are retail and commercial liners being proposed along major streets that hide the parking structure behind them. All the buildings and public plazas will all be linked by a street system that is designed to accommodate pedestrians. As most of the Ward Neighborhood is within the Federal Emergency Management Area ("FEMA") flood hazard zone, the finish floor elevation of new buildings may have to be raised. The grade separation between the streets, sidewalks and buildings will also need to be carefully planned and designed.

At the time of the Master Plan application a detailed design showing how grade separation is handled is not necessary. However, grade separation along Ala Moana Boulevard and Auahi Street may pose some challenges and needs to be adequately addressed during planned development permit process.

3. **High Capacity Transit Corridor and Station:** The City and County's ("C&C") High Capacity Transit proposal could have a major impact on the proposed Ward Neighborhood Master Plan. The C&C's current preferred transit route is situated within the

Mauka portion of the Master Plan area. The proposed location of the transit station will influence access to residential areas and places of employment. However, the C&C's proposal for the alignment as well as transit station within the Master Plan area still appears to be tentative and may change.

The Ward Neighborhood Master Plan acknowledges the necessity of incorporating the transit route as well as a transit station within the Master Plan area. Given the fluidity in C&C's transit route and station planning process, it may be premature to demand a more detailed transit route and station planning for the Master Plan area.

A detailed transit route and station location should be developed before application for Phase 1 development of the Master Plan can be processed and action taken.

4. **Parking:** The Ward Neighborhood Master Plan proposes to develop at least 9,600 parking stalls within the Master Plan area. This parking projection satisfies the parking requirement from the Mauka Area Rules. In addition, the Ward Neighborhood Master Plan proposes to use a shared parking concept which allows for a parking stall to be shared among various residential and commercial activities.

Details of how a shared parking may work will need to be developed before application for Phase 1 development of the Master Plan can be processed and action taken.

5. **Bike Plan:** The Ward Neighborhood Master Plan proposes to provide bicycle networks along Pohukaina Street, Ward Avenue, Ala Moana Boulevard, Auahi Street, and Kamakee Street. It also proposes bicycle lockers and racks to be located along these streets. It is not clear from the Ward Neighborhood Master Plan application whether the bike networks will be in the form of dedicated bike rights-of-way or will be shared rights-of-way with other traffic. Typically a shared right-of-way doesn't provide the safety and mobility of a dedicated right-of-way. To promote better circulation within the Master Plan area, and if vehicular traffic is to be reduced, dedicated bike lanes and bike facilities should be provided.

GGP needs to prepare detailed and acceptable bike plan for the Master Plan area before application for Phase 1 development of the Master Plan can be processed and action taken.

C. Reserved Housing

The Ward Neighborhood Master Plan proposes to construct up to 4,300 residential units within the Master Plan area. The Mauka Area Rules require that a total of 20% of the residential units in any residential development be set aside as “Reserved Units” that are available for purchase for a family whose annual income is between 100-140% of the annual area median income. The reserved housing requirement allows for the development of a mixed income neighborhood within the KCDD. The Ward Neighborhood Master Plan proposes to set aside 20% of the total residential units (860 residential units) as reserved housing units.

The reserved housing unit mix generally mirrors the unit mix in a typical development and will comprise of studios, 1, 2, and 3 bedroom units. At the master plan level a detail of bedroom count for reserved housing does not appear to be necessary. The details of unit sizes and bedroom counts will need to be approved on a project-by-project basis at the time of planned development permit approval.

One of the stated objectives of HCDA granting a master plan application approval is to derive public benefit such as affordable/reserved housing. At the same time the Master Plan approval also provides certainty and development flexibility to the landowner and developer. The Mauka Area Plan and Rules (Section 15-22-205) require that the appropriateness of the public benefits to be provided and the adequacy of the provisions for delivery of those public benefits be considered in approval of any master plan application.

GGP needs to provide more than the minimum required reserved housing units to be consistent with the intent of the Mauka Area Plan and Rules. The provision for delivery of the reserved housing is not included in the application and needs to be addressed.

D. Public Facilities Dedication Fee

The Mauka Area Rules requires any development within the KCDD to pay a public facilities dedication fee equivalent to 4% of the total floor area (excluding the floor area set aside for reserved housing) in a

residential development and 3% of total floor area in a commercial development. The public facilities dedication fee may be in the form of land set aside for public use or may be cash equivalent based on a fair market value of the land at the time of development if the Authority approves a cash-in-lieu option.

Based on the mix of residential and commercial development proposed in the Ward Neighborhood Master Plan, GGP is required to pay a total of 331,138 sf of land or a cash equivalent as public facilities dedication fee. GGP is proposing to set aside 225,678 sf of land in the form of improved roads, sidewalks, and public plazas. It is requesting to meet the remaining requirement of 105,460 sf in the form of community facilities, utility and infrastructure improvements, and public parking.

The intent of the Mauka Area Rules is to require a landowner or a developer to provide public facilities dedication fee in the form of land. Land thus set aside would be used for developing public facilities such as public parking, community centers, community police substations, child care facilities, public parks for public use within the KCDD. Alternatively, the Mauka Area Rules, at the election of the Authority [Section 15-22-205(f)], allows a cash equivalent payment based on a fair market value of the land required as public facilities dedication fee. Cash payment thus made would be used for developing public facilities within the KCDD. The Mauka Area Rules also allow a combination of land and cash payment for public facilities dedication fee. However, it is important to note that the fee is due only at the time of development. A landowner or a developer will not have to set aside the total public facilities dedication fee at the time of the approval of a master plan. The exact amount of the fee will be determined for individual planned development projects and will be based on the total floor area for the proposed development. Public facilities dedication fees become due at the time of the issuance of certificate of occupancy for each project.

The streets, sidewalks and plazas that the Ward Neighborhood Master Plan proposes for meeting the public facilities dedication fee do not appear to meet the intent of the Mauka Area Plan and Rules. It appears that most of the new streets within the Master Plan area that GGP is proposing for public facilities dedication serve its development projects and do not necessarily enhance regional traffic circulation.

Meeting public facilities dedication requirements in the form of utility and infrastructure improvements appears contrary to the intent of the Mauka Area Plan and Rules (Section 15-22-73). Community facilities and public parking could be considered for public facilities dedication fees, however, the Ward Neighborhood Master Plan does not provide specifics on these. The Ward Neighborhood Master Plan does not identify if the proposed streets, sidewalks, and plazas will be dedicated to HCDA or the C&C or remain under GGP's control. Even if the streets, sidewalks, and plazas were dedicated to HCDA or the City and County of Honolulu, or even if a perpetual easement for public use over these facilities were created if they remained under private ownership, it appears that these facilities primarily serve the Master Plan development and not the larger community.

The Mauka Area Plan and Rules (Section 15-22-205) require that the appropriateness of the public benefits to be provided and the adequacy of the provisions for delivery of those public benefits be considered in approval of any master plan application. It appears that the public facilities dedication fee proposal does not meet the intent of the Mauka Area Plan and Rules.

E. Public Benefits

Beside reserved housing and public facilities dedication fees, implementation of the Ward Neighborhood Master Plan will result in several other public benefits. These public benefits will be in the form of new public spaces and streets and infrastructure improvements within the Master Plan area. GGP is estimating that it will invest approximately \$300 million in street, infrastructure, and utilities improvements. This level of economic activity may serve as a significant stimulus to the economy over the course of the Master Plan implementation.

One unavoidable consequence of the Ward Neighborhood Master Plan will be the displacement of existing businesses in the area while development takes place. The Ward Neighborhood Master Plan does not include a clear transition strategy for businesses in the area during development. As part of public benefit, the Ward Neighborhood Master Plan needs to address the issues of relocating current tenants and businesses in an orderly manner.

A relocation and transition plan for current tenants and businesses affected by the Ward Neighborhood Master Plan should be required

before application for Phase 1 development of the Master Plan can be processed and action taken.

F. Modifications and Amendments to Mauka Area Plan and Rules

Typically, if an applicant can demonstrate that the requested modifications and amendments will enhance the quality of the urban development, HCDA may contemplate granting such modifications and amendments. The Ward Neighborhood Master Plan includes the following modifications and amendments to the Mauka Area Plan and Rules. The applicant asserts that the requested modifications and amendments will result in a better urban design and environment.

1. Modification Requests

- a. Increase the maximum podium or street front element height from 45 feet to 65 feet for parcels fronting Ala Moana Boulevard and to 75 feet for all other parcels not directly fronting Ala Moana Boulevard.
- b. Eliminate the 1:1 setback slope from 20 feet to 45 feet heights of structures along Ala Moana Boulevard, Ward Avenue, Kamakee Street, and Queen Street.
- c. Eliminate the 75-foot right-of-way setback for tower elements along Ala Moana Boulevard with a Mauka-Makai orientation.
- d. Eliminate side and rear yard setbacks in cases where the facades of proposed buildings will abut the solid walls of neighboring structures.
- e. Eliminate the maximum floor plate restriction for the Mid-Height Element, with a maximum height of 240 feet and a minimum separation of 60 feet between buildings.
- f. Preserve all modifications and variances previously granted for the Ward Village Shops.

2. Amendment Requests

- a. Deletion of the Halekauwila Extension designated in the Mauka Area Plan on the East side of Ward Avenue connecting to Queen Street.

- b. Replacement of “mixed-use commercial” (“MUZ-C”) and “mixed-use residential” (“MUZ-R”) land use designation for the Master Plan area by a single mixed-use designation.
- c. The Mauka Area Plan includes a park/parking garage facility along the Halekauwila Street Extension and as a function of deleting the Extension an additional amendment to the Mauka Area Plan and Rules is required.

The Ward Neighborhood Master Plan makes the assertion that the requested modifications and amendment will result in a better urban environment but doesn't provide adequate details to evaluate the impact of the modifications and amendments. Without ascertaining the overall impact of the modifications, the request for modifications and amendments cannot be considered at this time.

Separate, specific modification requests will need to be made at the time of approval of each planned project and evaluated for technical adequacy and enhancement of design and urban character. Similarly amendment to the Mauka Area Plan and Rules will also need to be considered at the time of planned development permit application.

G. Redevelopment and Economic Context

The Ward Neighborhood Master Plan application establishes a template for an orderly and methodical development of a large section of the KCDD. Redevelopment of KCDD is a primary objective of HCDA (see Appendix-1 for Legislative intent and development objectives for KCDD); therefore, the Master Plan application can be considered a major step in achieving that goal. The Ward Neighborhood Master Plan development will also result in various public facility benefits that would not have been possible if land parcels in the district were developed as individual planned development projects. In addition to achieving a desired spatial urban development, the Ward Neighborhood Master Plan also helps to promote much-needed economic development for the whole State of Hawaii in terms of new job creation and an increased tax base.

Based on preliminary estimates, the Ward Neighborhood Master Plan, over a 20-30 year development period, is expected to create 17,300 on-site construction jobs and 16, 270 off-site construction related jobs. The total construction and construction related payroll

for the development period is estimated to be approximately \$1.3 billion.

At full build out, it is estimated that the Ward Neighborhood Master Plan development will generate 7,800 full-time professional and service jobs and generate \$345 million in annual payroll.

Preliminary economic estimates indicate that the construction phase of the Ward Neighborhood Master Plan development will inject a total of \$8 billion into the local economy over the development period. Tax revenue to the State from the construction phase is estimated to be \$370 million in excise tax and \$135 million in income tax. After the development is completed, it is projected that annual revenue to the State in income tax will be approximately \$16.5 million. Similarly, the County government stands to collect approximately \$26 million annually in the form of property taxes.

V. Analysis of Density, Infrastructure, and Traffic Impact

- A. Density:** The Environmental Impact Statement (“EIS”) accepted in 1983 for the 450-acre KCDD Plan (1982) was conducted to review planning alternatives and discuss environmental consequences of implementing the preferred Mauka Area Plan.

The EIS was based on the Plan’s projected theoretical maximum build out of 36.1 million square feet (msf) of floor area on 258 acres of private land in Kakaako. This amounts to an average FAR of 3.15 and includes about 19,000 housing units.

The KCDD Plan provides a twenty-five to thirty-year development framework. The EIS addressed development over a thirty-year development period, up to the year 2012. To date, the HCDA has approved 11.2 msf and 6,216 housing units within the KCDD. Based on the projected total floor area and housing units in the 1982 KCDD Plan, only 31% of the projected floor area and 32% of the housing units have been developed.

The Ward Neighborhood Master Plan proposes to develop a total of 9.4 msf total floor area and 4,300 housing units over the next twenty years. The addition of this total to the existing developed floor area in KCDD equals to 20.5 msf or 58% of the original projection. The housing units would total 10,516 units or 55% of the projection.

- B. Infrastructure:** To date over \$200 million dollars have been spent on improvements to water, sewerage, drainage, and electrical, telephone and communication system within the KCDD. These improvements were implemented in six improvement districts. In the Master Plan area, Improvement Districts (“IDs”) 4 and 7 upgraded the infrastructure along Kamakee Street and ID-10 created the Queen Street Extension to Waimanu Street. While no major additions to utility infrastructure appear to be required for development of the Ward Neighborhood Master Plan, undergrounding of the electrical utilities is being proposed by GGP. The Ward Neighborhood Master Plan also proposes improvement to several streets within the Master Plan area.

The Ward Neighborhood Master Plan development may require future infrastructure to be sized to meet the demands of the district developed to its maximum potential. Utility and drainage facilities may need to be upgraded or repaired concurrently with roadway improvements. Individual development projects, even if it comes under an approved Master Plan, cannot be approved by HCDA if adequate infrastructure to service the development is not available. In the event that the existing infrastructure capacity is found to be inadequate at the time of future project development, the landowner and the developer will be required to upgrade the infrastructure to meet the project needs.

- C. Traffic:** In order to support the increase in resident and employee population projected in 1982 within the KCDD, significant changes to address traffic volumes and traffic circulation were deemed necessary. The 1983 EIS for the Mauka Area Plan identified these changes, including widening of key streets, a major Queen Street and Pohukaina-Auahi Street couplet to enhance the Ewa-Diamond Head traffic flow, and the eventual phasing out of on-street parking. These improvements were intended to provide increased roadway capacity and allow traffic to flow more smoothly within Kakaako.

The traffic study conducted for Phase I and Phase II of the 1982 KCDD concluded that through traffic would increase moderately and local traffic will nearly double on some streets within Kakaako. The design of a one-way couplet with Queen Street (Ewa-bound) and Pohukaina and Auahi Streets (Waikiki-bound) was intended to mitigate this projection. This couplet was subsequently changed to Queen/Halekauwila couplet. However, service demand was anticipated to exceed the capacity of a number of streets in and around Kakaako (such as Ala Moana Boulevard, Ward Avenue, and

Piikoi Street) resulting in further congestion. The key assumption made in this study was that there would be a 15% increase in traffic on major thoroughfares between 1980 and 2000 at which point in time it was assumed that Kakaako would have been nearly fully developed. In fact, only 31% of the projected development has actually occurred in Kakaako, indicating that a lot more new development can be accommodated before reaching the projected capacity. The Mauka Area Plan also anticipated the population for the KCDD to increase to 47,500 at full development. The C&C population projection indicates that the population of KCDD may reach 30,000 by the year 2030. It appears that the population growth within the district will be considerably less than what was anticipated in the Mauka Area Plan. This decrease in population growth will also reduce impact on density, infrastructure, and traffic within the KCDD.

It is also expected that the type of mixed use, live, work, play development proposed by the Ward Neighborhood Master Plan, in conjunction with the mass transit being proposed by the C&C, will help alleviate traffic congestion within the Master Plan area. In cities that have multi-modal transportation options, research data has shown that residents tend to make use of various transportation opportunities available to them and not depend on automobiles only.

Travel behavior of residents within in an urban area can also be influenced through “travel demand management”, which involves travel behavior modification through policy. This concept includes reducing both the total number of automobile trips by shifting people to other means of transportation and reducing the need for trips. Some of the strategies include carpooling, flexible work hours, transit service, better bike facilities, and creation of a live/work environment. The Ward Neighborhood Master Plan provides opportunities for reducing automobile travel within the district by providing some of the travel management tools. A sensitivity analysis conducted as part of a recent traffic study for the KCDD indicates that introducing multi-modal transportation opportunities to the residents within the KCDD could lower the number of automobile trips from 6,719 to 5,406 in the morning peak hour and from 8,144 to 6,554 in the afternoon peak hour.

It appears that the mixed use, live, work development proposed by the Ward Neighborhood Master Plan in conjunction with some of the travel demand management strategies outlined in the plan and the prospective development of the C&C mass transit would be able to alleviate some of the traffic congestion within the area. However, the

impact of the Ward Neighborhood Master Plan development on local and regional traffic cannot be assessed because no quantitative data is provided. A regional traffic study will be necessary before a determination on the adequacy of the proposed transportation strategies can be made.

Since 1982, a number of measures have been suggested to address traffic issues within the KCDD. The vehicular circulation plan proposed by the applicant, including the roadways, traffic management, transit integration, and a pedestrian environment cannot be presently assessed for adequacy as there is no quantitative data provided.

The applicant's adoption of the live, work, and play concept coupled with the vehicular circulation may alleviate some of the traffic congestion as the use of multi-modal transportation forms (i.e., transit, walking, and biking) could reduce the use of vehicular modes of transportation. However, a determination of the adequacy of the applicant's proposed vehicular circulation plan and transportation strategy cannot be made until a regional traffic study is completed.

VI. Sustainability

A conventional "Greenfield" development that provides at least 4,300 residential units would require a total land area of 840 acres. Urban in-fill developments do not use previously undeveloped lands; therefore, high-density urban in-fill developments are more sustainable than single-family subdivision developments that require large tracts of open land. The Ward Neighborhood Master Plan proposes an urban in-fill development and creates a mixed use, live, work development including 4,300 housing units that supports sustainability.

The Ward Neighborhood Master Plan outlines several sustainability strategies. These include energy conservation, sustainable energy supply, lowering energy demand, creating a pedestrian supportive environment, reducing water consumption, and recycling. The Ward Neighborhood Master Plan doesn't describe how these strategies will be incorporated into each individual project. Without preparing detailed designs for specific projects it is difficult to identify how some of the sustainability concepts will be integrated into the project.

However, the details of how sustainability and energy efficiency and conservation will be integrated are not necessary for the master plan application. These details will need to be provided at the time of planned development permit application.

GGP will need to provide specifics of how sustainability will be integrated in each specific project through Leadership in Energy and Environmental Design (“LEED”) or similar programs at the time of application for each individual planned development project.

VII. Historical, Cultural and Archeological Resources

The Ward Neighborhood Master Plan application provides a very brief and cursory history of the settlement pattern of the Kakaako neighborhood and its development in recent years. The Master Plan application does not provide details on historic structures or archaeological sites within the Master Plan area.

It appears that GGP needs to compile an inventory of historic and archaeological sites within the Master Plan area, articulate its preservation program for known historical/cultural resources and identify its strategy for coordinating Master Plan implementation with the likely discoveries of iwi or other archaeological finds on development sites. It is imperative that these strategies, programs and protocols are understood by the HCDA before application for Phase 1 development of the master plan can be processed and action taken.

VIII. Community Outreach and Public Comments

HCDA established a broad community outreach program to receive public feedback on the Ward Neighborhood Master Plan. The Ward Neighborhood Master Plan was made available for public review through the HCDA webpage and the public was provided opportunities to comment via the Internet, by telephone, or in writing. Approximately 11,000 comment forms with prepaid return postage were sent out to Kakaako residents and businesses as well as community members outside the KCDD. HCDA staff also made presentations on the Ward Neighborhood Master Plan at the Ala Moana/Kakaako, Downtown, and Makiki Neighborhood Boards.

HCDA has received numerous comments from the public on the Ward Neighborhood Master Plan. The comments received to date generally relate to density, height, infrastructure adequacy, traffic, sustainability, and open space issues.

These comments and those received at the public hearing will be reviewed and analyzed by staff and included in the staff’s final report and recommendations.

Appendix 1: Background and Development Objectives for Kakaako

I. LEGISLATIVE INTENT (Chapter 206-E, Hawaii Revised Statutes (“HRS”))

The enabling state statutes that created HCDA, Chapter 206-E, HRS, determined that there was a need for planning, renewal, and redevelopment of Kakaako. The Legislature stated:

- *The Kakaako District is centrally located in Honolulu proper, in close proximity to the central business district, the government center, commercial, industrial, and market facilities, major existing and contemplated transportation routes and recreational and service areas;*
- *The Kakaako District as a service and light industrial area, is relatively underdeveloped and has, especially in view of its proximity to the urban core where the pressure for all land uses is strong, the potential for increased growth and development that can alleviate community needs such as low- or moderate-income housing, parks and open space, and commercial and industrial facilities;*
- *The Kakaako District, if not redeveloped or renewed, has the potential to become a blighted and deteriorated area. Given its present importance to the State in terms of industry and subsequent employment, there is a need to preserve and enhance its value and potential; and*
- *Kakaako has a potential, if properly developed and improved, to become a planned new community in consonance with surrounding urban areas.*

The Legislature declared further that there exists within the State vast, unmet community development needs, such as:

- *Suitable housing for persons of low or moderate income;*
- *Sufficient commercial and industrial facilities for rent;*

- *Residential areas which have facilities necessary for basic livability, such as parks and open space; and*
- *Areas which are planned for mixed uses.*

The Legislature declared that existing laws and private and public mechanisms have either proven incapable or inadequate to meet these needs. The Legislature created the HCDA to provide a new, innovative form of development and regulation to meet these needs.

The Legislature authorized and empowered the HCDA to develop a community development plan for the district. The plan needed to include a mixed-use district whereby industrial, commercial, residential, and public uses may coexist compatibly in a vertical as well as horizontal mixture within a single development lot. The Legislature further directed that in planning for such mixed uses, the HCDA shall also respect and support the present function of Kakaako as a major economic center, providing significant employment in such areas as light industrial, wholesaling, service, and commercial activities.

II. Development Features and Incentives

The Mauka Area Plan and Rules provide two development options: a Base Zone Development option and a Planned Development option.

- A. Base Zone Development:** Base zone development allows a maximum building height of 45 feet and maximum floor area at a 1.5 floor area ratio (“FAR”). For example, a development lot of 10,000 square feet of land at a 1.5 FAR would be allowed a maximum floor area of 15,000 square feet (10,000 multiplied by 1.5). In terms of land uses, base zone developments are allowed any mix of uses and there is no reserved (“gap-group” or “workforce”) housing requirement.
- B. Planned Development:** Planned development allows projects to exceed base zone development requirements in exchange for certain public benefits. For planned developments on lots of at least 80,000 square feet, there is a maximum building height of 400 feet, maximum 3.5 FAR (maximum floor area of 280,000 square feet). In terms of land uses, planned developments must have residential uses and may have a limited amount of commercial uses.

The approval of additional height and FAR for planned development can be described as a “conditional re-zoning” of a base zone property for a specific project. Among other things, HCDA would approve the

development permit in exchange for the developer's commitment to **reserve** 20% of the residential units for sale or rental to "gap-group" or "workforce" households. In addition, the developer must contribute public facilities fees.

The conditional re-zoning requires the developer to obtain a building permit within two years of the planned development permit; otherwise the permit will expire and the property will revert to base zoning.

There is an option for additional "bonus" floor area of up to 0.3 FAR to be granted for qualified industrial, nursing facilities and assisted living projects.

III. Urban Design

- A. Urban Form for Planned Development:** In the vernacular of urban design, the structure of planned developments could generally be described in terms of two elements—a podium and a tower. The podium has a maximum height of 45 feet and would include parking, loading and various land uses (including commercial, residential and industrial uses).

The tower could be sited on top of, or adjacent to, the podium. The appearance of a tower (or its "mass") can be described in terms of its height and the area of the tower's largest floor (the "tower footprint"). Planned development towers have a maximum height of 400 feet and maximum tower footprint of 16,000 square feet.

A "typical" planned development on a development lot of 80,000 square feet could have 14,000 square feet for front yards/open space (18-20% of the lot area) and a podium of approximately 64,000 square feet (80% lot coverage). Given the maximum floor area of 280,000 square feet, the tower's mass could take various forms for flexibility of use, functionality and/or feasibility.

- 1. Tower Mass for "Tall and Thin":** The typical residential tower attempting to provide maximized views could be "tall and thin". This would likely involve a 355-foot tower with a footprint of 7,000 square feet (9% lot coverage) on top of a 45-foot podium resulting in a total height of 400 feet.
- 2. Tower Mass for "Short and Fat":** A typical commercial tower on the other hand, attempting to maximize flexibility in tenant space, could be "short and fat". It could involve a 180-foot tower

with a footprint of 16,000 square feet (20% lot coverage) on top of a 45-foot podium resulting in a total height of 225 feet.

B. Urban Design Guidelines

- 1. Building Orientation Guidelines:** Building orientation shall be determined based on height and view corridors.
 - a. Low-Rise Structures:** Up to forty-five feet in height, the long axis of structures shall be oriented, to the extent practicable, between twenty-five degrees and fifty-five degrees east of south to maximize the ventilation effect of prevailing winds.
 - b. High-Rise Structures:** Above the forty-five-foot level, the long axis of structures shall be oriented, to the extent practicable, between thirty-five degrees and sixty-five degrees west of south to minimize exposing the long side to direct sunlight.
- 2. Tower Spacing Guidelines:** Spacing between building towers shall be based upon the tower location on the development lot and distances between neighboring towers. To the extent practicable, tower spacing shall be as follows:
 - a. Towers Face to Face:** The distance should be at least 300 feet between the long parallel sides of neighboring towers.
 - b. Towers End to End:** The distance should be at least 200 feet between the short sides of towers.
- 3. Sunlight Access:** Building design and siting shall be such that shadow effects on neighboring buildings shall be minimized. Residential uses, to the extent practicable, shall have direct access to sunlight.
- 4. Pedestrian and Bicycle Circulation:** Public or private mid-block pedestrian or bicycle circulation paths, or both, may be required to be created and maintained in conjunction with planned developments. The developer of a planned development may be required to dedicate to the HCDA a perpetual public easement for pedestrianways, the appropriate width and location to be as determined by the HCDA.

5. **Combinations of Multiple Towers and Tower Mass:** Planned developments on lots of 80,000 square feet or less shall be allowed one tower. For parcels exceeding 80,000 square feet, additional towers are allowed, provided the maximum building height and tower footprint are proportional to the parameters enumerated in the table below.

Lot Size (sq.ft.)	Building Height (ft.)	Building Footprint (ft.)
90,000	65	5,000
100,000	100	8,000
120,000	200	14,000
140,000	300	15,000
160,000	400	16,000

Table 4: Planned Development Parameters for a Second Tower

A planned development with a lot area of 160,000 square feet and maximum floor area of 560,000 square feet may have two towers or one tower, depending upon appropriate tower spacing and mass. If it has two towers, there may be a commercial tower (short and fat) and a residential tower (tall and thin), or there may be two residential towers (both tall and thin). If two towers are inappropriate for the site, one tower may be allowed with a mass that is “tall and fat”—a 355-foot tower with a tower footprint of 14,000 square feet (18% lot coverage) on top of a 45-foot podium resulting in a height of 400 feet.