

Ward Village Land Block 3, Project 1

Proposed Modifications

Exhibit C-6

As set forth in Finding of Fact (“FOF”) No. 106 of the Ward MP, and consistent with HAR §15-22-22, the modifications requested herein (a) will result in a development that is consistent with the intent of the Mauka Area Plan and Rules; (b) will provide flexibility for different uses and various design strategies noted in the Master Plan, including concealed parking structures and pedestrian-friendly facades, which will result in a development that is practically and aesthetically superior to one which could be accomplished without such modifications; (c) will not adversely affect adjacent developments or uses; and (d) are necessary to implement the mixed-use, live-work-play neighborhood vision of the Master Plan and Mauka Area Plan.

The modifications are consistent with the intent of the Mauka Area Plan, including:

- Preservation of major view planes and corridors, and other environmental elements (including Natural light and prevailing winds)
- Developing land use activities that are mixed horizontally and vertically
- Location of uses/activities so as to provide reliance on public transportation and pedestrian facilities
- Preservation of culturally significant sites
- Increased supply of residential housing

All of the modifications set forth in the Ward MP and further detailed in this Development Permit are intended to facilitate better building design, preserve and enhance the mauka-makai visual corridors and improve the pedestrian experience at the street level in this unique urban neighborhood. In addition, an overarching benefit of the modifications requested herein, consistent with the Mauka Area Plan, is the reduction of subsurface excavation activities that may be associated with underground parking structures. Keeping the parking structures above-ground in an area with known subsurface sensitivities and potential issues, including being near the water table, is a benefit that accrues from all of the modifications requested herein. The Project will include a beautified pedestrian streetscape, open spaces and street retail. By making Kaka’ako a more walkable and livable community, the effect is positive and favorable on the surrounding neighborhood.

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1. Modification to Platform or “Street Front Element” Height

This modification is set forth in FOF No. 103 of the Ward MP. Increasing the Platform height allows the parking structure to be pushed up and away from the street, providing space for retail to be built within the platform and around the parking structure. These elements, rather than the parking structure, will face the street, creating a more pleasing aesthetic and pedestrian friendly facade.

Modification

- Increase the maximum Platform or Street Front Element height from 45 to 75 feet plus ancillary components.

Conditions for Modifications (HAR §15-22-22)

- In regards to §15-22-22, (a) (1): Platforms are typically used for parking. Allowing a higher platform results in more floor levels, which enables commercial activities on lower levels while still providing sufficient floors for residential parking. The inclusion of Street level retail activities and residential units in the podium largely conceals the parking garage, creating a more attractive aesthetic.
- In regards to §15-22-22, (a) (2): There are nearby existing commercial activities fronting Auahi Street and Kamake’e Street. By retaining the commercial uses on the ground level of the platform, this modification will preserve the commercial uses instead of adversely affecting them. The Diamond Head (east) side of the platform, which is mainly a parking structure, is against the parking garage of the adjacent retail development.
- In regards to §15-22-22, (a) (3): The higher platform will enable the inclusion of commercial uses for a mixed use development that meets with the intent of the Mauka Area Rules.

Benefits

- Pedestrian experience is emphasized and enhanced. There are existing commercial activities fronting Kamakee Street and Auahi Street. Although not required by the Mauka Area Rules, the project is aiming at preserving the commercial activities at the street level. The ground floor of this project will be mainly for commercial/retail use. Pedestrians will face the more aesthetically pleasing retail store front instead of a parking structure, which typically occupies the platform.
- Residential quality is enhanced. Two of the challenges of living in an urban district full of commercial activities are noise and privacy. By increasing the platform height, the residential floors will be placed at higher elevation from street level. The higher platform provides a needed buffer between streets and residential floors.

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- Rapid Transit impact is mitigated. This project is adjacent to the planned rapid transit guideway. Although the elevated transit rail does not necessarily produce more noise than the existing commercial activities, it elevates the noise contours higher by several floors. A higher platform will again provide needed buffer between the adjacent transit rail and the residential floors.
- Since the Project is adjacent to streets on three sides, one of which shall include the elevated guideway, it will not adversely affect adjacent developments or uses. This modification is necessary and facilitates implementation of the live-work-play neighborhood vision at a location challenged by the elevated rail transit line.
- In regards to the Mauka Area Rules, 15-22-120, (7)(A), Subsurface Construction: The high subsurface water table and potential throughout Kaka’ako for encountering iwi kupuna makes subsurface construction infeasible. Since the adjacent residential building does not have underground floors either, not having to excessively excavate for underground floors on our side will minimize the impact to the adjacent building.
- In regards to the Mauka Area Rules, 15-22-120, (7)(B), Design Requirements for Ceiling Height Clearances: Commercial/retail spaces and loading spaces require higher floor-to-floor height than typical parking floors do. A level of parking floor to accommodate required parking spaces for the commercial space will then be placed above the commercial floor that will further increase the platform height.
- In regards to the Mauka Area Rules, 15-22-120, (7)(C), Industrial, Commercial, residential or community service uses are substantially located within the platform: Commercial space on the ground level of the platform is fronting Auahi Street. The residential lobby is fronting Auahi Street as well. A majority of the top platform level is used as a recreation area for the residents.
- In regards to the Mauka Area Rules, 15-22-120, (7)(D), Significant public facilities or pedestrian features are provided at the street level: A shaded walkway is planned along Kamake’e Street where no retail currently exists. The pedestrian experience is emphasized and enhanced with such activity and the inclusion of pedestrian-friendly facades.

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2. Modification to Street Front Element Setback

This modification is set forth in FOF No. 104 of the Ward MP. The “Street Front Element” setback calls for a 1:1 slope in building height from 20’ to 45’ along major avenues and streets. Eliminating this setback allows for a more continuous urban street front with more usable building density brought closer to ground level.

Modification

- Eliminate the 1:1 Platform Setback of the View Corridor defined as a 20’ to 45’ slope in building height along Kamake’e Street and Queen Street.

Conditions for Modifications (HAR §15-22-22)

- In regards to §15-22-22, (a) (1): The proposed design allows for development of a continuous building façade that better defines the edge of the street. This includes the variety of mixed-use and the design strategies such as concealed parking structures and pedestrian friendly facades, which are critical to creating a superior mixed-use development. Further, the inclusion of commercial space in the platform allows for the development to reduce the floor plate of the tower element. Doing so with a mauka-makai orientation substantially improves the public view plane and character of the skyline.
- In regards to §15-22-22, (a) (2): The Project as designed will benefit the nearby uses, which predominantly consist of retail establishments, by adding consumers to the district.
- In regards to §15-22-22, (a) (3): The expanded platform is critical to implement the mixed-use, live-work-play neighborhood envisioned by the Mauka Area Rules. The greater density allows for a greater portion of the development to be built closer to ground level.

Benefits

- The benefits will be similar to those described for the Modification to Platform or “Street Front Element” Height.
- The proposed design allows for development of a continuous building façade that better defines the edge of the street. This includes the variety of mixed-use and the design strategies such as concealed parking structures and pedestrian friendly facades, which are critical to creating a superior mixed-use development. Further, the inclusion of residential space in the podium allows for the development to reduce the floor plate of the tower element. Doing so with a

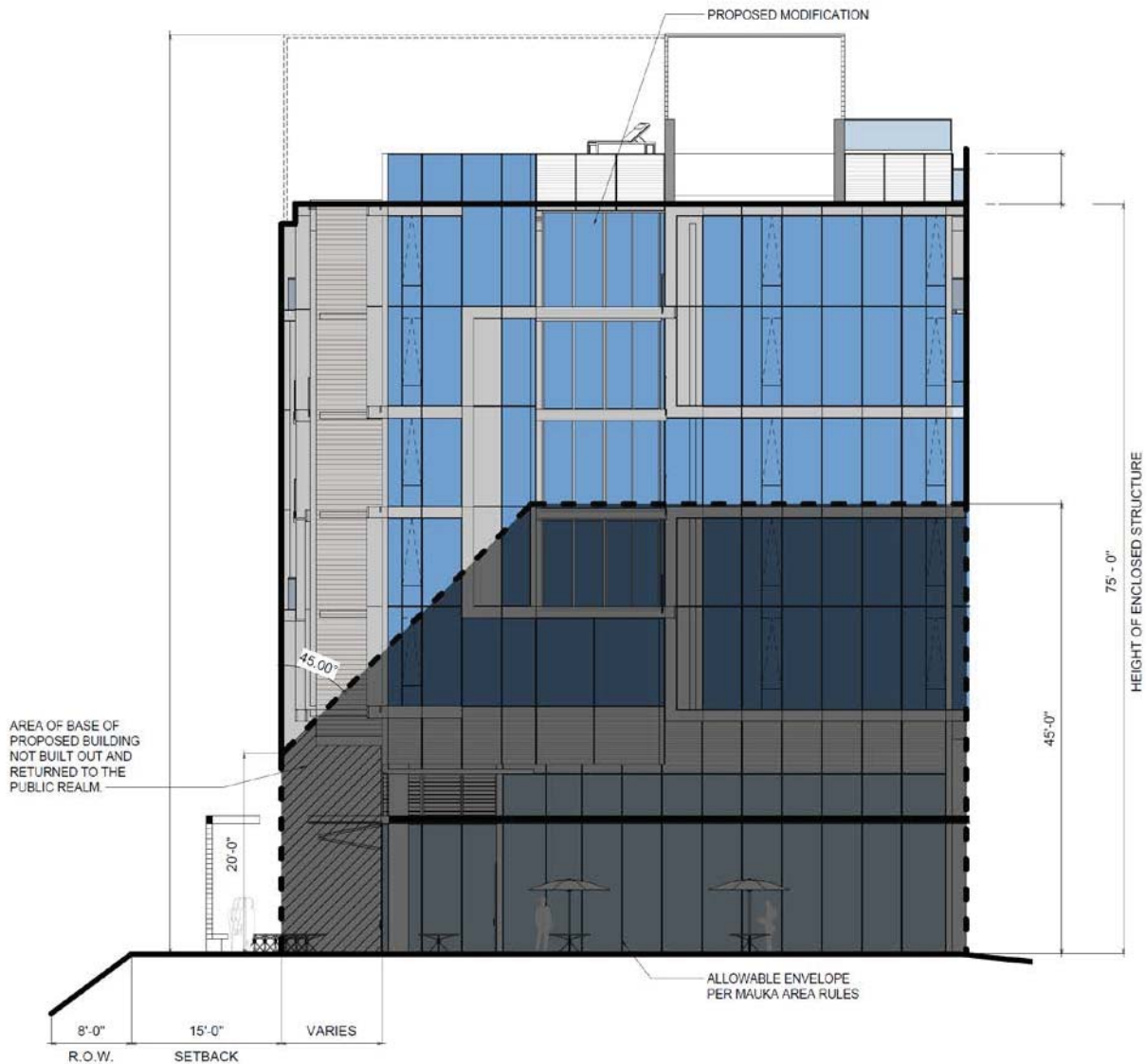
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mauka-makai orientation substantially improves the public view plane and character of the skyline.

- The Project is adjacent to streets on three sides, one of which will include the elevated rail guideway. It will not adversely affect adjacent developments or uses. Since the modification affects the area of platform that is above 45 feet, it will not adversely impact the pedestrian.



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3. Modification to Front Yard Setbacks

The Project is adjacent to streets on three of its sides, one of which will include the future rail guideway. Under the Mauka Area Rules, a 15 foot setback is required on all three sides, which will be provided when averaged across the project frontage.

Modification

- Modify the uniform front yard setback of 15 feet to “averaging” front yard setback of 15 feet.

Conditions for Modifications (HAR §15-22-22)

- In regards to §15-22-22, (a) (1): The modification allows for redistribution of yards to the corners, where open space is needed. It allows for non-linear façade that enhances streetscape.
- In regards to §15-22-22, (a) (2): The adjacent uses will not be adversely affected. The Project’s podium will only become moderately closer to the existing Ward Village Shops parking structure and the future light rail planned for Queen Street, the setback from which is respected.
- In regards to §15-22-22, (a) (3): Redistributes the podium envelope by moving it away from Auahi Street, which is intended to be a pedestrian-friendly corridor. In addition, it frees land area from the Auahi Street and Kamake’e Street corner to become a usable plaza.

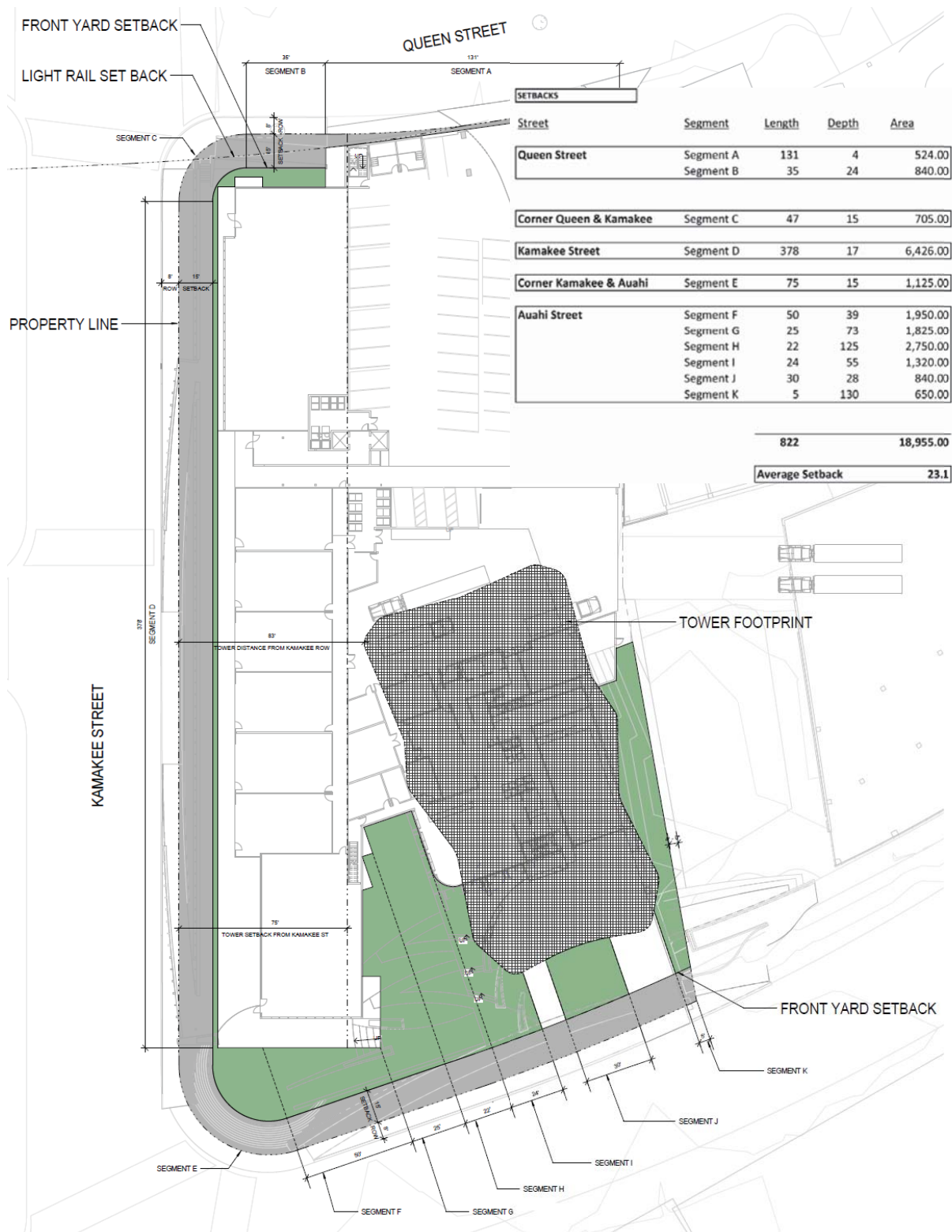
Benefits

- The “averaging” front yard setback allows flexibility of yard siting but does not decrease the total size of front yards.
- There is no adverse effect to adjacent uses due to this modification, as there are streets on three sides of the site. The larger corner areas and frontage will accommodate and enhance pedestrian traffic and circulation at the corners of the block. Due to the nearby retail and entertainment centers, these are anticipated to be areas with high pedestrian circulation.

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4. Modification to Yards – Overhang Encroachment

With existing retail uses and additional residential development nearby, the retail planned along Kamake'e Street is anticipated to attract pedestrian activity. The platform is set back more than the required 15 feet to allow more open space at the street level and to make room for more pleasing architectural and landscape elements that enhance the pedestrian experience. An overhang is planned to protect pedestrians from adverse weather conditions and provide a comfortable, shaded walkway.

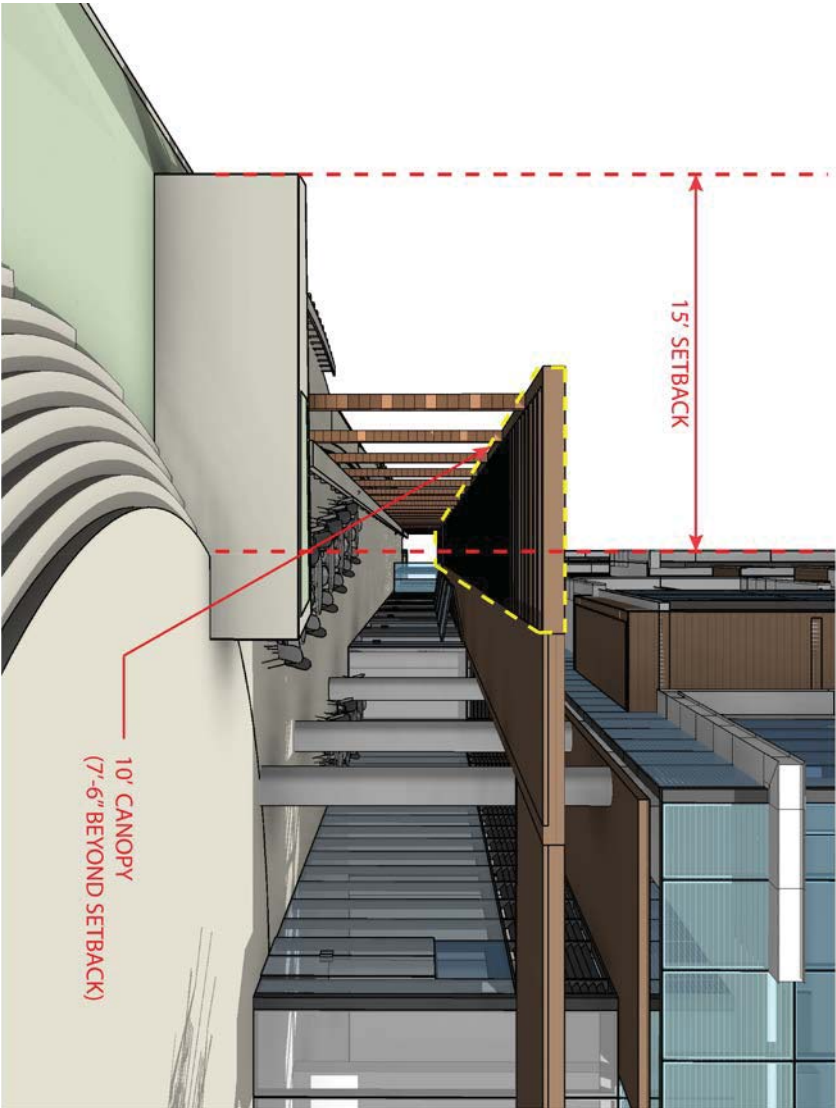
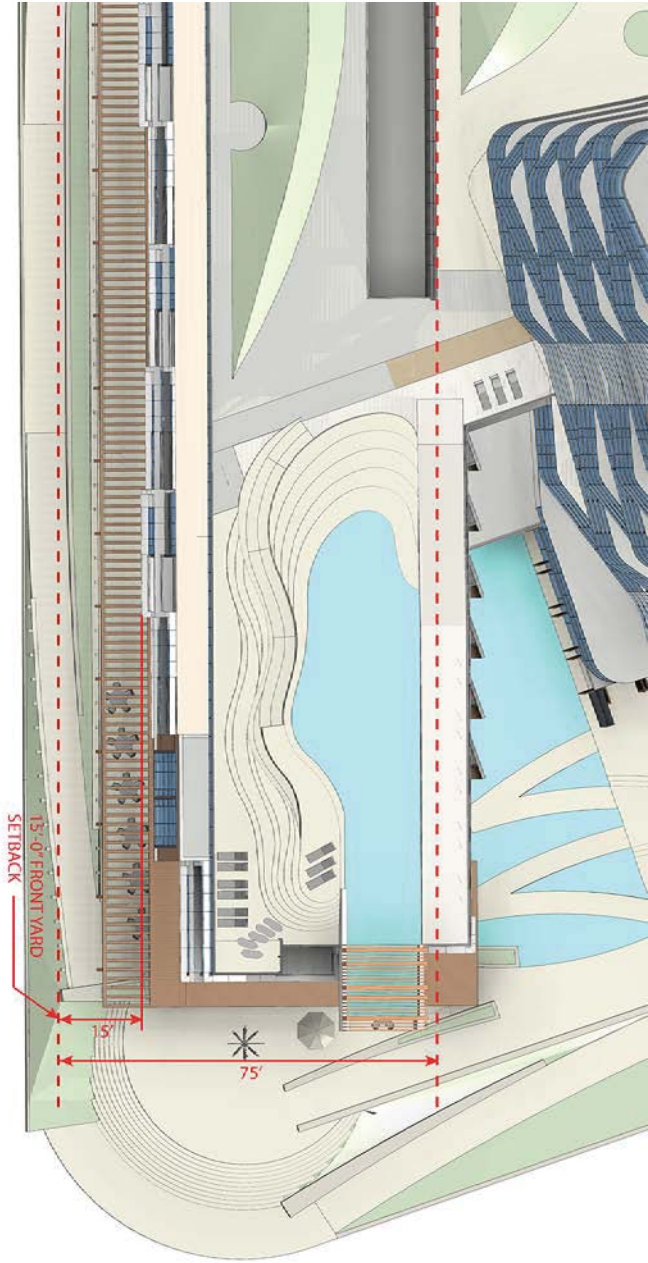
Modification

- Modify the front yard setback fronting Kamake'e Street to allow for canopy projection of up to 10 feet.

Conditions for Modifications (HAR §15-22-22)

- In regards to §15-22-22, (a) (1): The ground level of the platform is for commercial use, which typically needs a higher ceiling. For this proposed development, the commercial level is approximately 15 feet high. An approximately 10-foot deep canopy, extending roughly 7.5 feet into the 15-foot yard setback, will be more practical to provide weather protection to the pedestrian.
- In regards to §15-22-22, (a) (2): The canopy is facing Kamake'e Street, which has a wide right-of way. The 15-foot front yard setback is maintained along Auahi Street. A canopy along Kamake'e Street will encourage pedestrian use of the retail at the ground level and will not adversely affect adjacent uses.
- In regards to §15-22-22, (a) (3): A deeper overhang along a wider road is consistent with the intent of the Mauka Area Rules as it provides weather protection to pedestrians and encourages walking.

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Mauka View - Existing
Auahi Street & Kamake'e Street

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Mauka View – Allowable Envelope Under “Old” Mauka Area Rules
Auahi Street & Kamake’e Street

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Mauka View – Allowable Envelope Under “New” Mauka Area Rules
Auahi Street & Kamake’e Street

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**Mauka View – Proposed
Auahi Street & Kamake'e Street**

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Makai View – Existing
Kamake'e Street & Queen Street

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Makai View – Allowable Envelope Under “Old” Mauka Area Rules
Kamake’e Street & Queen Street

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Makai View – Allowable Envelope Under “New” Mauka Area Rules
Kamake’e Street & Queen Street

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Makai View – Proposed
Kamake'e Street & Queen Street

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Diamond Head View – Existing
Kamake'e Street & Queen Street

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Diamond Head View – Allowable Envelope Under “Old” Mauka Area Rules
Kamake’e Street & Queen Street

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Diamond Head View – Allowable Envelope Under “New” Mauka Area Rules
Kamake’e Street & Queen Street

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**Diamond Head View – Proposed
Kamake'e Street & Queen Street**

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Ewa View – Existing
Queen Lane & Queen Street

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Ewa View – Allowable Envelope Under “Old” Mauka Area Rules
Queen Lane & Queen Street

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Ewa View – Allowable Envelope Under “New” Mauka Area Rules
Queen Lane & Queen Street

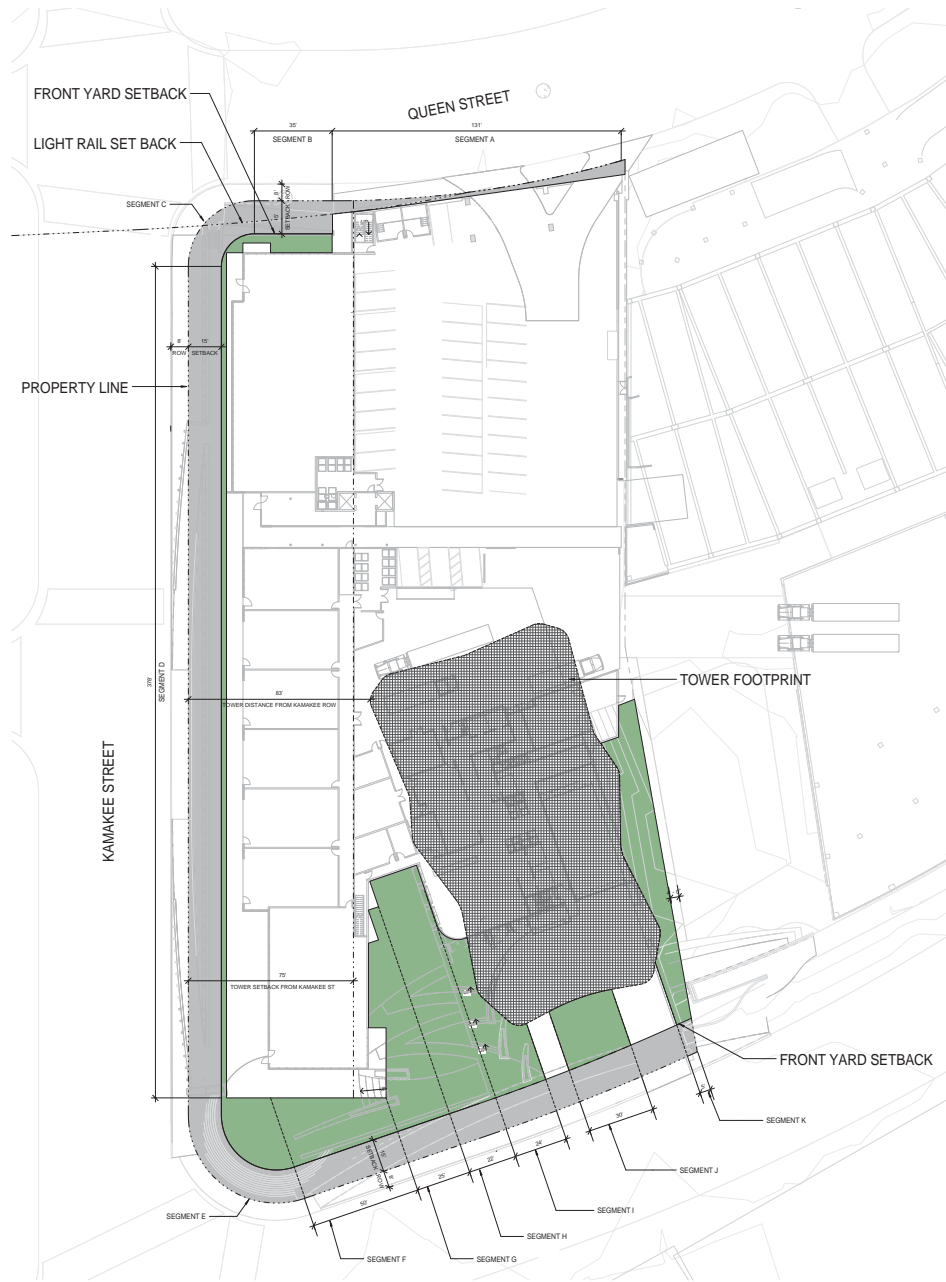
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Ewa View – Proposed
Queen Lane & Queen Street

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Open space: 11,260 sf
Site: 89,886 sf
Ratio: 12.5%

SETBACKS

Street	Segment	Length	Depth	Area
Queen Street	Segment A	131	4	524.00
	Segment B	35	24	840.00
Corner Queen & Kamakee	Segment C	47	15	705.00
Kamakee Street	Segment D	378	17	6,426.00
Corner Kamakee & Auahi	Segment E	75	15	1,125.00
Auahi Street	Segment F	50	39	1,950.00
	Segment G	25	73	1,825.00
	Segment H	22	125	2,750.00
	Segment I	24	55	1,320.00
	Segment J	30	28	840.00
	Segment K	5	130	650.00

822 18,955.00

Average Setback 23.1

1 Setbacks



Ward Village Land Block 3, Project 1
Floor Area Summary
Exhibit C-8

	Core & Circulation	Elevator & Stair	Management	Mechanical, Elec & Plumbing	Parking	Residential	Storage	Amenity	Retail	Approx. Subtotal
Level 38	1,048 sf	773 sf		186 sf		12,444 sf				14,451 sf
Level 37	1,280 sf	763 sf		211 sf		12,200 sf				14,454 sf
Level 36	1,280 sf	763 sf		211 sf		12,200 sf				14,454 sf
Level 35	1,253 sf	755 sf		210 sf		12,177 sf				14,396 sf
Level 34	1,253 sf	755 sf		210 sf		12,177 sf				14,396 sf
Level 33	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 32	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 31	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 30	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 29	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 28	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 27	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 26	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 25	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 24	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 23	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 22	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 21	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 20	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 19	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 18	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 17	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 16	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 15	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 14	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 13	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 12	1,571 sf	733 sf		170 sf		11,979 sf				14,454 sf
Level 11	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 10	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 9	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 8	1,554 sf	733 sf		170 sf		11,940 sf				14,397 sf
Level 7		1,070 sf		158 sf				14,749 sf		15,977 sf
Level 6	4,551 sf	1,242 sf		2,071 sf	29,296 sf	17,702 sf	3,620 sf			58,483 sf
Level 5	4,441 sf	1,240 sf		265 sf	29,447 sf	19,534 sf	3,628 sf			58,554 sf
Level 4	4,638 sf	1,210 sf		252 sf	29,433 sf	19,588 sf	3,616 sf			58,737 sf
Level 3	4,572 sf	1,185 sf		257 sf	29,565 sf	19,549 sf	3,656 sf			58,784 sf
Level 2	4,562 sf	1,505 sf	1,682 sf	356 sf	33,663 sf	17,703 sf	3,482 sf	774 sf		63,727 sf
Level 1 Mezz	1,370 sf	1,884 sf	4,839 sf	554 sf	29,513 sf		2,787 sf			40,947 sf
Level 1		1,394 sf		5,675 sf	28,908 sf	3,719 sf			17,137 sf	56,833 sf
Approximate Subtotal	70,856 sf	33,597 sf	6,521 sf	15,036 sf	209,825 sf	469,901 sf	20,789 sf	15,523 sf	17,137 sf	

Retail Subtotal	17,137 sf
Residential Oriented Subtotal	632,223 sf
Approximate Total	649,360 sf

Ward Village Shops Land Block 3, Project 1
Aerial Photo of Surrounding Land Area
Exhibit D-1



**Ward Village Shops Land Block 3, Project 1
Aerial Photo of Surrounding Land Area
Exhibit D-1**

