



DEVELOPMENT PERMIT SUBMISSION  
TO THE  
HAWAII COMMUNITY DEVELOPMENT AUTHORITY  
FOR  
**WARD VILLAGE, LAND BLOCK 2, PROJECT 1**  
1122 & 1140 ALA MOANA BOULEVARD

JUNE 17, 2013



Hawaii Community Development Authority  
 Planning Office  
 461 Cooke Street  
 Honolulu, Hawaii 96813  
 (808) 594-0340 FAX (808) 594-0299

## PERMIT APPLICATION



### APPLICANT INFORMATION

Applicant Victoria Ward, LTD  
 Mailing Address Victoria Ward, LTD  
1240 Ala Moana Boulevard, Suite 200, Honolulu, HI 96814  
 Telephone No. 808.591.8411  
 Project Site Address 1122 & 1140 Ala Moana Boulevard, Honolulu, HI 96814  
 Land Owner Victoria Ward, LTD  
 Address 1240 Ala Moana Boulevard, Suite 200, Honolulu, HI 96814  
 Description of Work to be Done \_\_\_\_\_  
New mixed-use residential & commercial project

### TYPE OF REQUEST

- ☐ Rules Clearance  
☐ Improvement Permit  
☒ Development Permit  
☐ Conditional Use Permit  
☐ Conditional Use of Vacant Land  
☐ Temporary Use  
☐ Development (Makai)  
☐ Other \_\_\_\_\_

### PARCEL INFORMATION

Tax Map Key: [1] 2-3-001:001,004 & 005

Neighborhood Zone: WARD

### SINGLE MIXED USE ZONE

### PROJECT INFORMATION

#### Existing Use and Floor Area (s.f.)

- ☐ Commercial \_\_\_\_\_  
☐ Industrial \_\_\_\_\_  
☐ Residential \_\_\_\_\_  
☒ Other vacant  
 TOTAL \_\_\_\_\_

#### Nature of Work

- ☒ New Building \* ☐ Repair  
☐ Addition \* ☐ Electrical  
☐ Demolition ☐ Plumbing  
☐ Alteration  
☐ Other \_\_\_\_\_

#### Proposed Use and Floor Area (s.f.)

- ☒ Commercial 8,255 sf (approx)  
☐ Industrial \_\_\_\_\_  
☒ Residential 519,526 sf (approx)  
☐ Other \_\_\_\_\_  
 TOTAL 527,781 sf (approx)

#### Notes: \_\_\_\_\_

- Please refer to Subchapter 5 of the Mauka Area Rules, Chapter 217, Hawaii Administrative Rules for detailed information on procedures, permit requirements and fee schedule.
- Final approval by HCDA is required prior to issuance of a building permit for any development within the Kakaako District.

For approval of building permits, submit the building permit application form and the following sets of plans:

- Building Department copy
- Job site copy
- HCDA copy (if applicable)

- For any project where construction drawings are not available, submit two (2) sets of project information as listed in "Filing Procedures".

I hereby acknowledge that I have read this application and attached information for the above-referenced project site and state that the information is correct. I hereby agree to comply with all City and County of Honolulu ordinances and state laws regulating development and building construction and authorize HCDA to inspect the property or construction upon notification of the undersigned for compliance with the respective Permit.

Signature (applicant or agent): Nicholas Vanderboom Date: June 17, 2013  
 Print name: Nicholas Vanderboom Telephone No.: 808.591.8411

### FOR HCDA USE ONLY:

Permit Fee: \_\_\_\_\_ Paid by: \_\_\_\_\_

Landowner's Consent (if applicable): \_\_\_\_\_

Section 206E-5.6 (if applicable): \_\_\_\_\_

Reviewed By HCDA: \_\_\_\_\_ Date: \_\_\_\_\_

HCDA Approved

June 17, 2013

HAND DELIVER

Mr. Anthony Ching  
Executive Director  
Hawaii Community Development Authority  
461 Cooke Street  
Honolulu, HI 96813

Re: Application of Victoria Ward, Limited for Development Permit, including Joint Development for  
Proposed Land Block 2, Project 1 in Kaka'ako, Honolulu, Hawaii

Dear Mr. Ching,

On behalf of Victoria Ward, Limited ("Developer" or "VWL"), a subsidiary of The Howard Hughes Corporation, we are pleased to submit to the Hawaii Community Development Authority ("HCDA" or "Authority") the Developer's application for a Planned Development Permit of Project 1 of Land Block 2 of the Ward Neighborhood Master Plan, a mixed-use, high-rise condominium project (the "Project"). The Project is located at the makai, ewa (southwest) corner of Auahi Street and Kamake'e Street (TMK Numbers: [1] 2-3-001 : 001, 004 & 005).

**A. Background**

On January 14, 2009, the Ward Neighborhood Master Plan (the "Ward MP") was approved by the Authority pursuant to Hawaii Administrative Rules ("HAR") Title 15, Chapter 22, Subchapter 8 entitled "Master Plan Rules." Subsequently and as required by the Ward MP decision, a Master Plan Development Agreement for the Ward MP, by and between HCDA and VWL was approved and entered into, effective December 30, 2010 (the "Development Agreement").

Both the Ward MP and the Development Agreement provided that development proceed in phases initiated by development permit applications, and that the phasing would occur by and within the various Land Blocks, each of which form development lots pursuant to the Ward MP. The Ward MP and resulting Decision and Order identified a number of plan modifications to the Mauka Rules in order to enhance the design and urban character of the Ward neighborhood. Per the Ward MP decision modification "*requests shall be addressed at the time of review of each planned development or base zone development project and evaluated for technical adequacy and enhancement of design and urban character.*" Included herewith in this application are modification requests which enhance the design and urban character of the neighborhood. Additionally, the Ward MP decision required VWL to prepare and submit to the Authority various surveys, assessments and studies prior to submission of the first

development permit application. VWL has fulfilled these requirements and is now submitting three applications for Planned Development Permits, one each on Land Block 2, Land Block 3 and Land Block 5. Each of these Land Blocks comprises one “development lot” pursuant to HAR Title 15, Chapter 22, of the Authority’s Mauka Area Rules.

Each of these Phase 1 projects seeks to bring new life and opportunity to Kaka’ako while balancing the desires of stakeholders and the constraints of the land. The approved Ward Neighborhood Master Plan emphasized public benefits of the redevelopment, and we have utilized these as our objectives in designing Phase 1:

1. Deliver reserved housing to bring local residents back to the neighborhood
2. Create a more pedestrian friendly street network
3. Orient towers in the Mauka-Makai direction
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under current Mauka area rules
5. Move parking structures up and away from the street to allow for street level uses and activity
6. Create economic development and jobs

These important goals are carefully integrated into the design efforts of each Phase 1 project, resulting in a positive transformation of Ward Centers into Ward Village.

## **B. Project Site Overview**

### **Location**

Land Block 2 consists of the lands bound by Ala Moana Blvd, Kamake’e Street, Auahi Street, and Ward Avenue. The Project is located at the makai, ewa (southwest) corner of Auahi Street and Kamake’e Street, adjacent to the retail center known as Ward Warehouse. The Project is located toward the east end of the Kaka’ako Community Development District. Please see Exhibit C-2 for additional location information.

### **Development Permit**

The enclosed application for Planned Development Permit will allow for a combination of commercial and residential totaling approximately 527,781 square feet of gross floor area. The Project will be constructed in a single phase which will include ground level retail activity and a residential tower. The Project will include approximately 177 residential units, including a manager’s unit, and approximately 8,255 square feet of commercial shops.

### **Project Site**

The Project site is bound by Auahi Street, Kamake'e Street, Ala Moana Boulevard and the existing Ward Warehouse. The approximately 2.0-acre site currently includes a surface parking lot utilized by visitors of the surrounding retail at Ward Centers. The Project includes multiple parcels (TMK Numbers: [1] 2-3-001:001, 004 & 005) which are part of Land Block 2 as identified in the Ward Neighborhood Master Plan.

### **C. Ward Neighborhood Master Plan**

The Ward Neighborhood Master Plan governs the development of certain lands in Kakaako under the authority of the Hawaii Revised Statutes, Chapter 206E, as amended, and Chapter 22, Title 15, Hawaii Administrative Rules, in effect on January 14, 2009. The Ward MP and Development Agreement specify a number of conditions the Developer must complete prior to applying for its first phase development permit. Each of these prerequisites has been fulfilled as detailed in exhibit A-4.

### **D. Land Block 2**

Land Block 2 as described and defined in the Ward MP is 8.15 acres and will contain approximately 1,690,000 square feet of future redevelopment as allowed by the Master Plan Permit. Land Block 2 comprises one development lot and will be bound by a joint development agreement.

### **E. Master Plan Implementation**

On January 14, 2009, the Master Plan Permit was approved. The Master Plan Permit was approved pursuant to Hawaii Administrative Rules ("HAR") Title 15, Chapter 22, Subchapter 8 entitled "Master Plan Rules." As set forth in the Master Plan 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." HAR §15-22-200(a). A master plan "provide[s] assurances to landowners, developers and investors that projects proposed within a master planned area that are in accordance with the applicable mauka area rules in effect at the time the master plan is approved will not be restricted or prohibited at the permit stage by subsequent changes to those rules." HAR §15-22-200(c). The master plan provides certain development rights, and necessarily relies upon development permits for its implementation.

Consistent with the Master Plan Rules and the Master Plan Permit issued under those rules, this Land Block 2, Project 1 planned development permit application is an initial step toward implementing the approved Ward MP.



## F. Project Description

The Project will include approximately 527,781 square feet of floor area and generally coincide with the following:

- Approximately 13,667 square feet of open space at the ground level.
- Approximately 15,653 square feet of recreation space at the recreation deck level
- Approximately 8,255 square feet of commercial space with frontage along Kamake'e and Auahi Streets.
- A tower with a maximum height of 400 feet plus rooftop elements of approximately 18 feet
- A unit mix of approximately 177 residential units which will include an estimated 29 one-bedroom units, 56 two-bedroom units and 92 three-or more bedroom units. Also included within this number are approximately 10 Townhouse units in the platform.

## G. Description of Urban Design

The Project design is generally consistent with the old Mauka Area Rules which are applicable under the Ward Neighborhood Master Plan. The site planning strives to provide an outstanding pedestrian environment by creating street level retail, open spaces, and ground floor residential units. The residential tower footprint is approximately 15,000 square feet of floor area oriented Mauka – Makai in an effort to preserve public view planes. The amenity deck is proposed to include a fitness center, swimming pool, cabanas, theater room, lounge and outdoor activities. At the street level will be retail space fronting Auahi Street.

## H. Sustainability Strategy

The Project is one of the first buildings being constructed in Ward Village, which has made the significant commitment to pursue LEED for Neighborhood Development (LEED-ND) certification for its entire 60-acre area. LEED-ND works in coordination with building-level certifications to promote neighborhood-scale sustainability: walkability, access to transit, affordable housing, access to diverse uses and housing types, and district-wide green building initiatives like energy and water efficiency.

Specifically this project will also pursue LEED certification and aim to implement the following sustainable strategies:

### Sustainable Sites and Water Efficiency

The building site is located in a district that is a mix of residential, retail and light industrial, and it is well served by public transportation. The mixed use and urban quality of the street exceeds the community connectivity and public transportation access criteria for sustainable sites. The rail system is planned to the South of the site and will further enhance public transportation options. Bicycle storage for residents will be conveniently located for easy access. Use of vegetation at open

areas provides opportunities for recreation/socialization, improves storm water management and reduces the local heat island effect. High efficiency irrigation systems and water efficient plumbing fixtures will substantially reduce the use of water.

### **Energy and Atmosphere**

The building uses passive strategies to increase energy efficiency. This includes pursuing high performance glass on the façade and natural ventilation where practicable.

### **Material & Resources, Indoor Environmental Quality**

Recycled content, use of regional resources, and reduction of on-site waste are all considerations for the selection and specification of materials for building structure and envelope, for exterior and interior finishes, and for the site development. Material selections will aim to reduce, or to eliminate, volatile organic compounds.

#### **I. Reserved Housing Provision for Delivery**

The Project generates a reserved housing requirement of approximately 45 units, based upon delivering 20% of the overall unit count, to be fulfilled pursuant to the credit system allowed under the Master plan Development Agreement. Reserved housing may be fulfilled on Land Block 5, Project 1 under concurrent development by Victoria Ward, Limited. This project is planned to be constructed in generally the same timeframe as the Project.

#### **J. Bicycle Facility Plans**

The Project proposes bike racks or storage located on the ground level and planned for convenient access.

#### **K. Pedestrian, Vehicular Circulation & Noise Impacts**

The noise implications of the proposed commercial space, parking garage and operations are described in Exhibit B-9. In addition to management best practices, the noise mitigation efforts are incorporated into the Project design and materials.

#### **L. Traffic Impact Assessment**

In October 2012 Wilson Okamoto Corporation completed a Traffic Impact Assessment Report for Phase IA of Ward Village, which includes the Project. Based on the analysis of the traffic data, the report included the following recommendations applicable to the Project:

- Provide sufficient sight distance for motorists to safely enter and exit all project driveways
- Provide adequate on-site loading and offloading service areas and prohibit off-site loading operations

- Provide adequate turn around area for service, delivery, and refuse collection vehicles to maneuver on the project site to avoid vehicle-reversing maneuvers onto adjacent public roadways
- Provide sufficient turning radii at all driveways to avoid or minimize vehicle encroachments to oncoming traffic lanes

The above recommendations have been incorporated into the design and engineering of the Project. As a result, it is not expected to have a significant impact on traffic operations in the Project vicinity. Additional detail is contained in the Traffic Impact Assessment Report under a separate cover.

#### **M. Recreation & Open Space**

The seventh level, on top of the podium, is planned to contain indoor and outdoor recreational activities. With the exception of the tower footprint, the remainder of the podium rooftop will be predominantly exposed to the open air. These features are aimed toward promoting a healthy lifestyle and sense of community among residents and guests.

#### **N. Public Facilities**

As pursuant to the Ward MP, public facilities will be provided within the project site via a Central Plaza to be developed later in Land Block 2. For more information on design please see Exhibit B-3.

#### **P. ALL OTHER DESIGN ELEMENTS AS DESCRIBED IN EXHIBITS ATTACHED TO APPLICATION FOR DEVELOPMENT PERMIT**

##### **Other Design Elements**

All other design elements are in the process of refinement and schematic drawings and numerical data is more particularly described in the exhibits submitted along with this letter. Significant efforts have been made to present current engineering and architectural drawings at the schematic stage of drawing preparation. Design refinements are likely to occur based on market conditions, constructability issues, coordination with city and state agencies, and overall design progression.

Developer will reimburse HCDA for all reasonable costs and expenses incurred in connection with the publication of any required hearing notice by HCDA.

We hereby request that HCDA (a) review the proposed application for Development Permit, including joint development, as more particularly set forth and summarized above and in the application and its supporting documentation, and advise us as soon as possible if the application is complete, (b) then proceed with the necessary and required HCDA staff review of the application for Development Permit, and (c) thereafter schedule any necessary public hearing and Authority



The Howard Hughes Corporation  
Victoria Ward, Limited  
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meeting(s) on the matter set forth herein in order to obtain a final determination and approval by HCDA on the proposed Development Permit, including joint development.

If you have any questions or require further information or documentation regarding any of the issues raised by this letter, please do not hesitate to contact me or Race Randle, Director, Development.

Respectfully,

VICTORIA WARD, LIMITED



By:

Nicholas Vanderboom  
Authorized Signatory  
Victoria Ward, Limited

Enclosures

cc: Race Randle, The Howard Hughes Corporation

Howard Hughes

EXHIBIT	LIST OF EXHIBITS	book	lg format
---	Cover page	x	
A-1	Development Application	x	
A-2	Cover Letter	x	
A-3	List of Exhibits	x	
A-4	Requirements for Development Permit Submission - Pre-Application	x	
A-5	Requirements for Development Permit Submission	x	
B-1	Development Timetable & Project Narrative	x	
B-2	Conformance to Mauka Area Rules	x	
B-3	Proposed Modifications to Mauka Area Rules	x	
B-4	FAR Allocation Summary	x	
B-5	Open Space & Yard Averaging Diagrams	x	x
B-6	Open Space and Recreation Space Description	x	
B-7	HCDA Green Building Criteria for Block C	x	
B-8	not used		
B-9	Noise Impact	x	
B-10	Pedestrian Wind Conditions	x	
C-1	Site Setback Plan	x	x
C-2	Site Plan showing all lots included in Joint Development	x	x
C-3	3D Model - Park Block 2	x	x
C-4	Plot Plan - Tower location, Footprint & Spacing	x	x
C-5	Level 1 Plan - Residential Lobby & Commercial	x	x
C-6	Level 2 Plan	x	x
C-7	Level 3 Plan	x	x
C-8	Level 4 Plan	x	x
C-9	Level 5 Plan	x	x
C-10	Level 6 Plan	x	x
C-11	Level 7 Plan - Amenities	x	x
C-12	Typical Plan - Level 8 - 31	x	x
C-12A	Typical Plan - Level 32 - 33	x	x
C-12B	Typical Plan - Level 34	x	x
C-13	Level 35 & 36 - Penthouse Unit	x	x
C-14	Roof Plan	x	x
C-15	Elevation - South	x	x
C-16	Elevation - North	x	x
C-17	Elevation -East	x	x
C-18	Elevation - West	x	x
C-19	Section - AA	x	x
C-20	Section - BB	x	x
C-21	Section - CC	x	x

EXHIBIT	LIST OF EXHIBITS	book	lg format
C-22	not used		
C-23	not used		
C-24	not used		
C-25	not used		
C-26	not used		
C-27	not used		
C-28	Sun Study - June	x	x
C-29	Sun Study - December	x	x
D-1	Expanded Area City Water System Map	x	x
D-2	Expanded Area City Sewer System	x	x
D-3	Expanded Area City Drainage System Map	x	x
D-4	Expanded Topographic Map	x	x
D-5	Flood Hazard Evaluation Map	x	x
D-6	Area City Water System Map	x	x
D-7	Area City Sewer System	x	x
D-8	Area City Drainage System Map	x	x
D-9	Topographic Map	x	x
D-10	Flood Hazard Evaluation Map	x	x
D-11	Landscape Plan	x	x
E-1	Site Constraints & Buildable Area	x	x
E-2	Podium & Tower Orientation Study	x	x
E-3	Building Envelope Diagrams	x	x
E-4	Allowable Old Rules Building Envelope Diagram & 3D View	x	x
E-5	Allowable New Rules Building Envelope Diagram & 3D View	x	x
E-6	Proposed Setback Modification	x	x
E-7	View Corridor Study - Mauka from Ala Moana	x	x
E-8	View Corridor Study - Diamond Head on Ala Moana	x	x
E-9	View Corridor Study - Makai on Kamake`e	x	x
E-10	View Corridor Study - Makai on Kamake`e	x	x

# HCDA Planned Development Permit Ward Village Land Block 2, Project 1

June 17, 2013

## Exhibit – A-4

Requirements for Development Permit Submission

Pursuant to the Ward Neighborhood Master Plan Permit and subsequent Development Agreement, the following items must be addressed by VWL for Development Permit submission:

Item	Description	Status
1	Petitioner must submit an application to approve the following amendments to the Mauka Area Plan subsequent to approval of the Master Plan and prior to applying for the first phase permit: (a) Deletion of the Halekauwila Extension to be replaced by a street parallel to Queen Street between Ward Avenue and Kamake'e Street. (b) Deletion of the park/parking garage facility designation along Halekauwila Extension contained in Mauka Area Plan. (c) A single "mixed-use" land designation for VWL-owned lands, instead of "mixed-use commercial" (MUZ-C) and "mixed-use residential" (MUZ-R) land use designations.	per D&O - MP Restatement, §63, Pg. 16 COMPLETE
2	Predictive archaeological model for master plan	D&O - MP Restatement, §111, Pg. 36 COMPLETE
3	Historic building inventory	D&O, § 5, Pg. 45 COMPLETE
4	Archaeological inventory survey plan accepted by SHPD	D&O, § 5, Pg. 45, HAR 13-284-5(c) COMPLETE
5	Regional traffic study	D&O, § 5, Pg. 45 COMPLETE
6	Cultural impact assessment	D&O, § 5, Pg. 45 COMPLETE
7	Provide Authority with sustainability guidelines	D&O, § 10, Pg. 47 COMPLETE

REQUIREMENTS FOR DEVELOPMENT PERMIT SUBMISSION

<b>HAR 15-22-85</b>	<b>REQUIREMENTS</b>	<b>EXHIBITS</b>	<b>COMMENTS</b>
	Development Permit Application Form	A-1	
(c)	Cover Letter - Indicating the project name and description. Project description should describe the manner in which the development conforms to the Mauka Area Plan.	A-2	
	<b>Project Plans drawn to scale</b>		
(c) (1)	Location Map, including the project site in relation to the surrounding land uses	C-4	
	Site Plan including:		
(c) (2) (D)	Site Plan: Topographic information identifying existing utilities and improvements to the site, and adjacent development parcels	D-1 thru D-10	
(c) (2) (A) (c) (2) (E)	Site Plan: Property lines and easements with dimensions and area.	C-1 & C-4	
	Site Plan: Adjacent streets	C-2	
(c) (2) (B) (c) (2) (C)	Site Plan: Location, size, and dimensions of all proposed and existing building, improvements & utilities	C-2, C-4 & D-1 thru D-10	
	Site Plan: All setbacks, including build to line, side, rear and view corridor setbacks.	C-2 & C-4	
(c) (3) (D)	Site Plan: Parking and loading stall layout. Provide information on total number of stalls required and provided	B-2 & C-5 thru C-10	
(c) (3) (C)	Site Plan: Analysis of the pedestrian, bicycle and vehicular circulation, access and accommodations.	A-2, B-2, B-3	
(c) (3) (A)	Information on building type, frontage type and building massing	A-2, B-1 & B-2	
(c) (3) (A)	Floor Plans and floor area calculations, including any proposed floor area transfers.	B-2 & C-5 thru C-14	
(c) (3) (A)	Exterior elevations and sections, including: building height, dimensions, and exterior finishes	C-15 thru C-21	
(c) (3) (A)	Plot plan which identifies tower location and compliance with tower footprint and spacing between towers	C-1	
(c) (3) (C)	Street Furniture and pedestrian zone plan	D-11	
(c) (3) (G)	Information on landscape, recreational space, and street trees	D-11	
(c) (3) (H)	Location and size of required open space	B-5	
	Documentation of the Project's compliance with Green Building Standards	B-7	
(c) (3) (E)	Information on the fulfillment of the public facilities dedication requirements	B-2	
Per Dev. Agreement	Information on the fulfillment of the reserved housing requirements	B-2	
(c) (3) (B)	Preliminary classification of dwelling units by type and number of bedrooms	B-4, C-5, C-8, C-12, C-12A & C-12B	



REQUIREMENTS FOR DEVELOPMENT PERMIT SUBMISSION

HAR 15-22-85	REQUIREMENTS	EXHIBITS	COMMENTS
(c) (3) (F)	Location of land which is intended for common quasi-public, or amenity use but not proposed to be in public ownership	B-4, B-5 & C-1	
(c) (4)	Detailed statement describing the manner in which the development would conform to the mauka area plan & rules	A-4	
(c) (6)	The relationship, if any, of the development program to the authority's and city and county of Honolulu's capital improvements program	---	Land Block 2 is located along existing regional transit routes and less than 10 minutes walking distance from a proposed Transit Station
(c) (7)	Analyses of traffic, wind, sun, and noise impacts	See TIAR (separate cover) B-10 Wind, B-9 Noise C-27, C-28 & C-29 Sun	
(c) (8)	Analyses of the shadows to be cast by all buildings within planned development projects	C-27, C-28 & C-29	
(c) (10)	Relocation analysis. Number of people and business to be displaced and the relocation assistance to be provided.	n/a	The project site is currently vacant. No relocation is required. Relocation plans for the remaining project sites within Land Block 2 will be developed concurrent to their development.
(c) (5)	Information on development schedule and phasing	B-1	
(c) (9)	Three-dimensional digital model of the project	CAD file on CD/DVD	CD submitted under separate cover
	Digital site plan for all new buildings in CAD format	CAD file on CD/DVD	CD submitted under separate cover
	Electronic copy of the development permit application and drawings in PDF format	PDF file on CD/DVD	CD submitted under separate cover
	Any other pertinent information that shows compliance with the Mauka Area Rules	B-3, B-9 and E-1 thru E-9	



**Ward Village – Phase 1  
Land Block 2, Project 1 “The Project”**

**Exhibit B-1  
Development Timetable & Narrative**

*Howard Hughes*

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## Executive Summary

Victoria Ward, Limited (“VWL”) is pleased to present the permit submittal for Land Block 2, Project 1 (“Project”). Moving forward under the approved Ward Neighborhood Master Plan, Phase 1 of the redevelopment will commence with four components on four separate blocks: three mixed-use residential towers and the renovation of the IBM building.



*Phase 1 of Ward Village redevelopment*

The following overview seeks to specifically walk through the design thesis for the Project. This Project contains difficult design constraints, which we believe have been overcome through careful design coordination and thoughtful consideration of the Master Plan objectives.

## Development Timetable

Project 1 of the development is proposed as a mixed-use residential tower, naturally ventilated parking platform over a single story commercial space, and a series of town houses that front Ala Moana Boulevard. Future projects within Land Block 2 will have similar uses. Project 1 sales are expected to start in the second half of 2013. The building permit application is anticipated to be submitted in the fourth quarter of 2013. Construction could start the first quarter of 2014, and completion is expected to take approximately twenty-four (24) months.

The Ward Neighborhood Commons will be developed as a part of Projects 3 & 4 of Land Block 2.

## Ward Village Today

VWL is the owner of 60 acres of land between downtown Honolulu and Waikiki known today as Ward Centers. Ward Centers currently includes an approximately 550,000 square foot shopping district containing six specialty centers and over 135 unique shops, a variety of restaurants and an entertainment center which includes a sixteen screen megaplex movie theater.



*Ward Centers Land – approximately 60 Acres in Kakaako Mauka, Oahu, Hawaii*

## Rich History and Culture

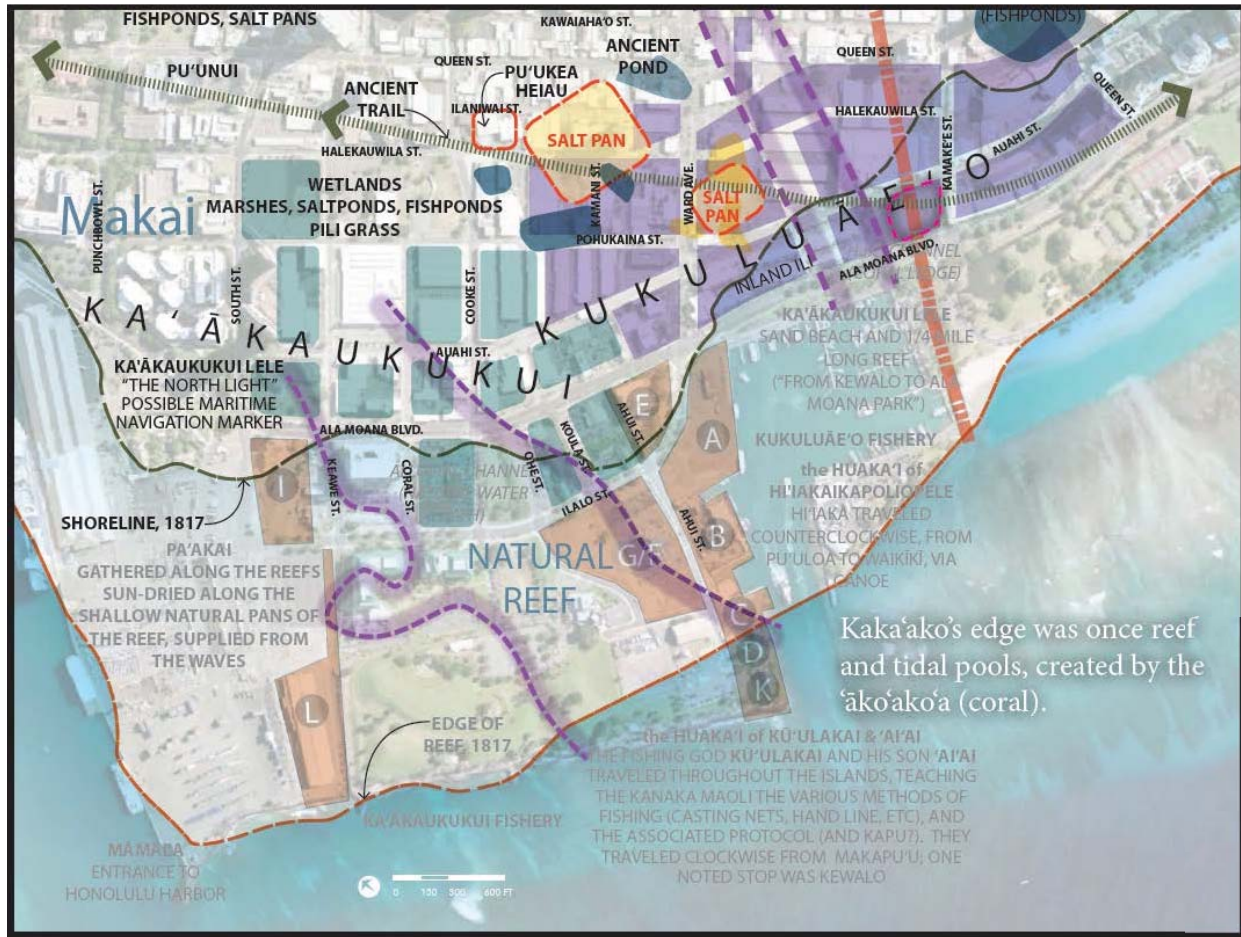
The vision for redeveloping Ward Centers into Ward Village is built around the rich history and culture of Hawaii and specifically these lands in Kaka’ako. It is critical for the success of Ward Village that the designs represent and communicate the best of Hawaii to future residents and visitors.

Some of the key historical elements being considered and integrated into the design VWL’s phase 1 are described on the following pages.



## Historical Land Use

The map below overlays some of the historical land uses and information gathered which occurred on and around the VWL properties before the 1900's. Of key importance is to note that The Project may have actually been located Makai of the shoreline during the early 1800's, before the coastal zone was elevated through the importation of fill. It is easy to see the connection to the ocean both through the proximity and the historical uses indicated on the map.



*An overlay map showing historical uses and former high tide locations in Kaka'ako. Note the salt pans and fish ponds that existed throughout the project areas.*

## Traditional Cultural Practices

Before the lands of Kaka'ako became home to the retail and industrial uses seen today, they were utilized in varying ways to produce food and nurture life in Honolulu.

### Fishing

In pre-contact Hawaii, subsistence fishing was focused in the Kaka'ako area and many of the techniques were practiced and perfected. In Hawaiian tradition, it is said that the fishing god Kū'ulakai and son 'Ai'ai began their huaka'i (journey) from Kahiki to the Hawaiian islands. Along each stop, they taught the Hawaiians two important aspects of fishing. The first aspect was techniques, such as net and line casting, traps and spearing. The second aspect was methods of sustainability so that the food source would not be depleted. One noted stop was Kewalo in the area now known as Kaka'ako.

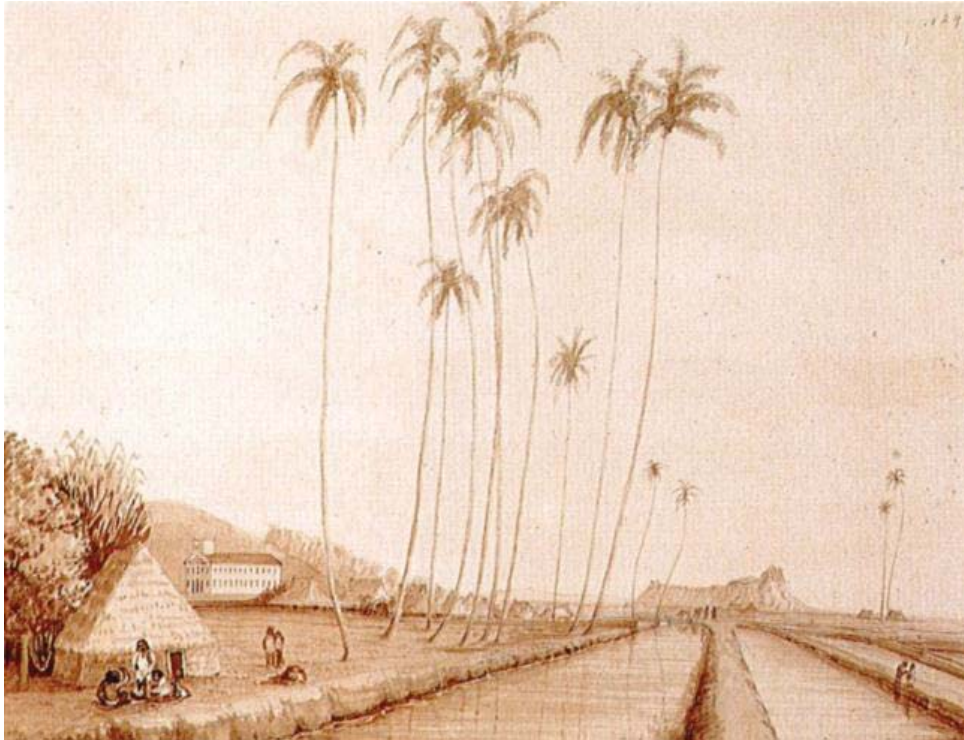


*Fishing of all types have been practiced in Kaka'ako for hundreds of years.*



## Salt Pans

In the 1800's and early 1900's, Kaka'ako was also known for its salt production via gathering salt crystals from the tidal pools and drying sea water in open earthen pans.



*1800's - Salt Pans with Diamond head in the background*



*Kaka'ako salt was a prized commodity before refrigeration became common and was sold throughout the Pacific.*

## Kukuluae'o

The specific area now owned by VWL was once the 'ili of Kukuluae'o for the Ae'o (Hawaiian Stilt) that once frequented the wetlands of Kaka'ako.



*The Ae'o (Hawaiian Stilt) that once frequented the wetlands of Kaka'ako.*

## The Ward Family

During the 1860's and 1870's, the Ward family purchased these lands and raised their family in the estate that stretched from above King Street down to the shoreline.



*Victoria Ward and Curtis P. Ward with maps of their estate.*

Howard Hughes



EXHIBIT B-1

In 1882, the Ward family built a home referred to as “Old Plantation”. The home stood until 1958 when the City acquired and demolished the home to build the Blaisdell center.



*In 1882, the Ward family built what was known as “Old Plantation” which stood until 1958.*



*By 1916, the Old Plantation’s drive had become fully grown and nearly blocked out the view corridor to the front porch.*

Howard Hughes



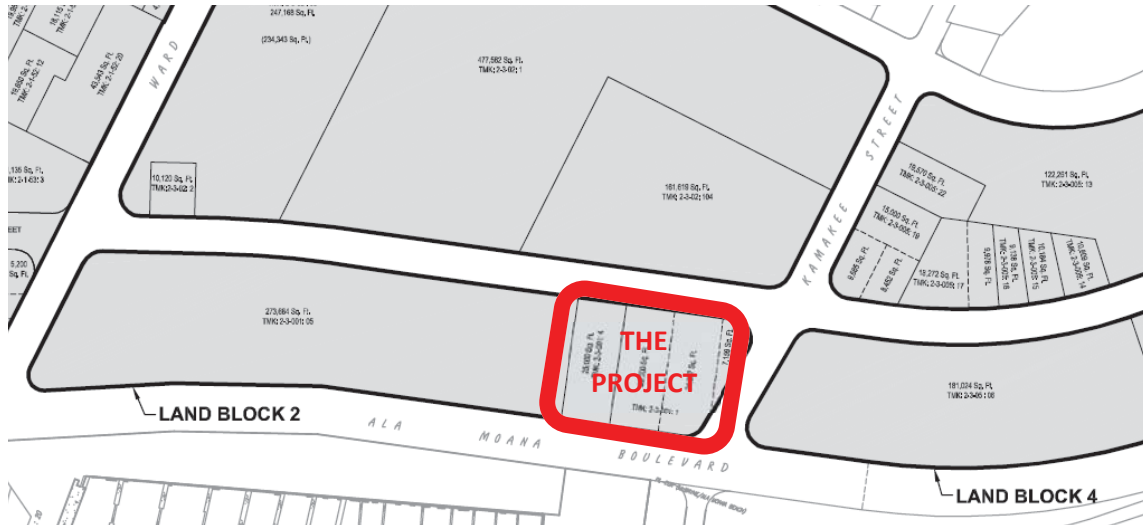
## Project Narrative

### Location:

Currently a surface parking lot, the Project represents the only immediate development opportunity on Ala Moana Boulevard within Ward Village that will not impact or force relocation of existing tenants. The project represents an opportunity to begin creating a greenbelt along Ala Moana Blvd. and establish Kamake'e as a prominent gateway into Ward Village, thus developing a strong pedestrian connection across Ala Moana Boulevard to Ala Moana Beach Park.



*The Project site, as identified in the Ward MP and its current state fronting the Ward Theaters.*



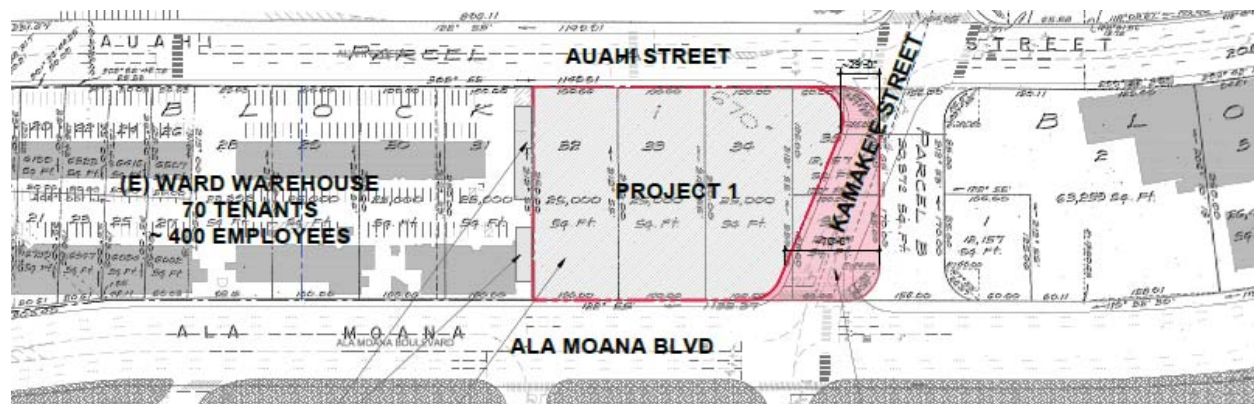
The Project is the easternmost portion of Land Block 2 as identified in the Ward Master plan.

## Site Constraints:

### Kamake'e Realignment

Previously, The Project site included approximately 18,975SF of additional land on its eastern boundary. During the redevelopment of Ward Centers, Victoria Ward, Limited dedicated that portion of land to the City to allow for the realignment of Kamake'e Street with the driveway to Ala Moana beach Park. This realignment drastically improved traffic circulation in and out of Ala Moana Beach Park and has been a benefit to pedestrians, bicyclists, and drivers.

Unfortunately, this land dedication resulted in a decrease of the buildable portion of land for the Project as Kamake'e now encroaches an additional 30 to 70 feet into the parcel.



**WARD WAREHOUSE  
UTILITY EQUIPMENT  
(CANNOT IMPACT)**

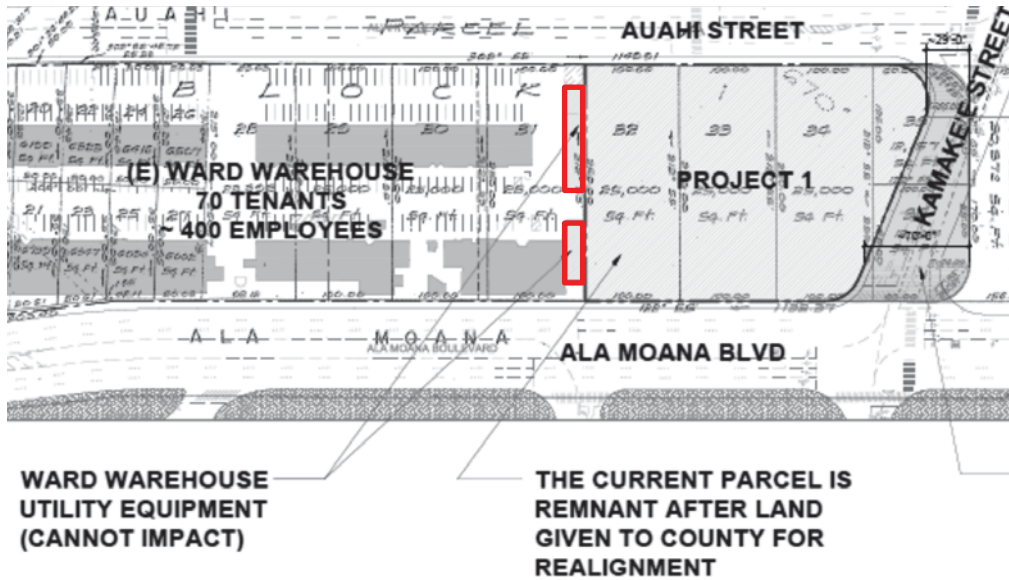
**THE CURRENT PARCEL IS  
REMNANT AFTER LAND  
GIVEN TO COUNTY FOR  
REALIGNMENT**

**KAMAKE'E REALIGNMENT -  
LAND FORMERLY PART OF  
LAND BLOCK 2, PROJECT 1.  
LOSS OF LAND IS  
APPROXIMATELY 18,975 SF**



## Ward Warehouse Mechanical Yard

Along the Western boundary of The Project sits the mechanical equipment supporting the operation of Ward Warehouse. Ward Warehouse currently houses approximately 70 businesses with 400 employees. Due to the inability to close Ward Warehouse and lose the related tenants and employees, the western boundary of the Project must be respected and cannot be adjusted.



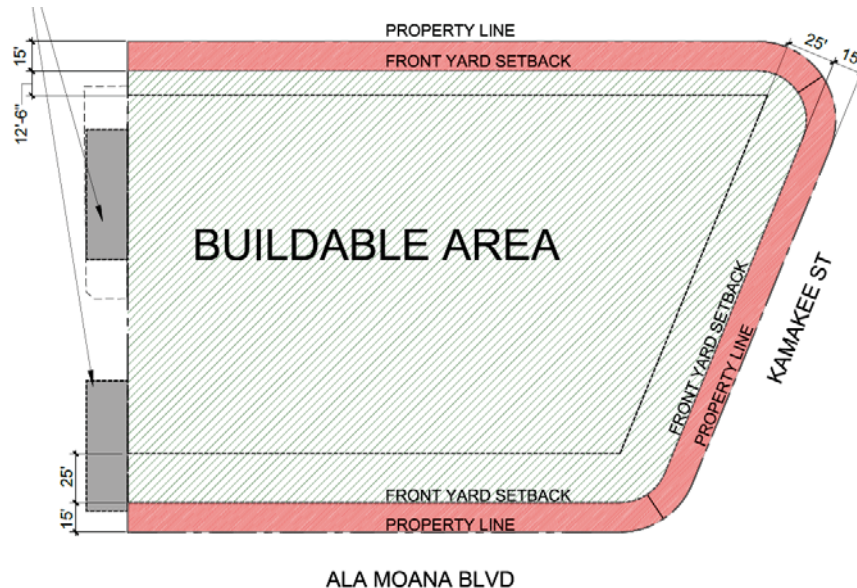
*The Ward Warehouse Utility Yard is located along the western boundary of Parcel C and is in ongoing operation.*



*Image of the Ward Warehouse Utility Yard*

### Three Front Yards

The Project is bounded on the east by Kamake'e Street, on the mauka side by Auahi Street, and on the makai side by Ala Moana Blvd. Under the Old Mauka Area Rules, to which the Ward Village is subject, all three of these streets must be treated as frontages. This results in three "Front Yards" and a 15' setback required on average around the majority of the site. This shrinks the buildable area of the site.



*Three front yard setbacks around the project site make for a very tight buildable area, creating a hardship for the design and programming.*

### Design Program

- Approximately 177 residential units with onsite parking
- Commercial space at the ground floor
- 400' Tower height plus rooftop elements

### Design Objectives

As outlined above, we have utilized the following Master plan goals as our objectives or Phase 1 design:

1. Deliver Reserved Housing to bring local residents back to the neighborhood
2. Create a more Pedestrian friendly Street Network
3. Orient towers in the Mauka-Makai direction
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules
5. Move parking structures up and away from the street to allow for street level uses and activity
6. Create economic development and jobs

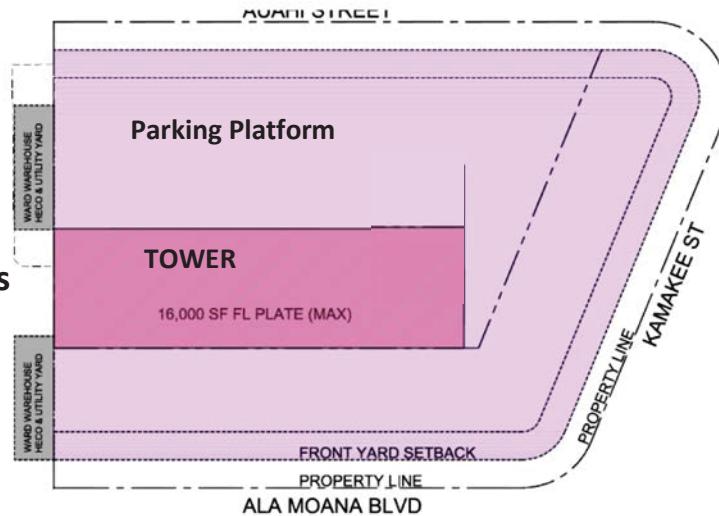
## Proposed Design Solution

### Creating a Positive Ground Level Experience

Under the allowable design envelope, a parking garage could be placed up to the setback lines and a tower placed on top. However, this creates an unpleasant ground level with only parking fronting the streets.

#### Allowed under Rules

*Traditional podium design allowable under the Mauka Area Rules*

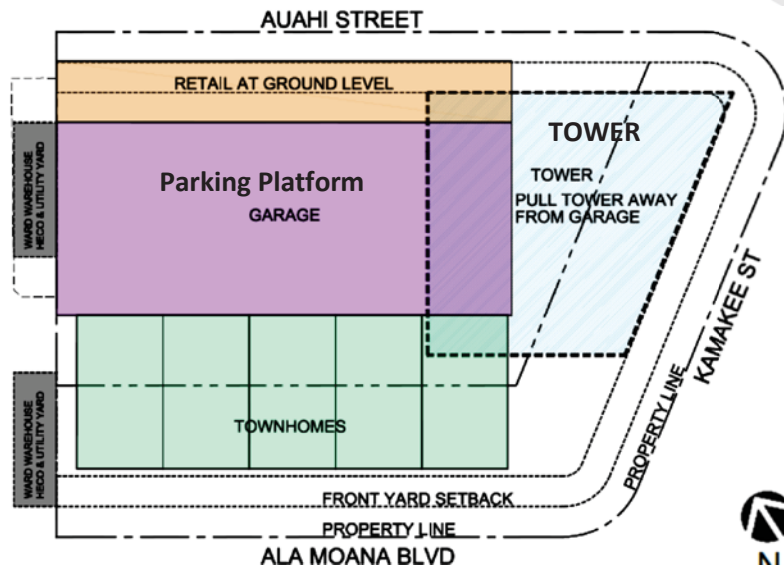


In order to create a friendlier streetscape, the design team focused on the ground level up using the following techniques:

- Pull the parking garage back from the streets by creating a small footprint, efficient parking garage
- Place low-rise townhomes along Ala Moana Blvd., pulling back from the road to enhance the views and experience for travelers along this important thoroughfare
- Provide friendly retail at ground level along Auahi Street – the primary pedestrian shopping experience location
- Separate the tower from the parking garage in order to provide maximum efficiency for the parking and bring residential units down closer to the ground

#### Proposed

*Creating a positive ground level experience with retail, townhomes, and a pleasing entry to tower.*

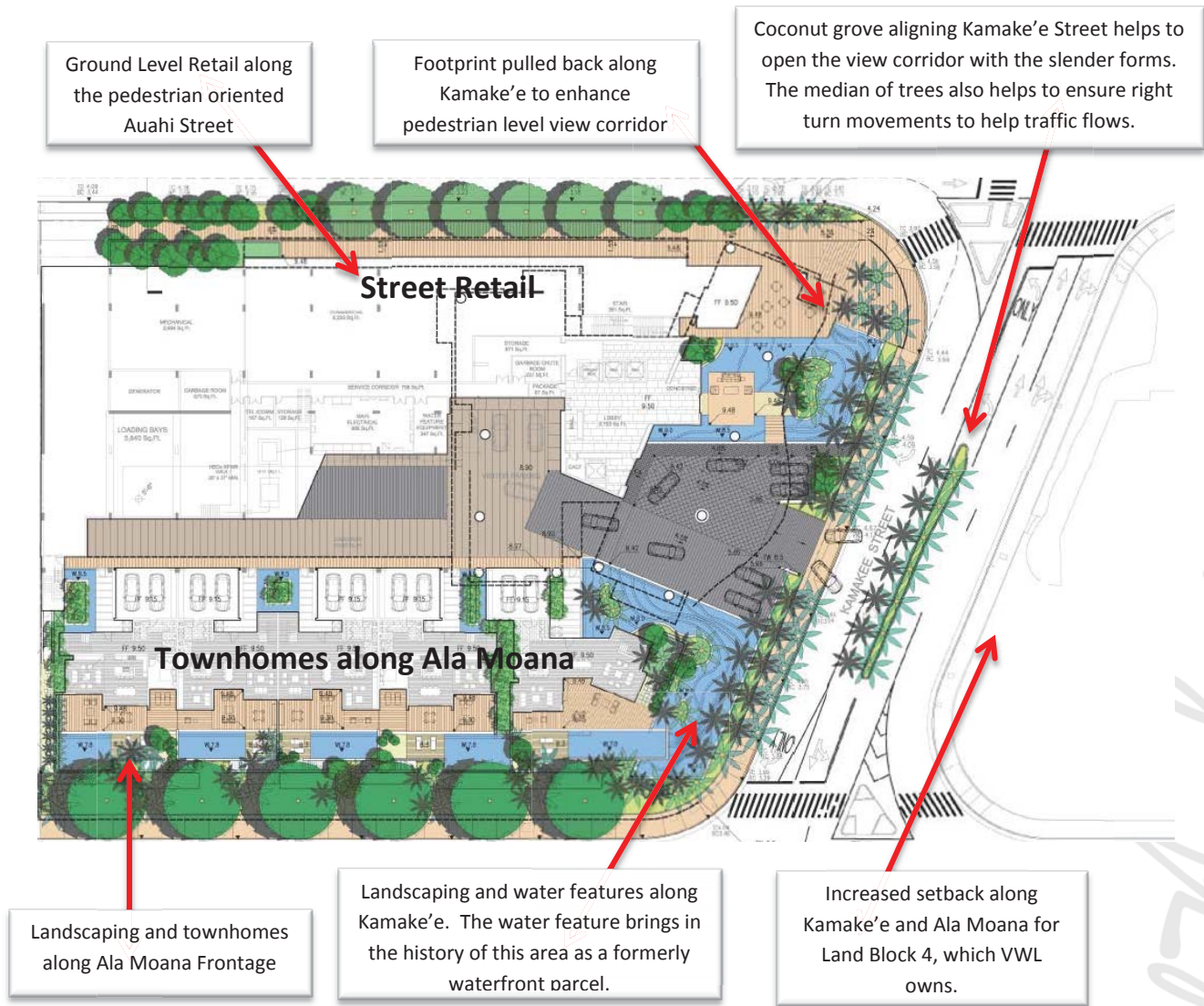




## Proposed Design Results

### Ground Level

The proposed design seeks to meet all of the design objectives along with creation of an iconic tower that adds beauty to the Honolulu skyline. The image below shows the improvements to the ground level and some key points of interest.



*Ground level plan for proposed design This graphic has been prepared for planning purposes and is subject to change as a result of the planning and/or permitting process.*

## Building Exterior Proposed Design with notes

The concept rendering below includes notes identifying some of the important design features. Significant cultural and historical concepts are included in this design to honor the rich history of Kakaako.



*Conceptual image of the proposed design. This graphic has been prepared for planning purposes and is subject to change as a result of the planning and/or permitting process.*

*Conceptual design notes*

1. *The building is broken into two wings, the Ewa and Diamond Head. One wing is taller than the other to help break up the massing.*
2. *The Diamond Head wing concept is clad in a flowing glass curtain wall façade. This form evokes the flowing beauty of the ocean waves or a fishing net carefully draped.*
3. *The podium is set back beyond the tower face, allowing tower columns to drop to the ground and possibly into water features. Themes include the legs of the Ae'o bird as it stands in the ancient tide pools of Kakaako, or the legs of the fisherman as he waits to cast his hook or net.*
4. *The coconut palm streetscape identifies the traditional path into the community as envisioned by the Ward family over 100 years ago.*
5. *Low-rise townhomes along Ala Moana Blvd soften the pedestrian feel and create a more inviting neighborhood.*

**Ward Village– Phase 1  
Land Block 2, Project 1**

**Exhibit B-3  
Proposed Modifications to Mauka Area Rules**



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## **Mauka Rules Allowance for Modifications**

As set forth in Finding of Fact (“FOF”) No. 106 of the Ward Neighborhood Master Plan, 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 application are intended to facilitate better building design, preserve and enhance the mauka-makai view 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 prevention of any 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.

## **Public Benefits & Design Objectives**

As outlined above, we have utilized the following master plan goals and public benefits as our key objectives for Phase 1 design:

1. Deliver reserved housing to bring local residents back to the neighborhood
2. Create a more pedestrian friendly street network
3. Orient towers in the Mauka-Makai direction
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules
5. Move parking structures up and away from the street to allow for street level uses and activity
6. Create economic development and jobs

### Design Allowed under the Old Mauka Rules

Under the Mauka Rules, the parking platform could extend up to the front and side yard setbacks, and the towers could be oriented and located in the East-West orientation. This tower orientation is not preferred as it blocks the mauka-makai views to and from the ocean. While allowable under the rules, this design did not meet the design objectives and would result in a less desirable pedestrian experience.



*Old Mauka Rules Allowed Building Envelope in 3D*

#### DESIGN OBJECTIVES

	Y	N
1. Deliver Reserved Housing to bring local residents back to the neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Create a more Pedestrian friendly Street Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Orient towers in the Mauka-Makai direction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Move parking structures up and away from the street to allow for street level uses and activity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Create economic development and jobs	<input checked="" type="checkbox"/>	<input type="checkbox"/>



### Design Allowed under the New Mauka Rules

Under the New Mauka Rules, the parking platform could also extend up to the front and side yard setbacks, and the towers could also be oriented and located in the East-West orientation. While allowable under the rules, this design also did not meet the design objectives and would result in a less desirable pedestrian experience.



*New Mauka Rules Allowed Building Envelope in 3D*

#### DESIGN OBJECTIVES

	Y	N
1. Deliver Reserved Housing to bring local residents back to the neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Create a more Pedestrian friendly Street Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Orient towers in the Mauka-Makai direction	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Move parking structures up and away from the street to allow for street level uses and activity	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Create economic development and jobs	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Proposed Design

The proposed design meets all of the design objectives and both creates positive pedestrian experience and maintains view corridors equal or greater than under the New Mauka Rules. The Ward Neighborhood Master Plan is vested under the old Mauka Area Rules, and therefore does not require Mauka – Makai orientation of towers. However, VWL has volunteered to implement the principle of Mauka-Makai tower orientation into its plans wherever possible, which is consistent with the new Mauka Area Rules.



*Proposed Building Envelope in 3D*

### DESIGN OBJECTIVES

	Y	N
1. Deliver Reserved Housing to bring local residents back to the neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Create a more Pedestrian friendly Street Network	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Orient towers in the Mauka-Makai direction	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Move parking structures up and away from the street to allow for street level uses and activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Create economic development and jobs	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

This modification is set forth in FOF No. 103 of the Ward MP. As shown in the following images, increasing the platform height allows the parking structure to be pushed up and away from the street, providing space for retail and residential units 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 façade.

Modification: Increase the maximum Platform or Street Front Element height from 45 to 65 feet. Allow an additional 12 feet of height for accessory use structures with a total area less than 15% of the Platform roof area. Accessory use structures will be set back 5 feet minimum from side yard property lines. Please see Exhibits C-15 through C-23 and E-1 through E-9 for 2D and 3D images.

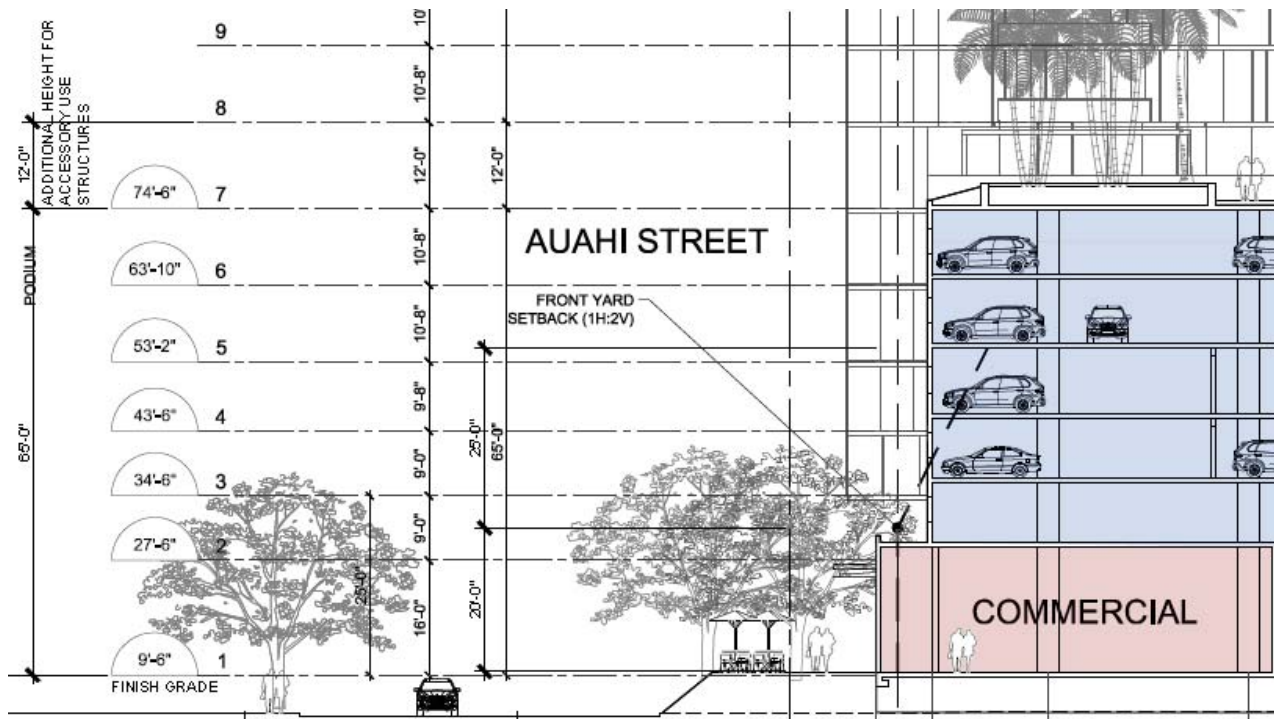
### Conditions for Modifications (HAR §15-22-22)

- In regards to §15-22-22, (a) (1): Platforms are typically used for parking. Allowing a higher platform will result in more floor levels. This enables commercial activities on lower levels while still providing sufficient floors for residential parking. Street level retail activities on lower levels provide more aesthetic streetscapes at the street level for pedestrian activities than parking structures would.
- In regards to §15-22-22, (a) (2): There are existing commercial activities at adjacent sites. By retaining the commercial uses on the ground level of the platform, this modification will support the ground level the commercial uses instead of adversely affecting them. The west side of the platform, which is mainly a parking structure, will be against the parking garage of a future residential 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 plan.

### Benefits:

- The inclusion of residential units in the platform conceals the parking garage from both Kamake’e and Auahi Streets, contributing to a significantly greater visual from the pedestrian viewpoint.
- The quality of residential experience is increased. The greater elevation allows for better privacy and noise mitigation from street traffic and commercial activities.
- The area of residential space within the platform and closer to the ground adds to the urban character of Ala Moana Blvd. and Kamake’e Street by creating an articulated street front enlivened by residential lanais.

- In regards to Mauka Area Rules 15-22-120, (7)(A), Subsurface Construction: The site elevation is planned to be approximately 9.5' above sea level. The high subsurface water table makes subsurface parking garage construction infeasible.
- In regards to Mauka Area Rules 15-22-120, (7)(B), Design Requirements for Ceiling Height Clearances: Commercial spaces and loading spaces require greater floor-to-floor height than typical parking floors. Parking on the ground level is dedicated to serve loading access.
- In regards to Mauka Area Rules 15-22-120, (7)(C), Significant public facilities or pedestrian features are provided at the street level: Additional platform height allows for the parking structure to be moved up and away from the street. The ground level retail along Auahi Street culminates in a plaza at the corner of Auahi and Kamake'e Streets. The residential lobby is fronting Kamake'e Street and the platform level is utilized as recreation area for the residents.
- In regards to 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 Auahi Street, Kamake'e Street, and Ala Moana Blvd. where no retail currently exists. The pedestrian experience is emphasized and enhanced with such activity and the inclusion of pedestrian-friendly facades.



*Section showing commercial level below parking*

## 2. Modification to Platform or “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 setback slope defined as a 20’ to 45’ slope in building height along frontage streets. Please see image following and Exhibits C-15 through C-23 and E-1 through E-9 for 2D and 3D images.

### 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.

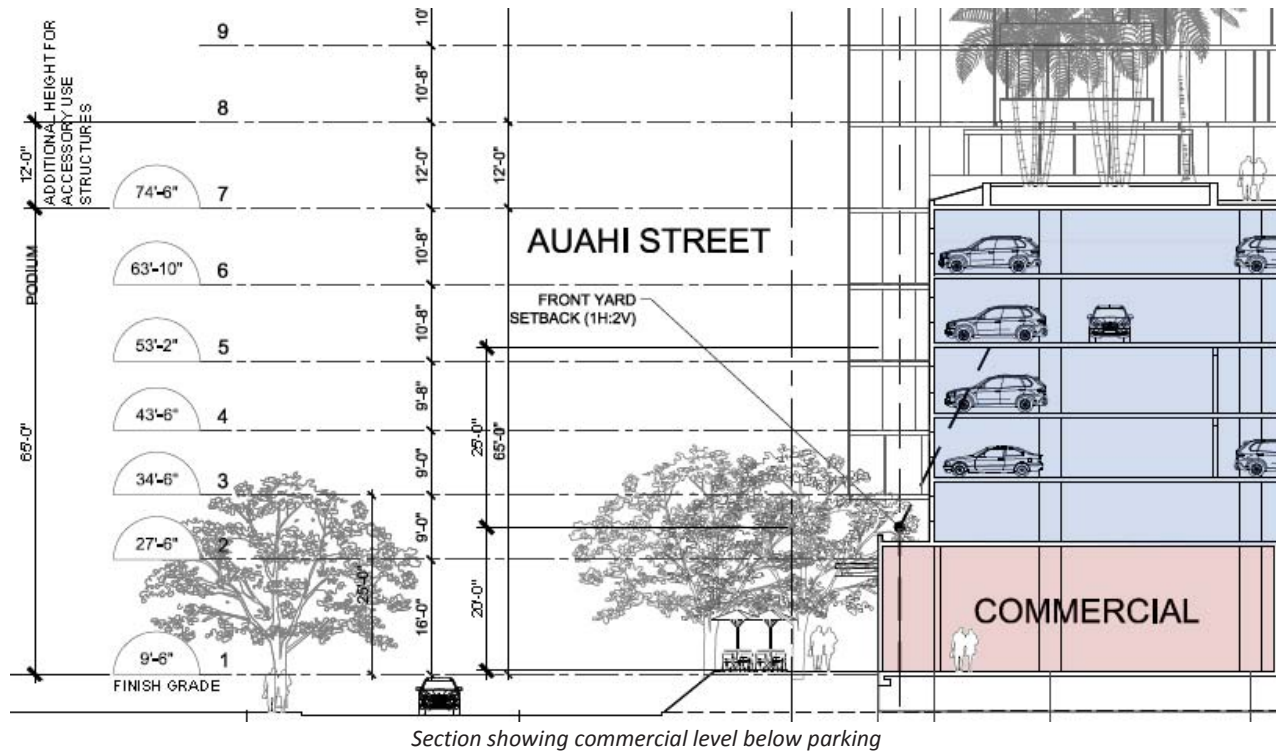
### Benefits

- Mauka Area Rules 15-22-22 Conditions for Modification (a)(1) states that “the modification would provide flexibility and result in a development that is practically and aesthetically superior to what could be accomplished with the rigid enforcement of this chapter.” 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 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.
- Mauka Area Rules 15-22-22 Conditions for Modification (a)(2) states that “the modification would not adversely affect adjacent developments or uses.” The Project as designed will benefit



the nearby uses, which predominantly consist of retail establishments, by adding consumers to the district.

- Mauka Area Rules 15-22-22 Conditions for Modification (a)(3) states that “the resulting development will be consistent with the intent of the mauka area plan.” 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.



### 3. Modification to Yards – Front Yard Averaging

The Project is adjacent to streets on three of its sides, each of which requires a front yard setback. The typical front yard setback is 15'. The Project will provide setbacks exceeding the required 15' along Kamake'e Street and Ala Moana Blvd. Along Auahi Street, however, the front yard setback is reduced to 12' in order to provide for structural support.

Modification: Modify the uniform front yard setback of 15' to "averaging" front yard setback of 15'. Please see Exhibits B-3, C-15 through C-23, and E-1 through E-9 for 2D and 3D images.

#### 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): As the front yards are increased beyond the requirement on average, the adjacent uses on Auahi, Kamake'e, and Ala Moana will not be adversely affected.
- In regards to §15-22-22, (a) (3): This modification will allow redistribution of the front yards by adding open areas at the street corners thus making for a more pedestrian friendly environment. This is critical to implement the mixed-use, live-work-play neighborhood envisioned by the Mauka Area Rules.

#### Benefits

- Allows for flexibility of yard siting but does not decrease the size of front yards. In fact, the Project is anticipated to deliver a weighted average setback that exceeds the required yard.
- Mauka Area Rules 15-22-22 Conditions for Modification (a)(1) states that "the modification would provide flexibility and result in a development that is practically and aesthetically superior to what could be accomplished with the rigid enforcement of this chapter." The modification allows for non-linear facades that enhance the streetscape. In addition, by creating articulation along Ala Moana Blvd., Kamake'e Street, and Auahi Street, the experience for pedestrians is significantly enhanced with robust landscaping, water features and a lobby with an indoor-outdoor ambiance.
- Mauka Area Rules 15-22-22 Conditions for Modification (a)(2) states that "the modification would not adversely affect adjacent developments or uses." The adjacent uses on Auahi Street will not be adversely affected.
- Mauka Area Rules 15-22-22 Conditions for Modification (a)(3) states that "the resulting development will be consistent with the intent of the mauka area plan." This modification redistributes the platform envelope by moving it away from Ala Moana Blvd. and Kamake'e Street, both of which are intended to be pedestrian-friendly corridors. In addition, it frees land area from the Auahi Street and Kamake'e Street corner to become an iconic plaza.



#### **4. Modification to Yards – Overhang Encroachment**

By adding pedestrian friendly street level retail, the front yards will become active with pedestrians. To enhance the pedestrian experience, increased overhangs will be provided to shelter pedestrians from the elements..

##### Modification

- Modify the front yard setback fronting Auahi 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 along Auahi Street is for commercial use, which typically needs a higher ceiling. A proposed canopy facing the street will therefore be mounted at a higher location. A 10-ft deep canopy will be more practical to provide weather protection to the pedestrian.
- In regards to §15-22-22, (a) (2): The canopy is facing Auahi Street, which has a wide right-of-way. The 15-ft front yard setback is maintained along Auahi Street. A deeper canopy along Auahi 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 which is mounted higher is consistent with the intent of the mauka area plan as it provides weather protection to pedestrians and encourages walking.

##### Benefits

- Modification of the front yard setback allows for a pedestrian friendly canopy with protection from weather, improving aesthetics and the pedestrian facade experience along Ward Avenue. This modification will improve the live-work-play experience, provide flexibility and visual variety to the façade.

## 5. Modification to “Tower Element” Setback

This modification is set forth in FOF No. 102 of the Ward MP. The 75-foot right of way setback for tower elements along Kamake’e would necessitate the placement of the towers so that their width blocks ocean and mountain views. Reducing the setback allows towers to be placed perpendicular to the ocean, thus opening up Mauka-Makai views. Per Mauka Area Rules HAR 15-22-120, view corridor setbacks may be modified pursuant to the criteria in Mauka Area Rules 15-22-22.

Modification: Reduce to 30 feet the current 75-foot right of way setback for tower elements along the Ewa side of Kamake’e Street while committing to maintain the 75’ tower setback on the Diamond Head side of Kamake’e, thus maintaining a 181’ spacing between towers, which exceeds the 176’ spacing under the New Mauka Area Rules. Please see images following along with C-15 through C-23, and E-1 through E-9 for 2D and 3D images.

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

- In regards to §15-22-22, (a) (1): “the modification would provide flexibility and result in a development that is practically and aesthetically superior to what could be accomplished with the rigid enforcement of this chapter.” The proposed design allows for the tower footprint to be rotated perpendicular to the ocean, so that the narrow part of the footprint faces the ocean. In addition, it also allows for development of a pedestrian friendly environment at the street level. 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
- In regards to §15-22-22, (a) (2): “the modification would not adversely affect adjacent developments or uses.” The Project as designed will benefit the nearby uses, which predominantly consist of retail establishments, by adding consumers to the district. Since the modification affects only the portion of the building that is above the platform, it will have no negative impact to the pedestrian experiences.
- In regards to §15-22-22, (a) (3): “the resulting development will be consistent with the intent of the Mauka Area Rules.” The tower location allows for an efficient parking garage fronted on all sides by residential and retail uses. This is critical to implement the mixed-use, live-work-play neighborhood envisioned by the Mauka Area Rule as it provides the ability to deliver reserved housing units early in the Ward MP development. This implements the Ward MP and Mauka Area Plan vision for mixed-use, live-work-play to families and those qualifying for reserved housing.

### Other Benefits

- The inclusion of residential space in the platform allows for the development to slightly 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.

- Additionally, the design allows for an architecturally interesting façade fronting Kamake'e.

Additional Benefits Provided on Adjacent Parcels owned by VWL

- Along the critical thoroughfare of Ala Moana, the platform setback has been increased from 15' to over 30' to provide further pedestrian level corridor views and additional greenway along the frontages.
- VWL has provided for additional setbacks on Land Block 4, across Kamake'e Street from the project including:
  - Orienting the future tower (yet to be designed) in a mauka-makai orientation
  - Ensuring a future tower setback of 75' from Kamake'e on Land Block 4 thus creating a 181' spacing between towers, which is greater than the 176' spacing required under the New Rules.
- To further the provision of equal or greater view corridors, the Kamake'e tower setback on Land Block 3, Project 1 has been increased to over 75'. This will align with the setback on Land Block 4, providing for a consistent corridor up Kamake'e to Queen Street.

Meets Objectives As outlined above, we have utilized the following master plan goals and public benefits as our key objectives for Phase 1 design. The Project with all modifications is practically and aesthetically superior to what could be accomplished without the proposed modifications to the Mauka Area Rules. The objectives met are below:

1. Deliver reserved housing to bring local residents back to the neighborhood
2. Create a more pedestrian friendly street network
3. Orient towers in the Mauka-Makai direction
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules
5. Move parking structures up and away from the street to allow for street level uses and activity
6. Create economic development and jobs

# 2D Comparison between Allowed and Proposed designs

(see Exhibit E-3 for large image)

**DESIGN OBJECTIVES**

1. Deliver Reserved Housing to bring local residents back to the neighborhood

2. Create a more Pedestrian friendly Street Network

3. Orient towers in the Mauka-Makai direction

4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules

5. Move parking structures up and away from the street to allow for street level uses and activity

6. Create economic development and jobs

Y ☒ ☐ ☐ ☐ ☐ ☐ ☐

N ☐ ☐ ☐ ☐ ☐ ☐ ☐

**DESIGN OBJECTIVES**

1. Deliver Reserved Housing to bring local residents back to the neighborhood

2. Create a more Pedestrian friendly Street Network

3. Orient towers in the Mauka-Makai direction

4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules

5. Move parking structures up and away from the street to allow for street level uses and activity

6. Create economic development and jobs

Y ☒ ☐ ☐ ☐ ☐ ☐ ☐

N ☐ ☐ ☐ ☐ ☐ ☐ ☐

**DESIGN OBJECTIVES**

1. Deliver Reserved Housing to bring local residents back to the neighborhood

2. Create a more Pedestrian friendly Street Network

3. Orient towers in the Mauka-Makai direction

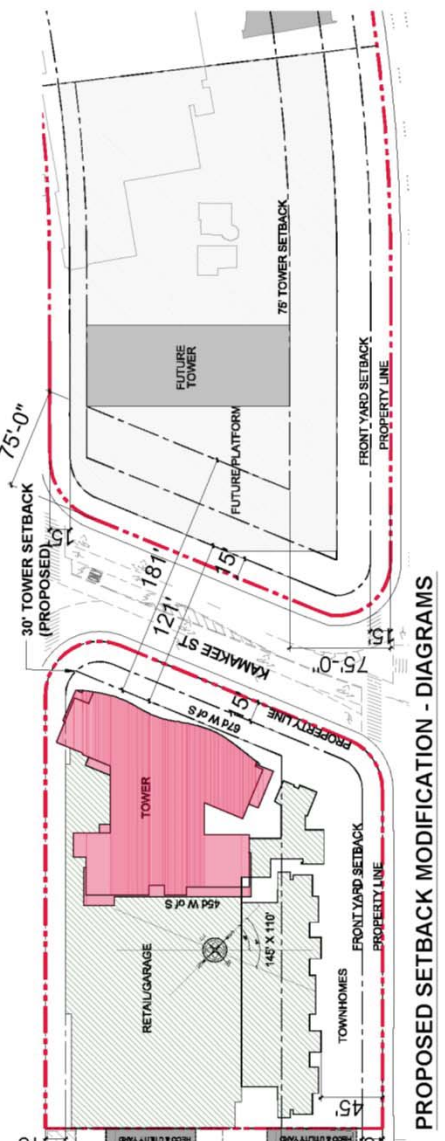
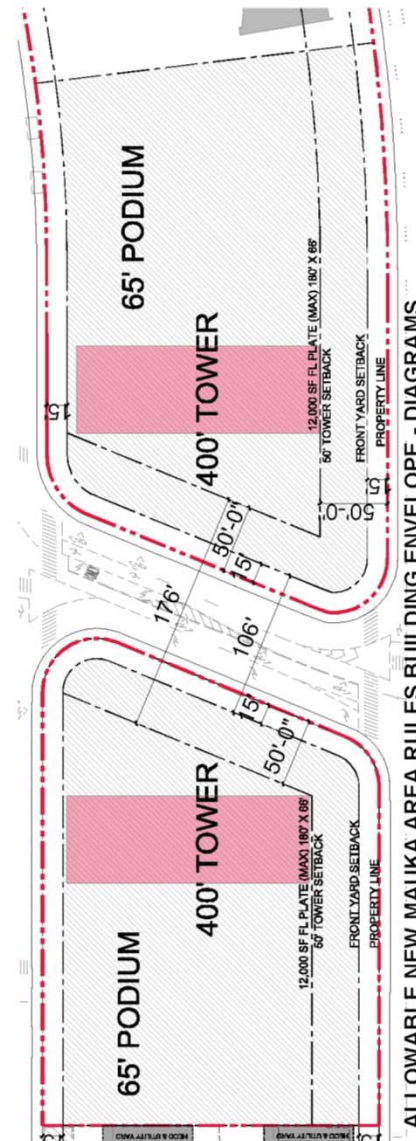
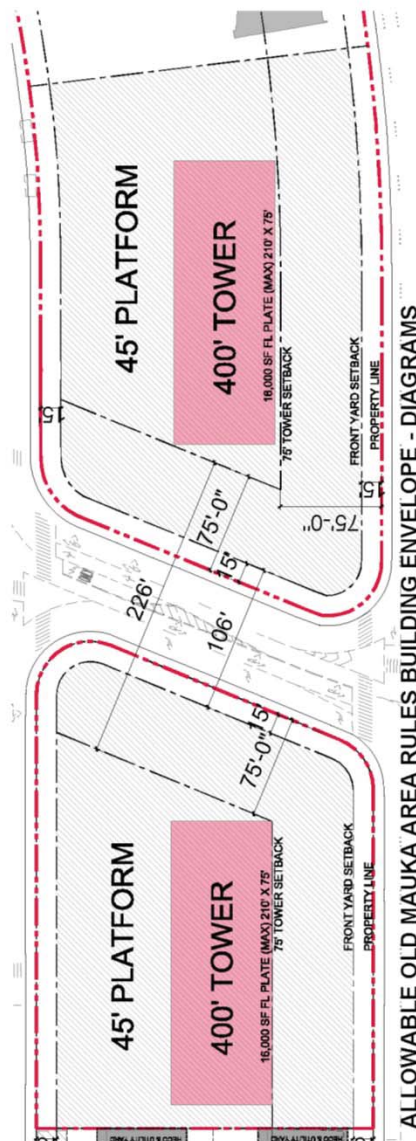
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules

5. Move parking structures up and away from the street to allow for street level uses and activity

6. Create economic development and jobs

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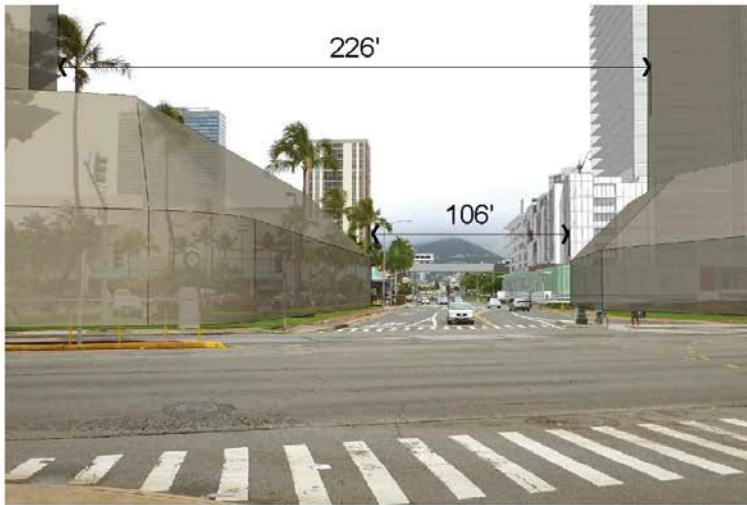




# 3D Comparison between Allowed and Proposed designs

## View Mauka on Kamake'e Street, from Ala Moana Beach Park

ALLOWABLE  
(OLD RULES)

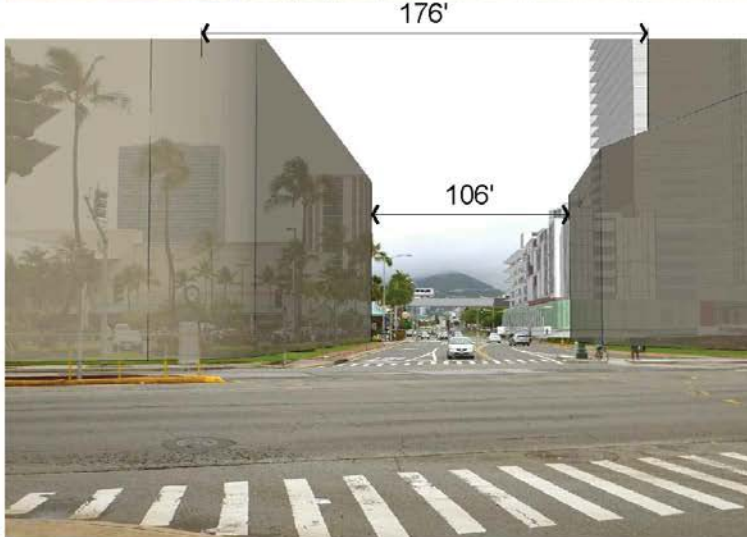


### DESIGN OBJECTIVES

1. Deliver Reserved Housing to bring local residents back to the neighborhood
2. Create a more Pedestrian friendly Street Network
3. Orient towers in the Mauka-Makai direction
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules
5. Move parking structures up and away from the street to allow for street level uses and activity
6. Create economic development and jobs

Y	N
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<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

ALLOWABLE  
(NEW RULES)



### DESIGN OBJECTIVES

1. Deliver Reserved Housing to bring local residents back to the neighborhood
2. Create a more Pedestrian friendly Street Network
3. Orient towers in the Mauka-Makai direction
4. Provide Mauka-Makai view corridors that are equivalent or greater than required under New Mauka Area Rules
5. Move parking structures up and away from the street to allow for street level uses and activity
6. Create economic development and jobs

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PROPOSED

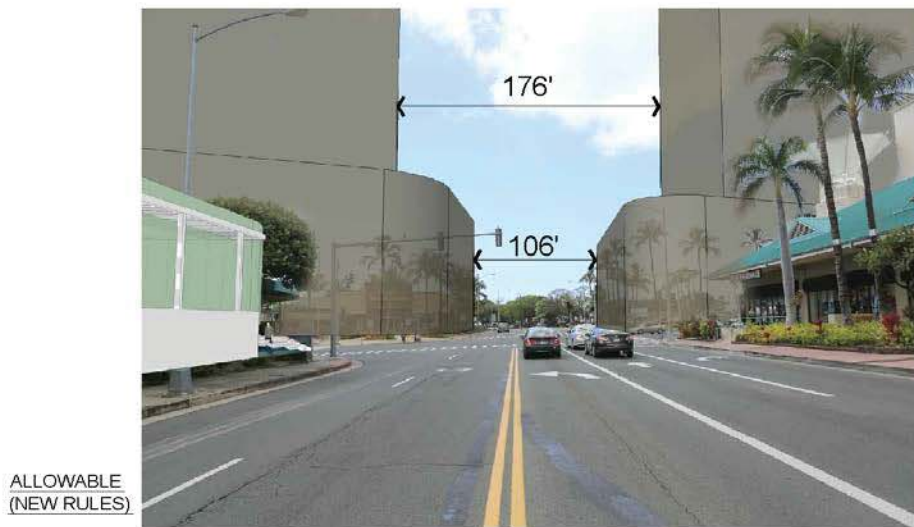
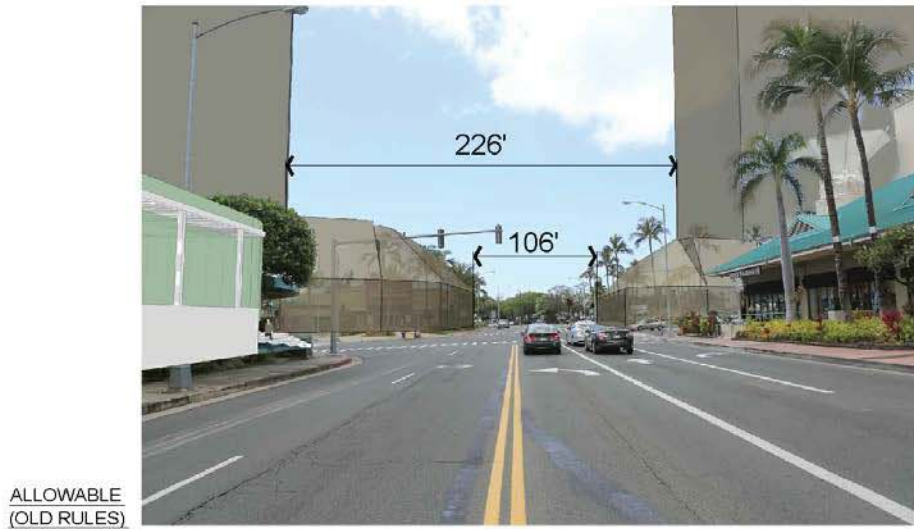


### DESIGN OBJECTIVES

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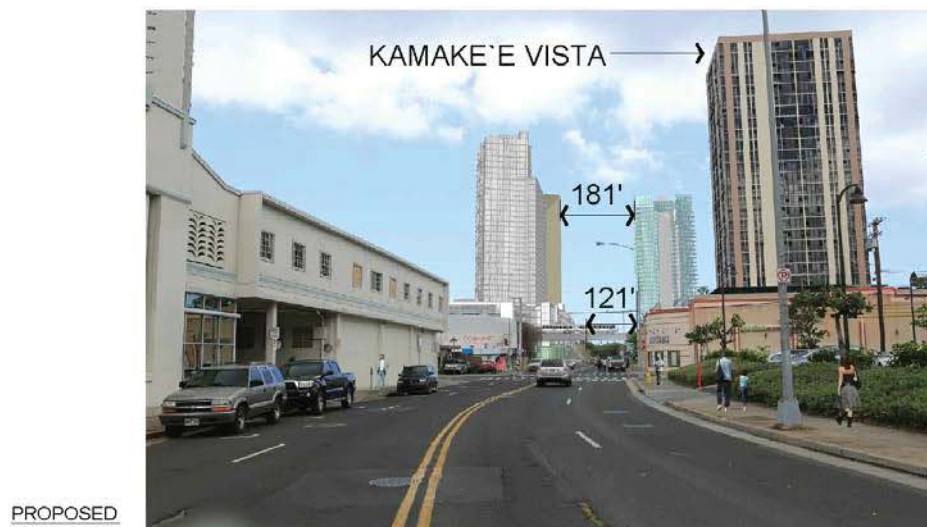
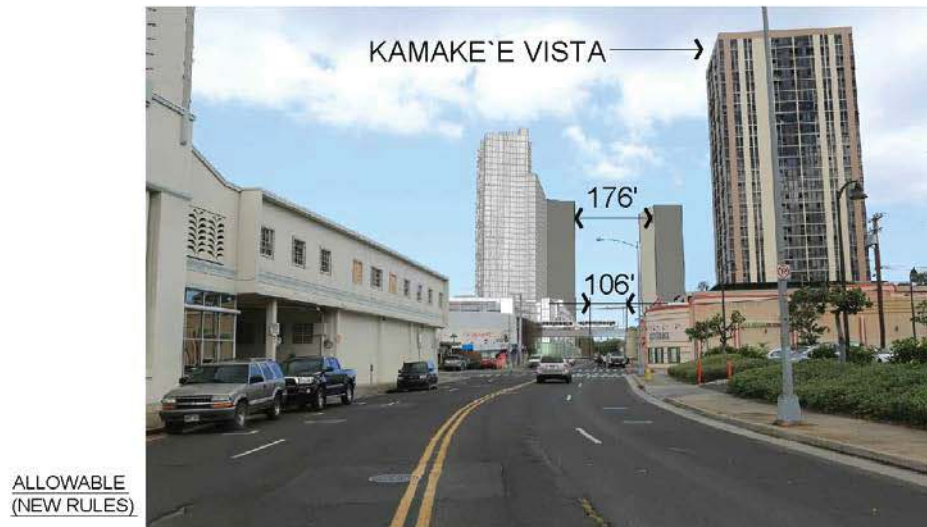
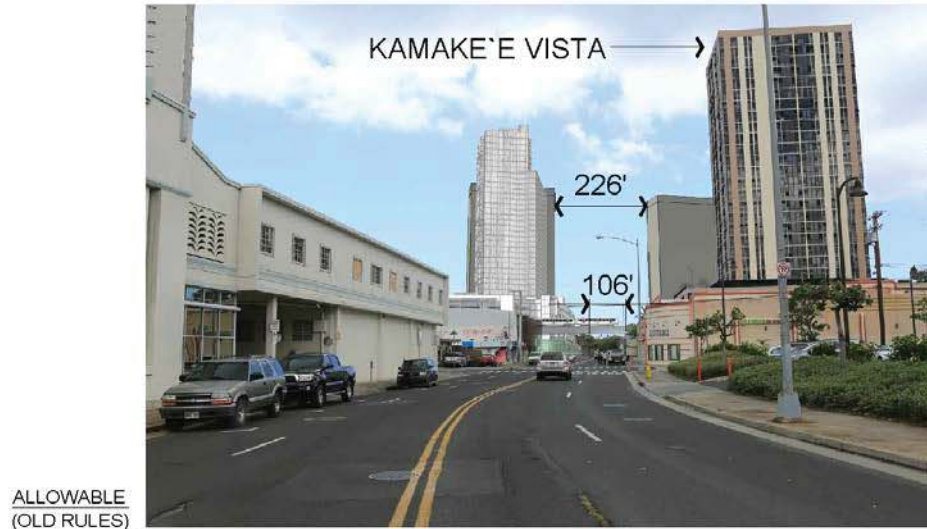
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**View Makai on Kamake'e Street near Queen Street**





**View Makai on Kamake'e near Kapiolani Blvd.**



View East fronting Ala Moana Blvd

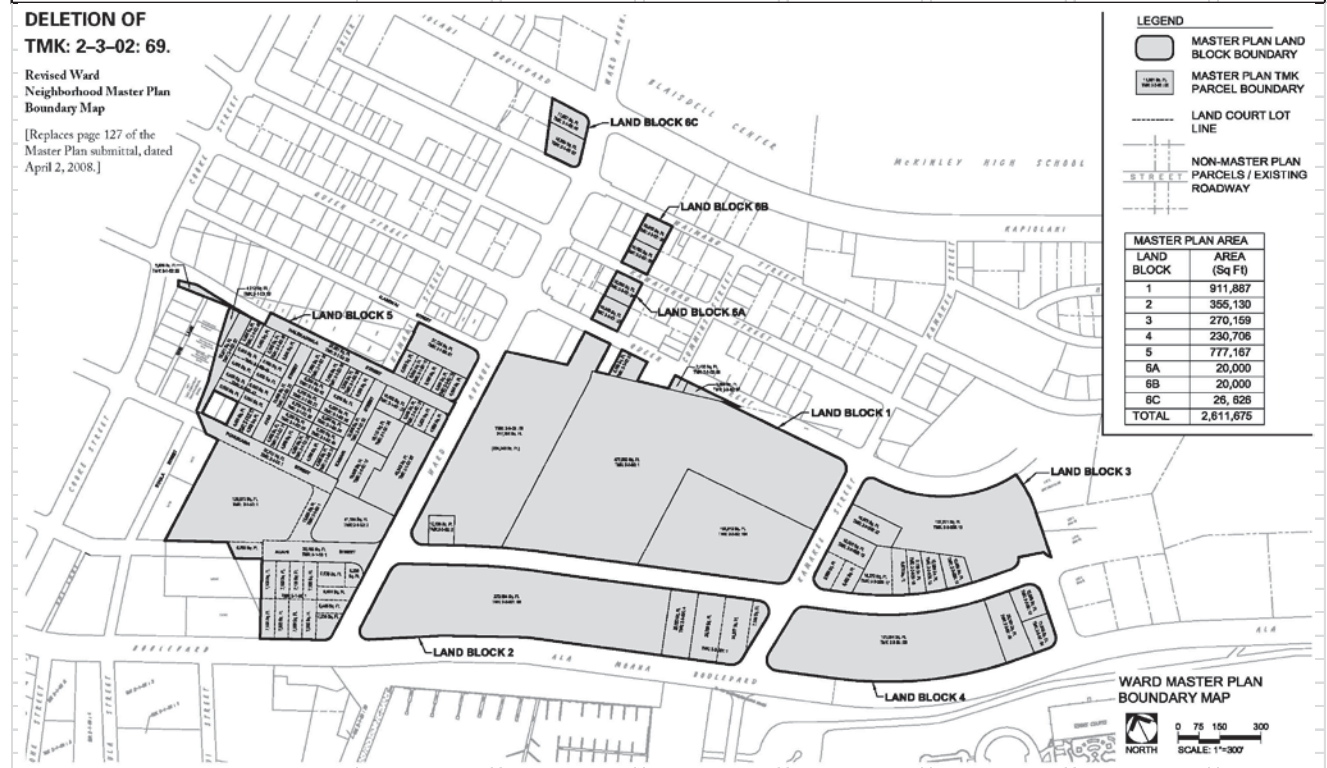




## FAR ALLOCATION SUMMARY

Pursuant to the Ward Neighborhood Master Plan Permit and subsequent Development Agreement, the following FAR ALLOCATION SUMMARY outlines the refined estimated distribution of Floor Area throughout the Ward Neighborhood.

Ward Properties - Permitted Uses Summary							
Phase 1 Implementation Program - June 17, 2013							
	LAND BLOCK DEVELOPMENT LOT	LAND BLOCK DEVELOPMENT LOT	LAND BLOCK DEVELOPMENT LOT	LAND BLOCK DEVELOPMENT LOT	LAND BLOCK DEVELOPMENT LOT	LAND BLOCK DEVELOPMENT LOT	TOTAL
	1	2	3	4	5	6	
<b>MASTER PLAN ADDENDUM - 9/12/2008</b>							
Land in Acres (ac)	20.93	8.15	6.20	5.30	17.84	1.53	59.96
Land in SF (sf)	911,887	355,130	270,159	230,706	777,167	66,626	2,611,675
<b>Tabulation per 9/12/2008 Master Plan Addendum #2</b>							
Gross Building Area (sf)	3,046,296	1,537,651	777,105	1,018,650	2,835,404	119,134	9,334,240
Existing Streets (sf)	-	-	-	-	155,296	-	155,296
Open Space Required (sf)	91,189	35,513	27,016	23,071	62,187	6,663	245,639
Public Facilities Required (sf)	104,981	55,391	27,068	37,157	101,580	3,876	330,053
Potential Area Transfer (SF)	(418,875)	188,157	(249,499)	141,967	472,295	(134,045)	-
Potential Area Transfer (%)	-12.1%	13.9%	-24.3%	16.2%	20.0%	-52.9%	
<b>TOTAL APPROVED FAR 9/12/2008</b>	<b>3.34</b>	<b>4.33</b>	<b>2.88</b>	<b>4.42</b>	<b>4.56</b>	<b>1.79</b>	<b>3.80</b>
<b>PHASE 1 IMPLEMENTATION PROGRAM</b>							
Project 1 on Land Blocks 2,3,5		527,781	649,360		512,397		1,689,538
Ward Village Shops Phase 1			71,012				71,012
Ward Village Shops Phase 2			58,766				58,766
<b>Phase 1 FAR</b>	<b>-</b>	<b>527,781</b>	<b>779,138</b>	<b>-</b>	<b>512,397</b>	<b>-</b>	<b>1,819,316</b>
<b>Remaining FAR</b>	<b>3,048,096</b>	<b>1,159,087</b>	<b>-</b>	<b>1,095,854</b>	<b>2,092,754</b>	<b>119,134</b>	<b>7,514,924</b>
<b>Gross Building Area (sf)</b>	<b>3,048,096</b>	<b>1,686,868</b>	<b>779,138</b>	<b>1,095,854</b>	<b>2,605,151</b>	<b>119,134</b>	<b>9,334,240</b>
Potential Area Transfer (SF)	(417,075)	337,374	(247,466)	219,171	242,042	(134,045)	-
Potential Area Transfer (%)	-12.0%	25.0%	-24.1%	25.0%	10.2%	-52.9%	
<b>TOTAL PHASE 1 PROGRAM FAR</b>	<b>3.34</b>	<b>4.75</b>	<b>2.88</b>	<b>4.75</b>	<b>4.19</b>	<b>1.79</b>	<b>3.80</b>
<b>Change From 9/12/2008 (sf)</b>	<b>1,800</b>	<b>149,217</b>	<b>2,033</b>	<b>77,204</b>	<b>(230,253)</b>	<b>-</b>	<b>0</b>



# PROJECT AREA SUMMARY

## FLOOR AREA ALLOWED

(per OLD HCDA Mauka Area Rules)

	AREA (SF)	BUILDABLE AREA (PER OLD MAUKA RULES) FAR = 3.5	BUILDABLE AREA (PER WARD NEIGHBORHOOD MASTER PLAN) FAR = 4.75 (including industrial bonus and 25% transfer)
<b>TMK</b>			
<b>PROJECT 1</b>			
(1) 2-3-001:001	56,446	197,561	
(1) 2-3-001:004	25,000	87,500	
SUBTOTAL	81,446	285,061	
<b>FUTURE PROJECTS</b>			
(1) 2-3-001:005	273,684	957,894	
TOTAL PARK BLOCK 2	355,130	1,242,955	1,686,868

## UNIT TYPE MATRIX

UNIT TYPE	# of Bedrooms	Area (SF)		Lanai Area (non HCDA FAR)
		low range	high range	
Residence 1	3	2,828	3,108	279
Residence 2	2	1,636	1,708	229
Residence 3	3	1,939	2,042	125
Residence 4	2	1,474		189
Residence 5	1	1,186		87
Residence 6	3	2,306		344
Premium Residence 1	4	4,329	4,339	269
Premium Residence 2	3	2,830	2,833	132
Premium Residence 3	2	2,202		172
Premium Residence 4	3	3,324		345
Estate Residence 1	4	6,801		393
Estate Residence 2	4	5,238		389
Townhome Type A	3	2,477		
Townhome Type B	2	2,672		
Townhome Type C	3	3,365		
Townhome Type D	3	3,239		
Townhome Type E	2	3,216		
Townhome Type F	2	3,844		
Penthouse		13,013		

Reserved Housing

0 \*\*\* to be provided off-site

**\*\* ALL FIGURES ARE APPROXIMATE**

**WARD VILLAGE LAND BLOCK 2, PROJECT 1**

THE HOWARD HUGHES CORPORATION

JUNE 17, 2013

DEVELOPMENT PERMIT SUBMISSION

**EXHIBIT B-4**

page 2 of 3

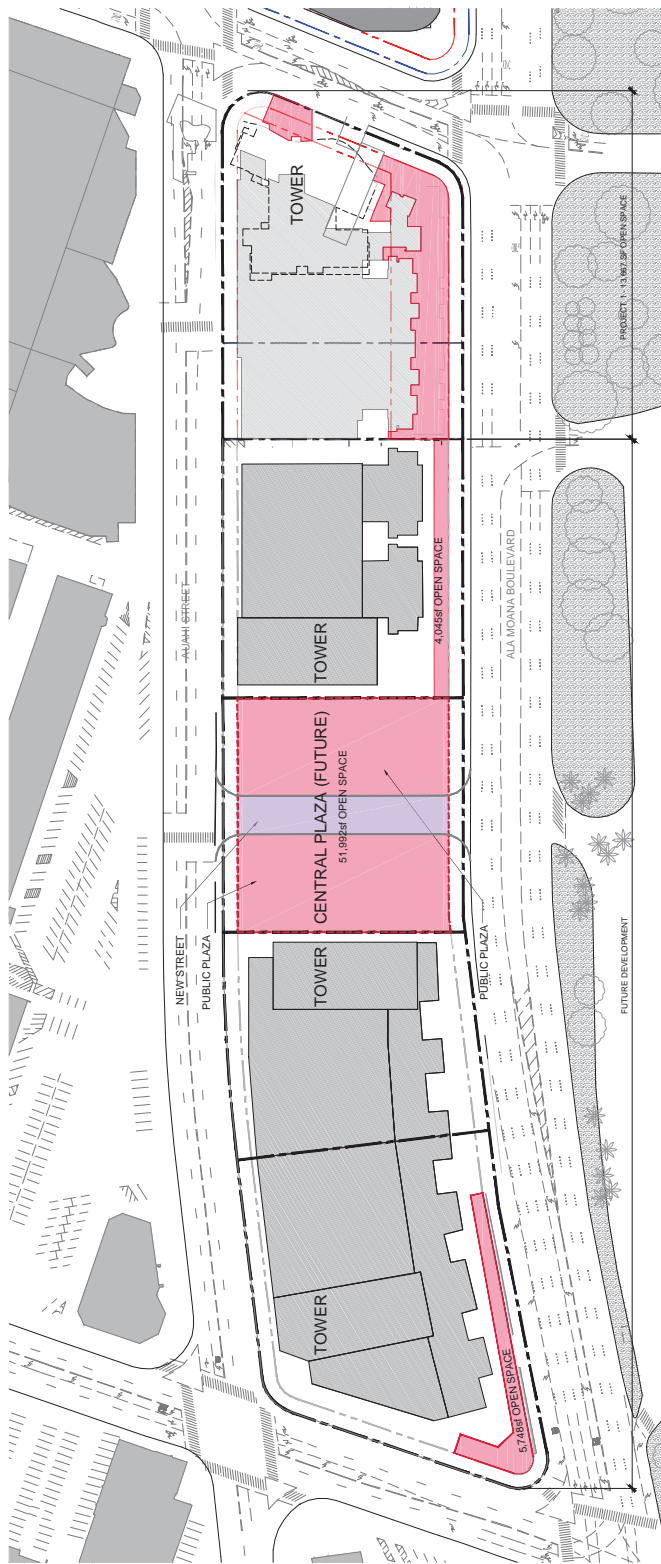
# PROJECT AREA SUMMARY

## FLOOR AREA PROVIDED

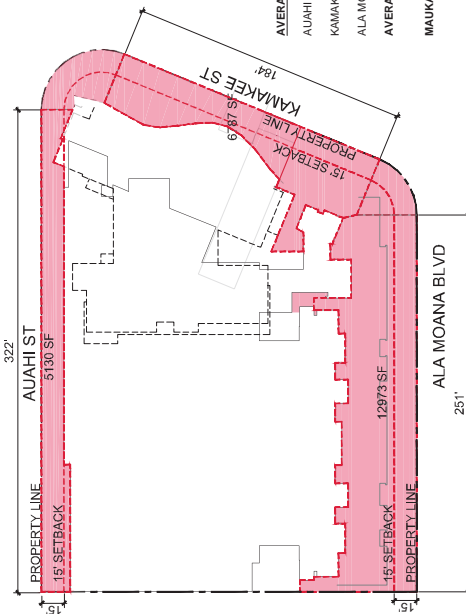
	COMMERCIAL (SF)	RESIDENTIAL (SF)	TOTAL FLOOR AREA (SF)	UNITS	PARKING STALLS
Level 36		6,721	6,721	0.5	0
Level 35	-	6,292	6,292	0.5	0
Level 34	-	14,362	14,362	2	0
Level 33	-	15,021	15,021	4	0
Level 32	-	15,008	15,008	4	0
Level 31	-	14,938	14,938	6	0
Level 30	-	14,830	14,830	6	0
Level 29	-	14,955	14,955	6	0
Level 28	-	14,970	14,970	6	0
Level 27	-	14,983	14,983	6	0
Level 26	-	14,992	14,992	6	0
Level 25	-	14,993	14,993	6	0
Level 24	-	14,896	14,896	6	0
Level 23	-	14,978	14,978	6	0
Level 22	-	14,969	14,969	6	0
Level 21	-	14,959	14,959	6	0
Level 20	-	14,948	14,948	6	0
Level 19	-	14,938	14,938	6	0
Level 18	-	14,928	14,928	6	0
Level 17	-	14,919	14,919	6	0
Level 16	-	14,913	14,913	6	0
Level 15	-	14,910	14,910	6	0
Level 14	-	14,911	14,911	6	0
Level 13	-	14,919	14,919	6	0
Level 12	-	14,935	14,935	6	0
Level 11	-	14,830	14,830	6	0
Level 10	-	14,981	14,981	6	0
Level 9	-	14,969	14,969	6	0
Level 8	-	15,053	15,053	6	0
Level 7	-	16,668	16,668	0	0
Level 6	-	9,451	9,451	3	72
Level 5	-	12,152	12,152	3	64
Level 4	-	16,204	16,204	8.5	67
Level 3	-	17,766	17,766	2.5	64
Level 2	-	14,160	14,160	2.5	35
Level 1	8,255	17,104	25,359	2.5	15
<b>TOTAL</b>	<b>8,255</b>	<b>519,526</b>	<b>527,781</b>	<b>177</b>	<b>317</b>

**\*\* ALL FIGURES ARE APPROXIMATE**

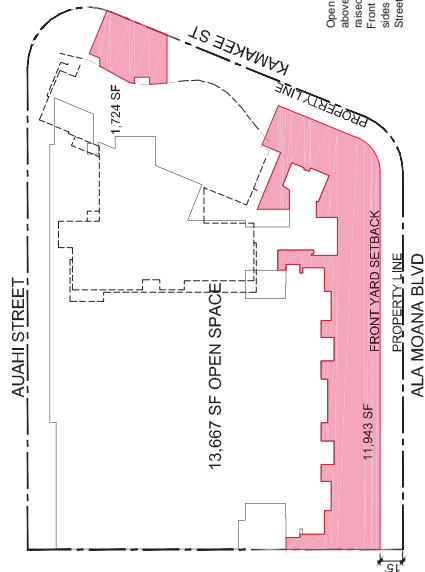
OPEN SPACE			
AREA (SF)	OPEN SPACE (SF)	%	PUBLIC FACILITIES (SF)
PROJECT 1 (Block C)	81,446	16.8%	3,769
Future Development	54,522	19.9%	62,992
TOTAL AREA - LAND BLOCK 2	355,150	19.2%	66,761



3 OPEN SPACE DIAGRAM - LAND BLOCK 2  
SCALE: 1"=50'-0"



2 YARD AVERAGING DIAGRAM  
SCALE: 1/32"=1'-0"



1 OPEN SPACE DIAGRAM - PROJECT 1  
SCALE: 1/32"=1'-0"

Open Space to include area more than 4' above the sidewalk elevation. This area is related due to new FEMA floodplain elevation. Front yard setback requirements on three sides of property. Auaahi Street, Kamaakee Street and Ala Moana Blvd.

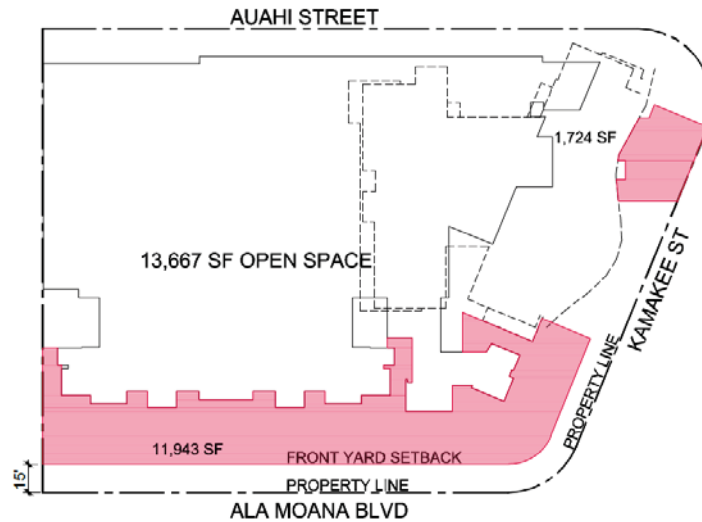
NOTE: This graphic has been prepared for planning purposes and is subject to change as a result of the planning and/or permitting process. See enclosed corresponding Exhibits Document for enlarged diagrams, plans & drawings.



OPEN SPACE AND RECREATION SPACE DESCRIPTION  
EXHIBIT B-6

**Open Space**

The Project exceeds the open space requirement. At the ground level the Project includes 13,024 SF of open space (16.8% of Project land area). See diagram below and Exhibits B-3, C-5, and D-11 for more information.



*Open Space Diagram*

**Recreation Space**

This project exceeds the requirements for recreation space. The level on top of the platform is planned to contain open space and recreational activities. With the exception of the tower footprint, the remainder of the podium rooftop, containing approximately 15,653 square feet will be predominantly exposed to the open air. Examples of proposed features on this amenity deck include a pool, outdoor lounge, cabanas, putting green, kid's play area and dog park. In addition, indoor recreational areas such as a fitness facility, locker rooms, private dining and theater are proposed within the tower footprint. These features are aimed toward promoting a healthy lifestyle and sense of community among residents and guests. For more information please see Exhibit C-11.

## memo – HCDA Green Building Criteria for Block C

date: March 5, 2013

to: Mr. Anthony J. H. Ching, Executive Director  
Hawaii Community Development Authority  
461 Cooke Street  
Honolulu, Hawaii 96813

from: Katrina Morgan, Principal  
Fermata Consulting

re: Green Building Criteria -  
Ward Village Land Block 2, Project 1 (aka Block C) Project

---

Dear Mr. Ching,

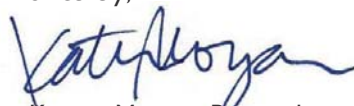
Fermata Consulting is the LEED Consultant for the Ward Village Land Block 2, Project 1, (aka Block C) Project. We hereby confirm that the Block C project is being designed in compliance with the requirements of section §15-217-59 *Green Building* of the 2011 *Mauka Area Rules for the Kakaako Community Development District*, including:

- The project design includes all systems, materials, performance, and documentation required to achieve a minimum LEED Building Design + Construction for New Construction 2009 Version 3 Silver Certification.
- The project design includes performance that meets Sustainable Sites credit 6.2, Stormwater Design - Quality Control.
- The project design includes performance that meets Sustainable Sites credit 7.2, Heat Island Effect-Roof.
- The project design includes performance that meets two points under the Water Efficiency credit 1, Water Efficient Landscaping.

Furthermore, we hereby confirm that the Block C project is being designed to meet the *Sustainability Guidelines for the Ward Neighborhood Development*, prepared by the Rocky Mountain Institute and published February 27, 2013.

If you have any questions or require further documentation regarding compliance of the Block C project with section §15-217-59 *Green Building* or with the *Sustainability Guidelines for the Ward Neighborhood Development*, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Katrina Morgan'.

Katrina Morgan, Principal  
Fermata Consulting, LLC

## **NOISE IMPACTS**

### **1.0 SUMMARY**

The Project is a proposed mixed-use high rise condominium project located between Auahi Street and Ala Moana Boulevard with the entrance on the Ewa side of Kamake'e Street. The project includes a residential tower, residential amenities, retail space and parking. Noise generating activities created by the commercial tenants, use of the amenity deck, and within the parking structure could potentially result in complaints by future residents or commercial tenants. These issues shall be addressed during the design process. In addition, a helipad may be proposed for the roof of the building, which may generate noise requiring mitigation.

### **2.0 PROJECT DESCRIPTION**

The luxury high rise condominium will include typical residential unit floors along with a penthouse unit at the top of the building. The project will also include commercial space at the ground floor.

### **3.0 POTENTIAL NOISE SOURCES**

#### **3.1 Commercial Space**

Commercial tenant space is located along Auahi Street. Directly above the commercial space is the parking structure. While the commercial space will likely generate some noise, the anticipated noise level is not expected to cause a significant number of noise complaints. The noise levels generated by the commercial space should be compatible with adjacent areas which are also commercial spaces of similar use. Noise generated by mechanical equipment (fans, pumps, air handling equipment, etc.) will be evaluated during the design, and may include noise mitigation treatments. All stationary mechanical equipment must comply with the State Noise Limits.

#### **3.2 Parking Structure**

The project includes a parking structure for the residences and commercial tenant patrons. The design between the parking podium and the residential tower will prevent airborne noise transmission between the garage and the residential units. Parking level walls and ceiling design will need to reduce potential noise build up within the parking garage. The finish of the parking level floors and ramps will need to address tire "squeal."

### **3.3 Helipad (in the event one is included)**

If and when in use, helicopters landing and taking off from the helipad may be heard by the residents, businesses, and patrons in the vicinity of the Victoria Ward Tower. However, the use of the helipad will be infrequent and the helicopter noise will be relatively short term.

### **3.3 Miscellaneous Noise Generators**

Miscellaneous noise generators such as delivery trucks, trash compactors, trash pickup trucks, mechanical equipment, and street noise will need to be considered during the design of the project. Locating some of these necessary functions farther from the residential units will help, along with proper design of exterior walls and windows. In addition, proper management practices such as limiting the time for trash pickup, deliveries, and commercial tenant's hours of operation can help address potential noise generators.

## **4.0 NOISE MITIGATION**

Noise mitigation will be considered throughout the design phase and construction documents phase, with the intent to a) minimize noise generating sources, b) properly locate any noise generating sources, and c) use proper design practices and materials that will help reduce sound levels that may otherwise generate complaints from the projects residents.





CONSULTING ENGINEERS  
& SCIENTISTS

Tel: 519.823.1311

Fax: 519.823.1316

Rowan Williams Davies & Irwin Inc.  
650 Woodlawn Road West  
Guelph, Ontario, Canada  
N1K 1B8

April 5, 2013

Mr. Carl MacDonald  
James K.M. Cheng Architects  
Suite 200 – 77 West 8<sup>th</sup> Avenue  
Vancouver, B.C. V5Y 1M8

**Re: Pedestrian Wind Conditions  
Victoria Ward (Parcel C East)  
Honolulu, Hawaii  
RWDI Reference No. 1300901**

**Email:** [cmacdonald@jamescheng.com](mailto:cmacdonald@jamescheng.com)

Dear Mr. MacDonald,

Rowan Williams Davies & Irwin Inc. (RWDI) has been retained by James K.M Cheng Architects to conduct wind tunnel studies for the pedestrian wind conditions on and around the proposed Victoria Ward (Parcel C East) development in Honolulu, Hawaii.

The proposed development includes a 37-story tower with a five-story podium for a total height of 427'-6". Winds around the proposed development will be simulated in one of RWDI's boundary-layer wind tunnels for the existing and proposed building configurations by using a 1:400 scale model of the study building and its surroundings within a 1600' radius. The current wind study will focus on frequently used pedestrian areas such as main entrances, sidewalks and outdoor seating areas at both the grade and podium levels. Wind tunnel measurements for 36 wind directions will be combined with the long-term weather data collected from the nearby Honolulu International Airport to predict the wind speeds and frequencies in full scale. These data will then be compared with the RWDI wind comfort and safety criteria to determine if they are appropriate for the intended usage of the pedestrian areas on and around the development.

The wind tunnel tests for the pedestrian wind conditions are currently scheduled for the end of April. Immediately following the tests, a report will be issued to summarize our main findings through tables and figures. Wind mitigation measures will be provided for areas where higher-than-desired wind speeds are detected.

We trust this letter satisfies your current needs. If you have any questions, please do not hesitate to contact us.

Yours very truly,

**ROWAN WILLIAMS DAVIES & IRWIN Inc.**

Analene Belanger, P.Eng. PMP  
Senior Project Manager / Associate

Bujar Morava, Ph.D., P.Eng.  
Technical Director / Associate

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