

HAWAII COMMUNITY
DEVELOPMENT AUTHORITY



MAUKA AREA PLAN

Kakaako Community Development District

Honolulu, Hawaii

UNOFFICIAL COMPILATION

JUNE 2005

EXHIBIT 31

to building setback, open space, landscaping, and other design requirements to ensure that the developments are compatible with uses within adjacent areas. The decks would function as community activity areas with open spaces and recreation spaces linked by a grade-separated system of pedestrianways. In effect, the decks will add considerable new "land surface" to the Mauka Area. The upper-level pedestrianways will join neighborhoods, link residential areas with off-site employment areas, and provide access to public facilities throughout the community. This upper-level system will allow people to move throughout the Mauka Area without going to the street level with its accompanying automobiles.

Access to the decks and uses below and above will be easy with elevators located in all parking structures (public or private) and within the building towers. Connections between grade-level and the upper-level pedestrianways will also be provided in every block. Ramps, escalators, and stairway connections will make all levels within a platform fully accessible. A series of bridges or skyways will be built across the public streets to create a system of continuous pedestrianways.

The most exciting aspect of the decks, however, is the activities that can occur on them. This new grade level will contain appropriate retail shops, restaurants and public facilities properly sited and integrated with the surrounding open spaces. Deck-level activities coupled with the mixing of residential and commercial uses below and above will combine to create an atmosphere of activity and vitality. It is this atmosphere that will attract people to reside in the Mauka Area and to participate in its activities.

Tower structures will be permitted for planned developments and may be located on or abutting decks and would contain office and residential uses. A single structure up to 100 feet in height will be allowed on a development lot of 20,000 square feet but less than 40,000 square feet. Only one structure up to 200 feet in height will be allowed on a development lot of 40,000 square feet but less than 80,000 square feet.

For a development lot of 80,000 square feet, one structure not to exceed 400 feet in height, will be allowed. No structures shall be allowed above the 45-foot level on parcels which are less than 20,000 square feet. The height, bulk, and siting of the structures on decks shall be regulated to create ample open space on the decks and between structures.

The development of public parks at the 45-foot level on the roofs of public parking garages will also contribute to this

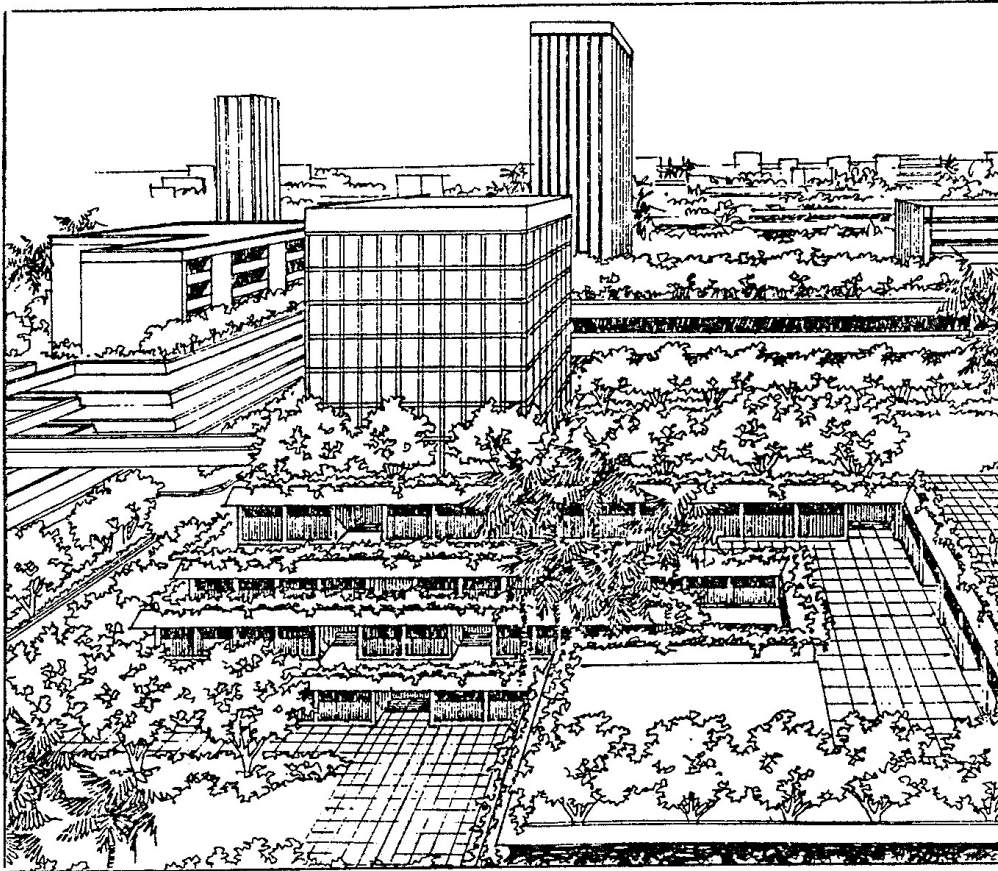


Figure 5: Mauka Area's Future Urban Form

Planned Development Permits

The Authority shall use the method of design review and granting of Planned Development permits to achieve the objectives of this plan and the urban form previously described. Accordingly, any proposed development above 45 feet in building height or having a floor area ratio greater than 1.5 shall have a minimum development lot size of 10,000 square feet and will require a Planned Development permit.

In order to obtain a Planned Development permit, a proposed development project must meet certain conditions of development which the Authority may impose. Such conditions will be established by the Authority according to guidelines in the rules. Such guidelines and the conditions imposed by the Authority must be in conformance with meeting the objectives of

Clearly marked 10-foot wide crosswalks and curb ramps for the handicapped shall be provided at all intersections. This would complete the ground-level pedestrianway network.

At approximately the 45-foot elevation, 6- to 8-foot wide corridors shall be provided on the decks of platforms within the upper-level setback area. Six- to eight-foot street overcrossings for pedestrians and wheelchairs shall be provided to link blocks or superblocs, or to link complementary facilities, such as a parking garage to employment centers.

The basic upper level pedestrianway system shall follow the routes shown on the Open Space and Recreation Plan. This system provides for an upper-level pedestrian corridor within one block of most parcels in the Mauka Area. Developments located near the system or in adjacent superblocs should be encouraged to connect their internal circulation system to the larger Mauka Area system.

The Authority shall develop these pedestrianway overcrossings which span public rights-of-way. The developer of property adjacent to the pedestrianway route shall dedicate and improve an easement for the pedestrianway in the required upper-level setback. The area set aside for the pedestrianways may be counted as part of the required open space of any development.

At the ends of overpass structures, open stairwells and/or ramps shall provide the basic transition from ground or street level to the elevated pedestrianways. Elevators, escalators, and stairways within buildings may provide additional linkages between the two levels. All pedestrianways shall be well lighted and designed to minimize security problems.

Appropriate rules shall be established requiring the provision of pedestrianways for developments.

BIKEWAYS - Presently, there are no bikeways or designated bicycle routes in the Mauka Area. Bicycle usage in the Mauka Area is very low according to a study by the State Department of Transportation. However, an improved bikeway system should encourage greater bicycle usage within and through the Mauka Area, thereby lessening the dependency on the private automobile.

The bikeway system, shown in the Bikeway Plan Map (Figure 15) incorporates streets, bicycle lanes, and bicycle paths. Bikeway facilities shall provide an efficient use of available transportation corridors, and shall enhance safety for bicyclists, pedestrianways, and other users. Bicycle lanes shall