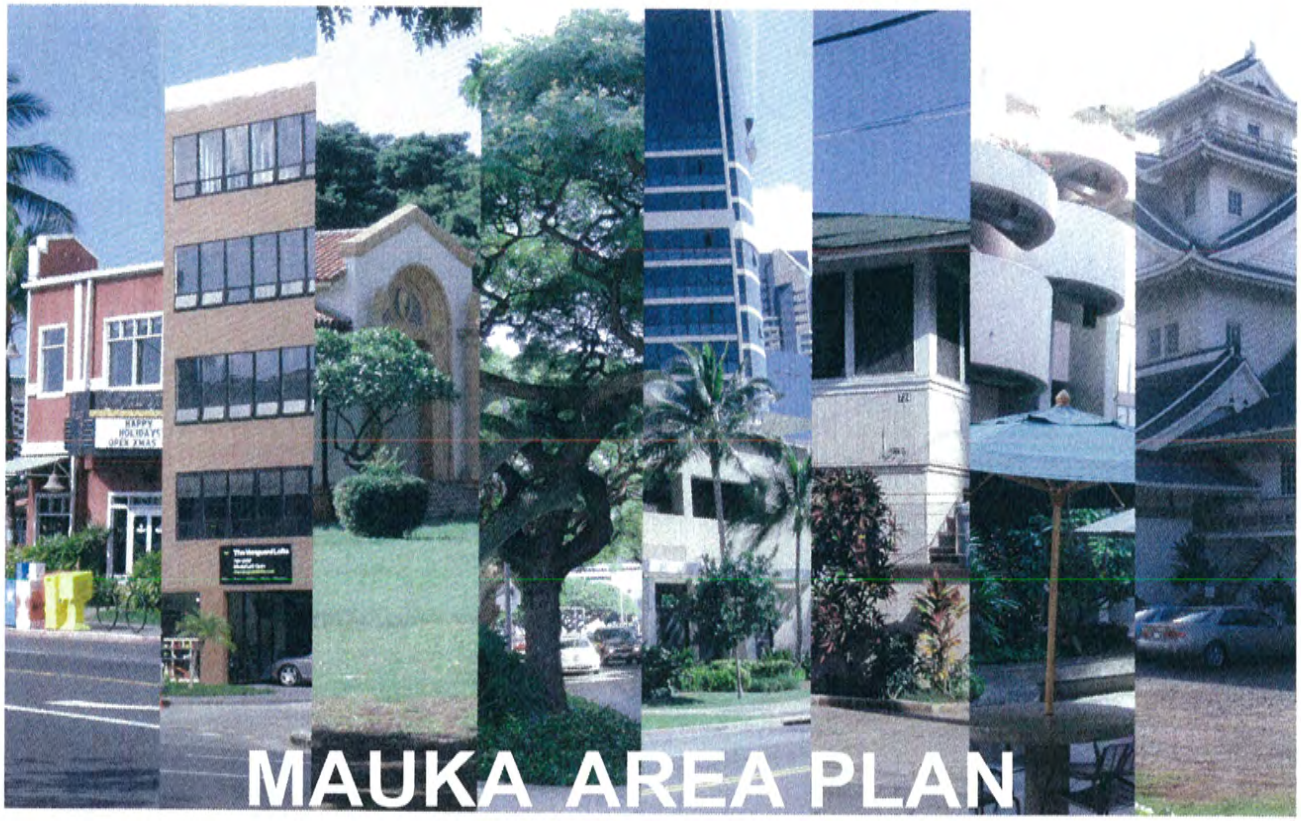

MAUKA AREA PLAN

Kakaako Community Development District

Hawaii Community Development Authority

September 2011

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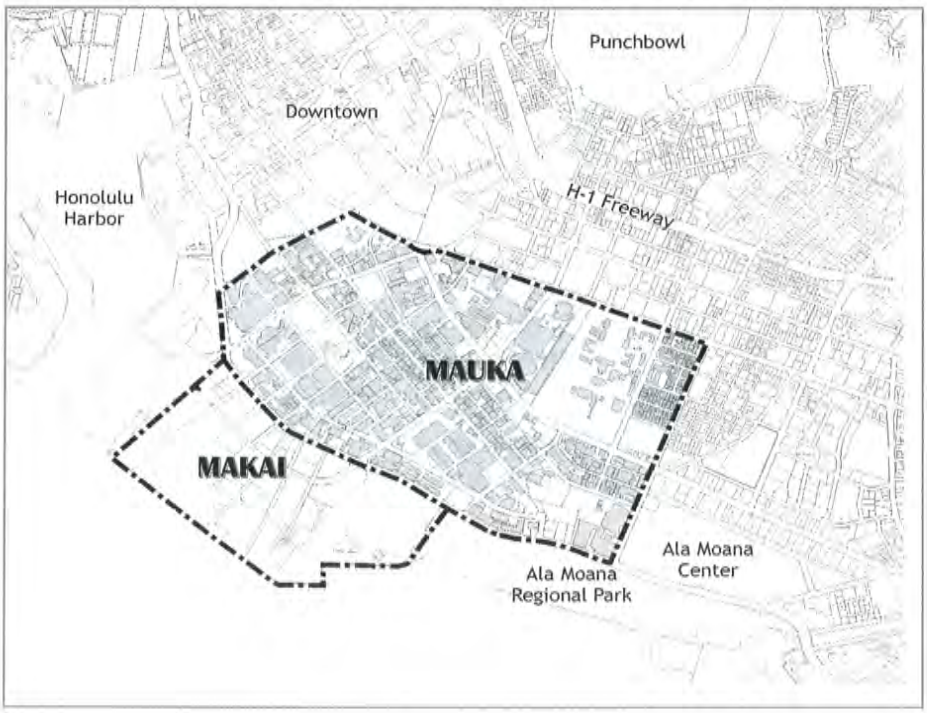
1.0 Introduction

The Hawaii Community Development Authority's vision is to ensure that the Kakaako Community Development District becomes the most sustainable, livable urban community in the State, a place where people can work, live, visit, learn and play. The intent is to establish a community that offers people choices – a range of housing opportunities with parks, recreation areas, shopping and work places, and commuting options that will make life more comfortable and convenient. The Kakaako Community Development District's Mauka Area Plan and Rules (Mauka Plan and Rules) sets forth policies and direction for both public improvements and private development within the Mauka Area over the next 10 to 20 years.

Purpose and Legislative Intent. In 1976, the State Legislature created the Hawaii Community Development Authority (HCDA) to plan for and revitalize areas in the State which lawmakers find to be in need of timely redevelopment. With the enactment of Chapter 206E, Hawaii Revised Statutes (HRS), the State Legislature empowered the HCDA with comprehensive planning, regulation, and development responsibilities. The State Legislature named Kakaako as HCDA's first Community Development District, recognizing its potential for increased growth and development. The original Kakaako Community Development District encompassed approximately 450 acres and is bounded by Piikoi Street, Ala Moana Boulevard, Punchbowl Street and King Street; hereinafter referred to as the "Mauka Area". Subsequent to approval of the original Kakaako Community Development District Mauka Plan and Rules, the Legislature expanded the district to include the 220-acre area bounded by Ala Moana Boulevard, Ala Moana Regional Park and Honolulu Harbor. In 1983, the HCDA adopted a separate Makai Area Plan.

The Mauka Area is prominently located in the center of urban Honolulu, lying strategically between the downtown area, the densely populated Makiki district, Ala Moana and Honolulu Harbor. Despite its prime location and its economic importance to the State of Hawaii, Kakaako remains relatively underdeveloped, with aging streets, utility systems and buildings.



Development guidance policies were established by the State Legislature to govern the HCDA's planning and development activities for the Mauka Area. These policies are found in Section 206E-33, HRS, and express the following:

1. Development shall result in a community which permits an appropriate land mixture of residential, commercial, industrial, and other uses. In view of the innovative nature of the mixed use approach, urban design policies should be established to provide guidelines for the public and private sectors in the proper development of this district; while the authority's development responsibilities apply only to the area within the district, the authority may engage in any studies or coordinative activities permitted in this chapter which affect areas lying outside the district, where the authority in its discretion decides that those activities are necessary to implement the intent of this chapter. The studies or coordinative activities shall be limited to facility systems, resident and industrial relocation, and other activities with the counties and appropriate state agencies. The authority may engage in construction activities outside of the district; provided that such construction relates to infrastructure development or residential or business relocation activities; provided further, notwithstanding Section 206E-7, HRS, that such construction shall comply with the general plan, development plan, ordinances, and rules of the county in which the district is located;

2. Existing and future industrial uses shall be permitted and encouraged in appropriate locations within the district. No plan or implementation strategy shall prevent continued activity or redevelopment of industrial and commercial uses which meet reasonable performance standards;

3. Activities shall be located so as to provide primary reliance on public transportation and pedestrian facilities for internal circulation within the district or designated subareas;

4. Major view planes, view corridors, and other environmental elements such as natural light and prevailing winds, shall be preserved through necessary regulation and design review;

5. Redevelopment of the district shall be compatible with plans and special districts established for the Hawaii Capital District, and other areas surrounding the Kakaako district;

6. Historic sites and culturally significant facilities, settings, or locations shall be preserved;

7. Land use activities within the district, where compatible, shall to the greatest possible extent be mixed horizontally, that is, within blocks or other land areas, and vertically, as integral units of multi- purpose structures;

8. Residential development may require a mixture of densities, building types, and configurations in accordance with appropriate urban design

guidelines; integration both vertically and horizontally of residents of varying incomes, ages, and family groups; and an increased supply of housing for residents of low- or moderate-income may be required as a condition of redevelopment in residential use. Residential development shall provide necessary community facilities, such as open space, parks, community meeting places, child care centers, and other services, within and adjacent to residential development;

9. Public facilities within the district shall be planned, located, and developed so as to support the redevelopment policies for the district established by this chapter and plans and rules adopted pursuant to it.

1.1 Project Background

Pursuant to Chapter 206E, HRS, the HCDA embarked upon a comprehensive planning program that began in 1977 and involved an inventory of assets in Kakaako, evaluation of capacity and constraints, the development of alternatives, and the finalization of a plan through a public process. The Mauka Plan and Rules were adopted in 1982. The original planning vision for the Mauka Area proposed a mixed-use community, with a focus on large lot development through land consolidation.

Since inception of the Mauka Plan and Rules in 1982, the Mauka Area has been gradually changing from an industrial/commercial service district to an area of higher density projects with commercial and residential uses. To date, over $200 million has been invested in improvement district projects to upgrade the infrastructure and roadways in Kakaako. In response, the private sector has developed over $2 billion in projects which included the construction of 2,089 housing units. In addition, there have been 1,451 affordable and reserved housing units built. Development of park land has also been a priority for the HCDA, with 45 acres of new park land developed within the Kakaako district.

In 2005, HCDA embarked on a comprehensive review and revision of the Mauka Plan and Rules in response to longstanding issues relating to the Mauka Area Plan's urban design scheme and the livability of Kakaako's neighborhoods. Project objectives for the proposed revision include the following:

- Develop the Plan around key Smart Growth concepts including:
  - Pedestrian-friendly urban form, including structures built at human scale and defined public spaces.
  - Neighborhoods defined by centers, edges and a mix of uses.
  - Streets designed to accommodate multiple modes of transportation and to balance the need for access, circulation and mobility.
  - Street patterns that create a network and alternate travel routes throughout the District.
  - Civic buildings (meeting halls, community facilities, churches, schools, and museums) are located on prominent sites within neighborhood centers.

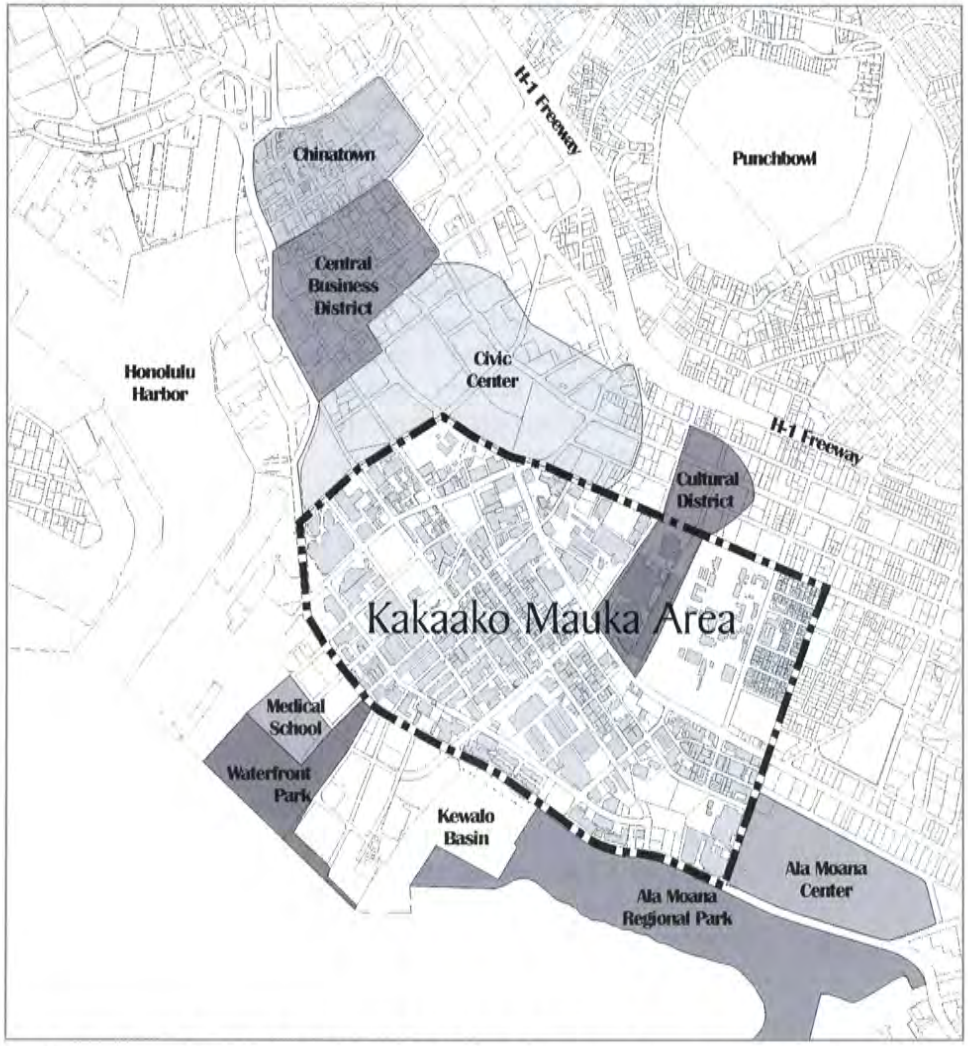
- Promote mixed-use neighborhoods, recognizing that every project need not be mixed-use.
- Strengthen connection with surrounding neighborhoods and districts.
- Define and establish specific objectives for neighborhoods, corridors and streets.
- Building on existing assets and planned investments, such as Mother Waldron Park, street and utility improvements and the proposed high capacity transit line.
- Encourage a mix of housing opportunities including reserved housing and affordable units.

Through an extensive stakeholder and public input process, a revised Mauka Plan and Rules was developed that fulfills the objectives of Chapter 206E, HRS, in planning for a high-quality urban community that also promotes positive economic development, preserves Honolulu's diverse cultural heritage, and incorporates best practices in energy and environmental sustainability.

2.0 Context

2.1 Surrounding Districts

Honolulu's surrounding urban districts and activity centers have a distinct character and direct influence on potential future development and the urban form in the Mauka Area. The following is a description of the areas surrounding the Kakaako District.



- Honolulu's **Central Business District**, the major financial center of the Islands, lies within a mile of Mauka Area.
- **Chinatown**, a historic district on the edge of downtown, has seen a resurgence of investment in building restoration, infill development and economic and cultural activity in recent decades. Chinatown offers successful examples of the "urban village" concept, and shows how small lots can be an integral part of neighborhood revitalization.
- In recent years, **Honolulu Harbor** has been attracting greater numbers of people to the waterfront with the development of Aloha Tower Marketplace and the increasing numbers of cruise ships that dock here.

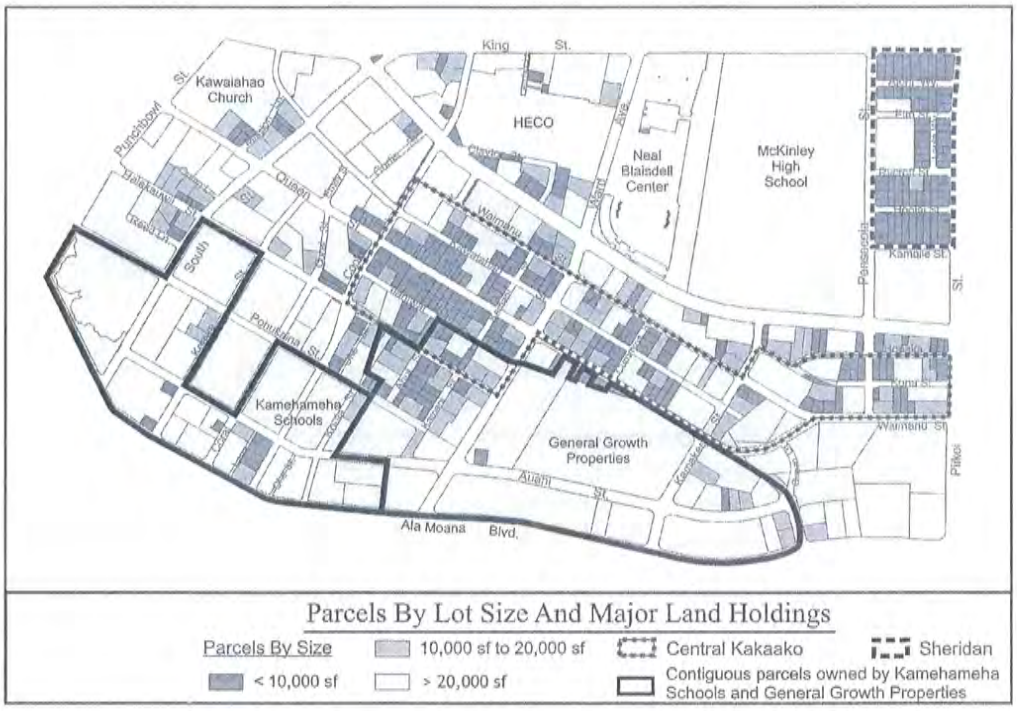
- The **Civic Center** houses the State Capitol, Honolulu Hale, many of the state and city agencies, and most of the federal agencies in Hawaii. It also contains many of Hawaii's most significant historic buildings, including Iolani Palace and Kawaiahao Church. Civic Center buildings are situated in a beautifully landscaped campus with shaded sidewalks and interior pathways that invite walking, informal recreation and occasional public events.
- The **Cultural District** is centered on Thomas Square, Honolulu's first park, which is the focal point for a cluster of cultural institutions, including the Honolulu Academy of Arts and the Neal S. Blaisdell Center (NBC).
- **Ala Moana Shopping Center**, which sits on the Waikiki side of the Mauka Area, is Hawaii's largest retail center. In the past couple of decades, a cluster of entertainment and retail uses, known as Ward Centers, has emerged in close proximity to Ala Moana Shopping Center.
- **Ala Moana Regional,** and **Kakaako Waterfront Parks** Ala Moana Regional Park and Kakaako Waterfront Park. Two of Honolulu's largest shoreline parks, are located directly makai of Mauka Area, across Ala Moana Boulevard. Ala Moana Regional Park's beaches and varied outdoor recreation facilities draw a large numbers of users. Kakaako Waterfront Park is becoming an increasingly popular destination, and is expected to get greater use as the number of residents in Mauka Area grows.
- At present, activity at **Kewalo Basin** is centered on dinner and sight-seeing cruises and some small fishing vessels. Kewalo Peninsula is an entry point for popular surfing and fishing spots.
- The University of Hawaii's **John A. Burns School of Medicine** is a catalyst for life sciences research. Various public and private research entities have also expressed interest in locating in this vicinity.

2.2 Land Holdings

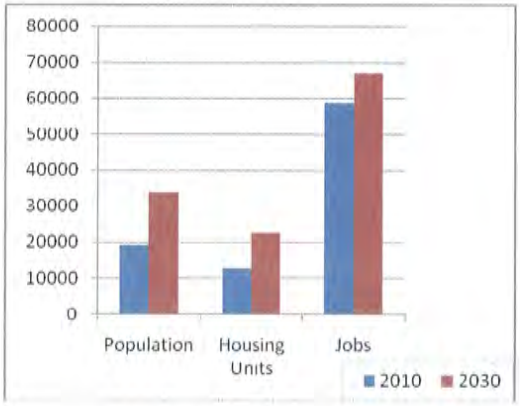
The size of land parcels and concentrations of land ownership has had strong influence on the redevelopment of the Mauka Area. Land ownership in the district is diverse with both private and public-owned lands. The State of Hawaii and City and County of Honolulu owns approximately 90 acres of land in government buildings, schools, cultural facilities and parks. Utility companies comprise approximately 14 acres of land. Private ownership comprises 346 acres of land in the Mauka Area. Two major landowners, Kamehameha Schools and General Growth Properties, Inc., own large tracts of land within the district.

Equally important to the future of Kakaako are the small parcels of land owned by individual landowners. Small lots are considered to less than 20,000 square feet in size. Small lots are concentrated in two areas of the Mauka Area. The Central Kakaako area of district contains approximately 200 small lots and is occupied by predominantly service businesses. Streets within Central Kakaako are generally unimproved and lack storm drains, and other utilities. Regardless of the physical limitation, Central Kakaako property owners and business owners would prefer to stay in Kakaako. Small businesses can be big earners, and many Kakaako businesses would find it difficult and/or unprofitable to relocate.

The Sheridan Tract area is bordered by Pensacola, King and Piikoi Streets and is comprised of approximately 90 small properties. In the Sheridan Tract area, small lots are generally single and multi family residential units.



2.3 Projected Growth



As redevelopment progresses in Kakaako, the district is expected to gain more residents, housing units, and jobs. The chart compares 2010 total resident population counts with a 2030 projection prepared by the City and County of Honolulu Department of Planning and Permitting.

Over the 20-year period, population is projected to rise from approximately 20,000 to over 30,000 in 2030. Housing units are expected to increase above 20,000 from the 12,583 recorded in 2010. Jobs are also expected to increase over the 20-year period, going from 58,644 to 67,010.

3.0 Mauka Plan Principles

3.1 Develop Urban Village Neighborhoods

As established in the 1982, the Mauka Area Plan is based on a maximum allocation of 36.1 million square feet of floor area to be distributed among three principle land uses - residential, commercial and industrial uses. In addition, community service and public uses are also essential in creating a well-balanced community.

A key objective of the Mauka Area Plan is to encourage the development of "urban village" neighborhoods. An urban village is where people can live, work, shop and recreate within their neighborhood. It is a self-sustainable and environmentally sensitive neighborhood that promotes community development and cohesiveness. Energy efficiency and the use of renewable resources will be encouraged in all development projects toward the goal of creating sustainable neighborhoods.

Urban villages consist of a mix of land uses with a strong residential foundation. Residential developments shall ensure a mixture of densities, heights and building types that will accommodate residents of varying incomes, ages and families. Business establishments and services are accessible by walking, which reduces dependence on automobiles. Neighborhoods shall include necessary public facilities including community meeting places, child care centers, educational and cultural facilities, recreational amenities and a good transportation system. Low-rise buildings line the street fronts and provide direct entries from the sidewalk. As a high-density district, tall buildings will be sited and scaled to assure compatibility with the pedestrian environment, adjoining districts and view planes.

Marin Tower in Chinatown is a successful example of mixed use development in an urban village setting. The street level is lined by small retail stores, with housing developed above. Access to the lobby is via a pedestrian arcade at street level. The building also includes public and resident parking. Atop to parking garage is a recreation deck for residents.

3.2 Create Great Places

Sustainable neighborhoods need great public spaces where people can congregate and recreate. Public spaces may include parks and plazas and can take a variety of forms and sizes to support a range of uses including:

- Active recreation with formal outdoor play fields and courts.
- Venues for performance and entertainment.
- People-watching and informal dining spots.
- Quiet places to sit and relax.

The value of streets as public places is often overlooked. These, too, can take a variety of form and purpose. Wider streets can take the form of a parkway, with tree-lined sidewalks and landscaped medians. Streets can be designed specifically for transit, pedestrian or bicycle use. Along pedestrian-oriented streets, features such as arcades and outdoor dining areas enhance the ambience of the street and promote a greater level of activity.

The treatment of streets and pedestrian arcades is an important part of creating great spaces in an urban village because they serve as places to linger and enjoy as well as attractive connections between activity areas and destinations.

3.3 Make the Connections

The Mauka Area has the potential to provide convenient access to a wide range of services and activities via walking, bicycling or transit. At present, the circulation system is designed to support vehicular traffic rather than other travel modes. To foster the development of an urban village environment, it is essential to restore a balance to support other modes of transportation. A variety of routes for vehicles, bicycles and pedestrians is proposed to distribute traffic and provide alternative ways to navigate through and around the district.

Stronger pedestrian and bicycle links across high-capacity streets are needed to adjoin Kakaako with areas outside of the district. Honolulu's planned High Capacity Transit System (HCTS) is proposed to traverse through the Mauka Area and provide two transit stations within the district. This will enable a connection between Kakaako and other areas of Oahu beyond the primary urban center. Buses will continue to be an important component of public transit.

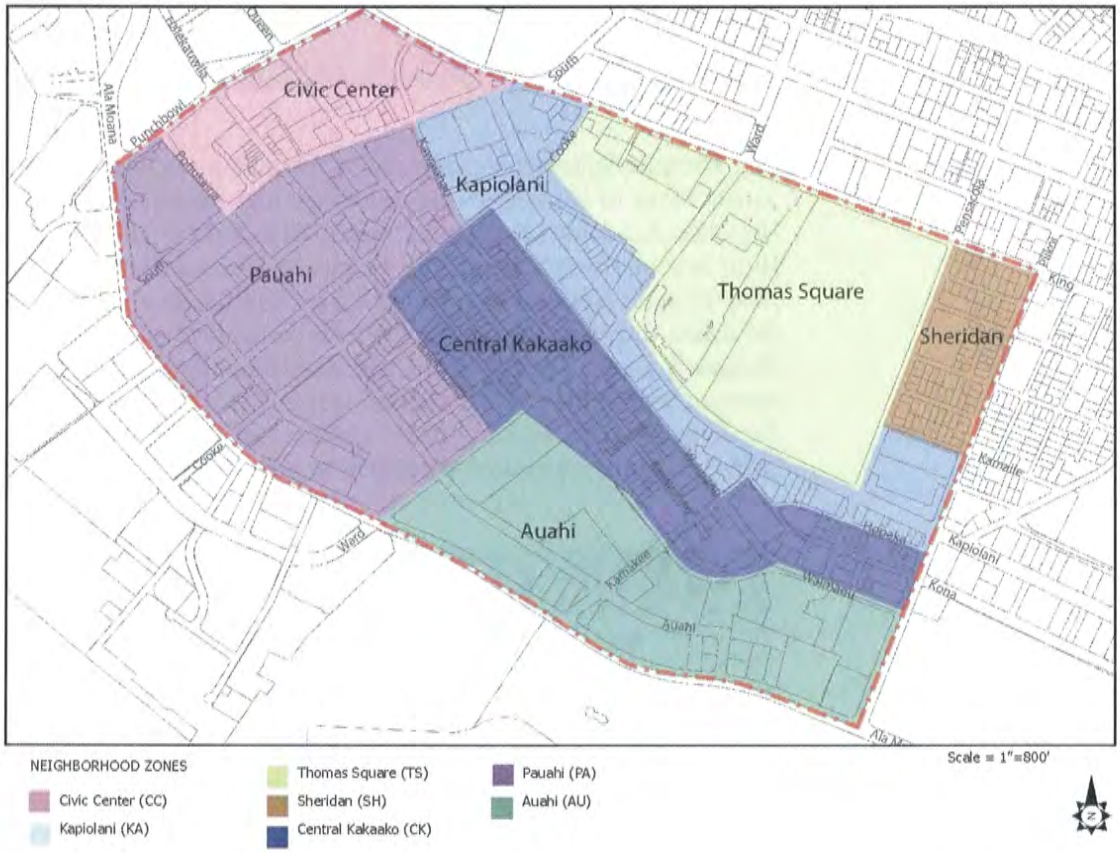
Safe crossings for pedestrians and bicycles will be a priority for Mauka Area streets. Buses will continue to be an important component public transit. Wide sidewalks are proposed to accommodate bus shelters and other amenities such as route information, benches and trash receptacles.

4.0 Regulating Plan

The Regulating Plan for the Mauka Area designates the locations of where different building form standards apply. The Regulating Plan divides the Mauka Area into seven distinct neighborhoods.

4.1 Neighborhoods

Variations in existing and emerging land uses, building forms, and land tenure patterns, combined with the influences of major transportation corridors and adjacent districts, suggest the formation of several distinct neighborhoods within Kakaako. A strong neighborhood identity supports the viability of the larger urban district because the people who live and work in neighborhoods feel a sense of belonging to the community and recognize they have a stake in maintaining it as a desirable place. These neighborhoods are identified and described below.



- **Civic Center** is characterized by government and other important civic buildings in campus-like settings, most of which are located just beyond the Kakaako District boundary. To respect the scale and ambience of the many significant and historic buildings and in this area a building height limit of 65 feet and special yard, landscaping and building design standards and guidelines apply.

Civic Center. The landscaped setback along Halekauwila Street forms part of the campus-like setting of the Civic Center.

- The **Thomas Square** neighborhood is focused on the historic park that bears this name. Some of Honolulu's major cultural and educational venues – the Honolulu Academy of Arts, the Neal S. Blaisdell Center (NBC) and McKinley High School – are located in the vicinity of Thomas Square. The entries of the NBC Concert Hall and historic McKinley High School, both of which are within the Kakaako District, provide a graceful complement across the street from Thomas Square. The City and County of Honolulu recognized the historic and aesthetic importance of this area by adopting the Thomas Square/Honolulu Academy of Arts Special District, which establishes building height, setback, landscaping and other design controls to protect the character of the area.

Thomas Square. The entry to NBC's Concert Hall faces Thomas Square Park, located across King Street.

- **Sheridan** is a predominately residential neighborhood composed of small, fee simple lots. This established residential neighborhood also includes active commercial uses fronting King Street and the historic Makiki Christian Church located along Pensacola Street. The land use, lot size, block size and land tenure patterns are very similar to the other half of the Sheridan Tract, which is located on the Diamond Head side of Piikoi Street, just outside the Kakaako Community Development District. While some building renovation and redevelopment does occur in this area, the scale and pace of change is slight compared to other areas of Kakaako. Lot and block sizes are likely to perpetuate this relatively stable development pattern.

The Sheridan neighborhood includes small, walk-up apartment buildings as well as single family dwellings. Local Streets are narrow, but have sidewalks.

- **Kapiolani** is a corridor where land uses are strongly influenced by the significant role of Kapiolani Boulevard as a high-capacity transportation route. As a link between Honolulu's principal business and civic districts and its principal retail and resort districts, the Kapiolani corridor is an attractive location for mixed-use development, including retail stores, services and showrooms at grade level, and office and residential uses on higher floors. The continuous canopy of monkeypod trees and wide planting strip at the curb line lends a distinctive character to the corridor that enhances its value for future development.

The tree canopy is a striking feature of the Kapiolani corridor, which attracts mixed-use development.

- **Central Kakaako** is composed primarily of small lots in individual ownership. The predominant uses are service businesses, many with an industrial character, such as repair shops and production facilities. Central Kakaako is valued as a convenient location for service businesses, but its functionality is hampered by inadequate parking, storm drainage and sidewalks. These conditions will be an even greater impediment as surrounding neighborhoods such as Kapiolani, Auahi and Pauahi redevelop. Therefore, the strategy for Central Kakaako is support the viability of small business use while allowing for potential future re-use of small properties in this neighborhood through selective improvements to streets and parking.

Most streets in Central Kakaako lack adequate storm drainage systems, sidewalks, and parking lanes. Few private properties have sufficient parking and loading areas to support the business activities on site. External market forces will continue to impact and change the face of this neighborhood over time.

- **Auahi** is a neighborhood whose focal point is emerging as a retail and entertainment center along Auahi Street. Recent entertainment retail development has generated a marked increase in pedestrian activity, particularly in the vicinity of the intersection of Auahi and Kamakee Streets. Auahi has also seen a significant number of high-rise residential projects, especially during the past decade. Most of the land area in this neighborhood is under a single ownership, so mixed use development is expected to proceed pursuant to a master plan. New street connections are needed in this area to break up large blocks and provide alternative routes for pedestrians, as well as service and passenger vehicles. This could be complemented by through-block pedestrian arcades. The City and County of Honolulu's proposed high-capacity transit project designates a site in this neighborhood for a transit station, which is a major opportunity for transit-oriented development in this area. The Auahi neighborhood's strategic location gives it excellent potential for development as a mixed use urban village, relying on improvements to public transit and pedestrian facilities and amenities.

Recent retail and entertainment developments have stimulated increased pedestrian activity in the Auahi neighborhood. However, to make this a viable, mixed-use "urban village", future street improvements and residential developments need to be more pedestrian-supportive and transit-oriented.

- **Pauahi** is a potential mixed-use "urban village" neighborhood that has not yet emerged. The name of the neighborhood honors the legacy of Princess Bernice Pauahi Bishop, who was the benefactor of Kamehameha Schools – the major landowner in this area. The historic Mother Waldron Park is the suggested focus for this neighborhood. New street connections are needed in Pauahi to provide better circulation for both vehicles and pedestrians as the neighborhood redevelops.

Mother Waldron Park would make an excellent focal point for a new "urban village" in Pauahi, as shown in these "before" (left) and "after" (right) depictions.

5.0 Urban Design

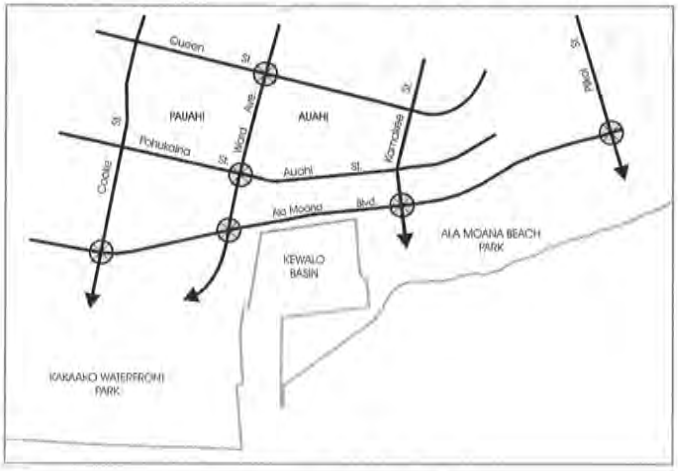
The key concepts of the Mauka Area Plan remain based on HCDA's legislative mandate to redevelop the district so that a new planned community can be developed in consonance with the surrounding urban areas.

Mauka Area will continue to be a mix of land use (commercial, residential, industrial and public use), densities and heights. Below are guiding elements to shape and transform Kakaako into an outstanding community that is integrated into the context of urban Honolulu.

5.1 Principles

- **Outstanding Pedestrian Environment**
  Active street life is an essential ingredient for an urban village. While not every street needs to have wide sidewalks designed to attract large numbers of pedestrians, all should provide safe, pleasant, human-scaled walking conditions so that pedestrians have convenient routes to navigate through the neighborhoods for all kinds of trip purposes, including casual recreation and exercise. Appropriate design of the pedestrian realm includes not just the sidewalks and crosswalks, but also the design of buildings along the street. Low-rise building elements are sited next to the sidewalk to enclose the street space, with pedestrian entries, windows and other openings at grade level to promote convenient access and visual interest and activity along the sidewalk.

  The Mauka Area Plan also proposes to create seams rather than hard edges to promote pedestrian connectivity along high-volume traffic corridors such as Ward Avenue and Ala Moana Boulevard. Special pedestrian crosswalk treatment is proposed at key intersections to provide connectivity, especially between segments of "green" streets and between the Mauka Area's neighborhoods and recreational destinations.



Intersections needing special pedestrian crosswalk treatment, circled at left, are:

- **Ala Moana-Cooke**
- **Ala Moana-Piikoi**
- **Ala Moana-Ward**
- **Ala Moana-Kamakee**
- **Ward-Pohukaina**
- **Ward-Queen**

- **Create a network of green streets**
  Kakaako's circulation system will be organized according to a typology and hierarchy described by each street's function and the character of uses and building design along the street. All streets except for Service Streets and Alleys will be tree lined. Some streets will have particular importance as public spaces. These "promenade' streets will have wide sidewalks with ample canopies of street trees and other pedestrian amenities. To create continuous pathways, curb cuts for vehicular driveways will be allowed only if there is no alternative access to a lot.

This streetscape of a terrace frontage illustrates desired future conditions along "green" streets, with sidewalks, low-rise building elements framing the street, and active building facades that open toward the street.

- **Enhance the Urban Character**
  The Mauka Area will be a walkable urban village, with a range of development types, including high-rise, mid-rise and low-rise. In higher density neighborhoods such as Auahi and Pauahi, high-rise towers will be sited in a staggered pattern to maximize Mauka-Makai views and prevailing tradewinds through the district. Tower footprints will slim and in proportion to the size of its actual development lot. Moreover, development provisions will assure the fluid transition of each tower as it meets the street. An outstanding pedestrian realm and active uses are proposed at the street level. The effect is an urban ensemble in which high-rise building participates not as icons, but as a part of the urban fabric that frames great streets.

A pedestrian friendly street depicting the seamless transition between building towers and the street.

- **Provide for maximum road connections**
  The Mauka Area Plan seeks to retain most existing streets and create new connections in neighborhoods poised for significant redevelopment. The street system will enable alternative routes for circulation and access to properties. This will reduce the traffic burden on principal streets and provide more convenient routes for all modes of travel.

- **Strong Mauka-Makai Linkage**
  As identified in the Makai Area Plan, the Mauka-Makai Promenade identifies a landscaped pedestrianway that links the Kakaako Waterfront Park with Mother Waldron Playground. With the support of adjacent landowners, this urban design element will form a linear spine, promoting the reintegration of the City and waterfront.

- **Support the small-lot, mixed-use pattern of Central Kakaako**
  Central Kakaako contains many small businesses that continue to operate under adverse conditions of inadequate storm drainage, rugged street surfaces, narrow vehicular travel lanes and very limited parking, most of which consists of the informal use of streets and front yards. To remain viable over the long term as a small business neighborhood, and to accommodate the potential for future higher use on small properties, Central Kakaako will need improvements to these conditions, however, if it is too soon, it will disrupt and possibly displace existing businesses. For this reason, the Mauka Area Plan proposes that improvement districts be initiated only with the general support of property owners of the affected area, and that the properties be allowed the same density and maximum base building height as other redevelopment neighborhoods.

- **Support Transit Oriented Development**
  Transit oriented development (TOD) is an area that is designed to maximize access to public transportation and often incorporates features to encourage transit ridership. A TOD neighborhood will typically have transit station surrounded by relatively high-density development within a 10-minute walk surrounding the train station. Features of TOD include mixed-use development that will use transit at all times of the day, excellent pedestrian facilities, collector

support from other modes of transportation (buses and shuttles), and reduced amounts of parking for personal vehicles.

In February 2007, the Honolulu City Council approved the mass transit Minimum Operable Segment, the First Project of the fixed guideway transit system. The First Project goes from East Kapolei to Ala Moana Center, with the preferred alignment running through the Mauka Area. Two transit stations are proposed for the Mauka Area. Concentrating residences and businesses around a transit station benefits transit ridership and creates the potential for active urban spaces. A reliable high capacity transit system, along with good pedestrian facilities, a range of housing choices, and retail uses and services will enable Kakaako residents to reduce dependence on the automobile.

The City is currently in the process of developing TOD provisions for the entire transit route. It is anticipated that standards for TODs will be incorporated into the Mauka Area Plan as an added overlay upon completion of the City's TOD development process.

5.2 Building Form and Density

To promote active uses and pedestrian-scaled buildings at the street level, building form guidelines are organized into three elements: the Street-Front Element, the Mid-Rise Element, and the Tower Element. Each of these elements is described below.

- **Street-front Element**. This building element is required along all street-fronts, sited adjacent to the street along a build-to line. The intent is to create a consistent street wall that defines the street as a public space. The Street-front element plays a key role in creating outstanding streetscapes and a sense of place.

Along blocks planned for Promenade sidewalks, the Street-front Element must house active uses, such as offices, residences, and retail. On the ground floor, building entries and windows are required. Parking structure use is allowed above the ground floor on blocks not designated for Promenade treatment.

The building height of the Street-front element is related to neighborhood characteristics and building and frontage type.

Range of Height: 15 feet - 65 feet.
Min Height: Four stories or 40 feet, whichever is greater.

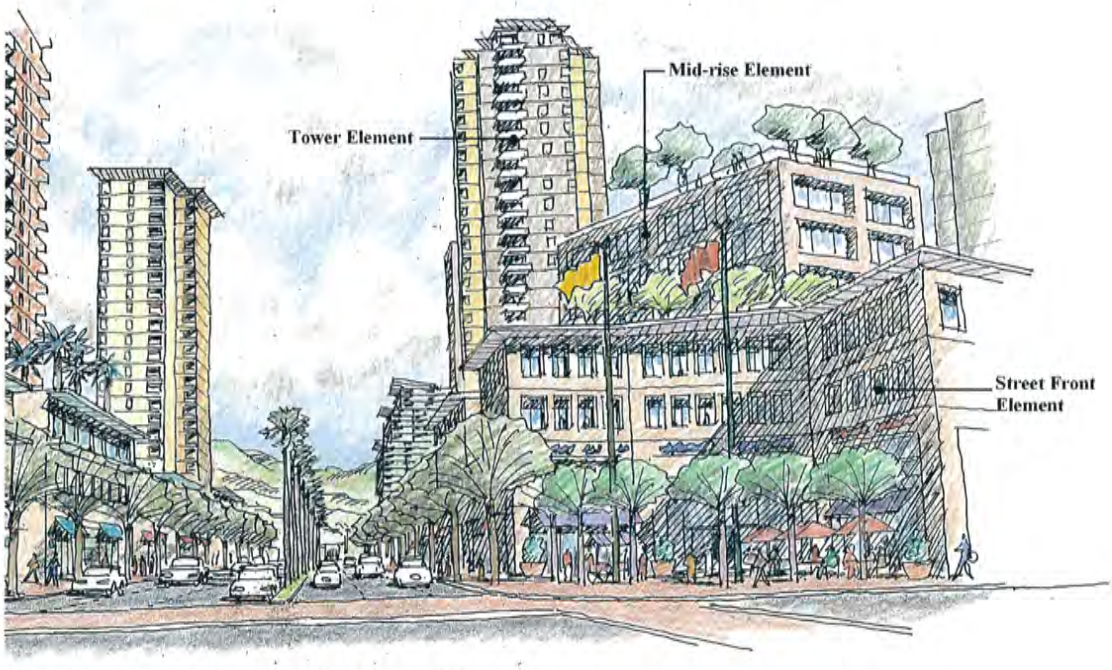
- **Mid-Rise Element.** Maximum building heights increase with distance from the shoreline. The intent is to encourage projects that maintain Mauka-Makai view planes and to provide additional development scale choices.

  Range of Height: 100 feet - 250 feet.
  Footprint: The setback along View Corridor streets is 50 feet from the build-to line. The setback along all other streets is 20 from the build-to line.

- **Tower Element.** The intent is to provide for taller buildings and variation in the skyline while keeping a slender profile as the building rises in height. The longer side of the tower shall be oriented in the Mauka-Makai direction and shall have a length to width ratio not to exceed 3:1. Towers will be encouraged to have point/slender towers rather than slab towers.

  Max Height: 400 feet
  Footprint: Tower footprint is based on the actual development lot size. The ratio of lot size to tower footprint is as follows:

Lot Size (Actual Development Lot)	**Floor Plate**
< 40,000 SF	8,000 SF
40,000 SF – 80,000 SF	8,000 SF – 10,000 SF
80,000 SF – 120,000 SF	10,000 SF – 12,000 SF
120,000 SF – 160,000 SF	12,000 SF – 16,000 SF
> 160,000 SF	16,000 SF



Street Front, Mid-rise and Tower Element

Properties in Mauka are allowed to develop to a maximum FAR of 3.5, with the following exceptions:

- In Sheridan, all lots other than those that front King Street will have a maximum FAR of 2.0 to reflect the residential use pattern and building scale of the neighborhood.
- In the Central Kakaako Neighborhood, the FAR will be 1.5 until an improvement district project is implemented to increase the infrastructure capacity. After infrastructure improvements are made, the FAR will be increased to 3.5. However, an FAR of up to 3.5 may be permitted if it can be shown that the existing infrastructure is adequate to support the proposed project or if the applicant is willing to upgrade the infrastructure to accommodate the project.

5.3 Development Provisions

The Mauka Area is a diverse community, comprised of a range of building types and uses, including high rise residential, commercial use, government offices, service and industrial uses and small-lot residential. The Mauka Area will continue to be a mixed-use district where uses can be mixed horizontally as well as vertically.

Implementation of the Mauka Area Plan will be through the Mauka Area Rules which will include the following:

- **Regulating Plan**. The Regulating Plan for the Mauka Area designates the locations of where different building form standards apply. The Regulating Plan divides the Mauka Area into seven distinct neighborhoods: Civic Center, Thomas Square, Sheridan, Kapiolani, Central Kakaako, Pauahi, and Auahi.

- **Building Form and Frontage Standards**. Building Form Standards control the configuration, features and functions of buildings that define, shape and protect the public realm. Standards include building and frontage types, allowable land uses, and provisions for civic and open spaces. In addition, Mauka-Makai views are protected along View Corridor Streets. Depending on its respective Neighborhood, building heights in the Mauka Area range from 45 feet to 400 feet.

- **Public Space Standards**. Public Space Standards include specifications for elements within the public realm, including sidewalks, street trees and street furniture.

The Mauka Area Rules will also include a clearly defined application and project review process.

6.0 Parks, Open Space and Views

6.1 Existing Conditions and Projected Need

6.1.1 Existing public parks and recreation facilities

The Mauka Area contains approximately 9 acres of existing park space provided in public as well as privately dedicated parks.

- **Mother Waldron Playground** is a 3-acre park that includes outdoor basketball and volleyball courts, play apparatus, a grassed field, and a historic public restrooms and equipment storage area. The Mother Waldron Playground is listed on the National Register of Historic Sites because of its Art Deco features.

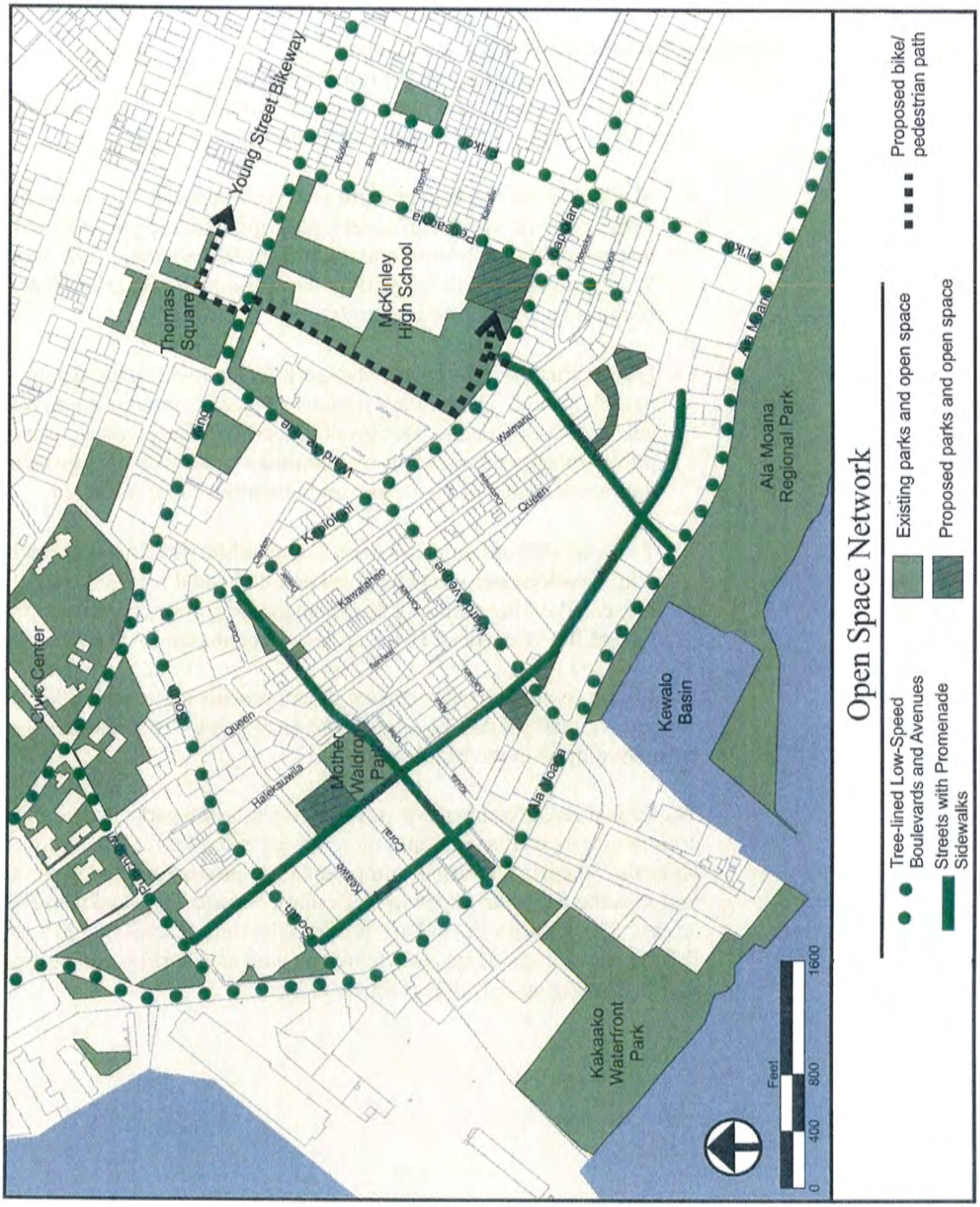
- **Queen Park** is a 2-acre passive park located within the Auahi neighborhood. Queen Park traverses Queen Street between Waimanu and Kamakee Streets. Design of Queen Park involved a comprehensive public input process, whereby community members and government entities determined the design and amenities to be provided.

- Two private passive parks open to the public developed in conjunction with development projects have been dedicated for public use. One park is located on the corner of Kawaiahao and Cooke Streets and the other is part of the Waterfront Plaza project located along Ala Moana Boulevard.

In addition to public parks, private developments are required to provide on-site recreational space. To date, 17 acres of private recreational space have been developed in the Mauka Area.

The Makai Area features two substantial shoreline parks and is considered a community as well as regional recreational resource for Kakaako. The Kakaako Waterfront Park is comprised of approximately 34 acres and includes the Kakaako Gateway Park that connects the Mauka and Makai Areas. The Kewalo Basin Park is approximately 5 acres and is a popular fishing spot for residents and visitors as well as a surfing and ocean entry point. See Figure 6.1 - Open Space Plan.

Figure 6.1 - Open Space Plan



6.1.2 Projected need for park space

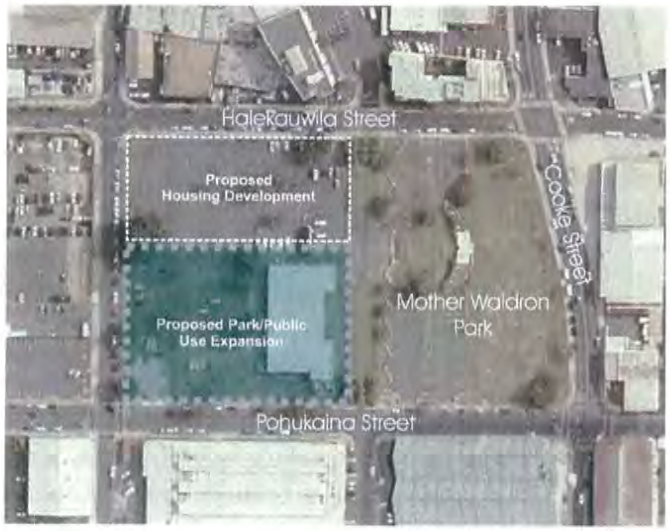
The amount of land committed to public park space falls far short of the City and County of Honolulu's Park Planning Standards, which call for 2 acres of community-based park space per 1,000 residents of an area. By 2030, the Mauka Area is projected to have a resident population of 30,000, which implies the need for 60 acres of park space.

It is unrealistic to expect that such a large amount of land can be acquired for public parks in a built-up urban area like Kakaako where land costs are high and most properties are currently in use. Therefore, a combination of strategies is needed to meet the demand for parks and outdoor recreation, including optimal use of vacant public land, shared use of existing public recreation facilities, use of public streets to encourage pedestrian connections to nearby public parks, and leveraging private investment in parks and recreation facilities.

6.2 Strategies for Meeting the Projected Need

6.2.1 Use of vacant public land

Next to Mother Waldron Park is the State-owned former site of the Pohukaina Elementary School. A portion of this site has recently been committed to the development of an affordable housing project, to include a community room at the ground floor. The remainder of this site may be used for a new elementary school if new housing development in Kakaako spurs a resurgence of school-age population. If a school is built at this site, it should be designed to complement Mother Waldron Park in scale, orientation and façade treatment to respect the historic character of the park. It should also provide some additional outdoor recreation facilities for children on the school grounds itself. If a public school is not built on this site, it should be used instead for expansion of Mother Waldron Park.



The proposed expansion site for Mother Waldron Neighborhood Park is adjacent to Pohukaina Street; a Promenade street that runs Ewa-Diamond Head through the Pauahi neighborhood.

6.2.2 Shared use of public recreation facilities

McKinley High School's campus contains the most significant publicly-owned outdoor recreation facilities in Mauka Area, including softball and baseball diamonds, tennis courts, basketball and volleyball courts, and a football/soccer field surrounded by a track. While these facilities are used for the school's physical education and athletic programs, they are sometimes available during evenings, weekends and summer months for general community use, with the prior permission of the school administration. A more formal joint school/community use arrangement, combined with improvement of the adjoining 3.5-acre site, is really the only practical option for making a wide range of active outdoor recreation facilities available to the public in Mauka Area.

McKinley High School's athletic facilities are located at the makai end of its campus. The vacant 3.5-acre corner of the campus near the intersection of Kapiolani Boulevard and Pensacola Street could be developed as a joint school-community recreational complex.

6.2.3 Pedestrian connections to nearby public parks and campuses

As a centrally-located urban district, the Mauka Area offers a wide array of places within walking or bicycling distance where residents can go for recreation, including expansive shoreline parks and inland public squares and campuses. Kakaako Waterfront Park, Ala Moana Regional Park and Kewalo Peninsula Park are located on the makai end of the District. Walking and bicycling are not just environmentally-friendly and cost-effective modes of travel, they are also a form of outdoor recreation and exercise that promotes a healthy lifestyle.

In addition to park space, the following streets are proposed to be improved to accommodate pedestrian and bicycle routes through Mauka Area. These tree-lined streets will connect major parks within and outside of the district:

- Cooke Street borders Mother Waldron Park and provides a connection from the Pauahi neighborhood to the entry to Kakaako Waterfront Park.

- Pohukaina Street, a Promenade Street, runs adjacent to Mother Waldron Park and links the Pauahi neighborhood to the Civic Center.
- Kamakee Street, a Promenade Street, links the Auahi neighborhood to Ala Moana Regional Park, and to Thomas Square and the Young Street bikeway, via a proposed pedestrian/bicycle recreational path at the boundary between the campuses of McKinley High School and NBC.
- Piikoi Street connects the Diamond Head end of Mauka Area to Ala Moana Regional Park and Sheridan Community Park, just beyond the district boundary.

6.2.4 Private Investment in Open Space and Recreation Facilities

Redevelopment of private properties presents opportunities to increase the availability of public open space and both indoor and outdoor recreation facilities for the use of neighborhood residents.

When it comes to public open space in an urban setting, quality and location are more important than quantity and size. Successful urban plazas and pocket parks optimize the use of space by drawing people in to linger. Plazas intended for a high level of activity should be located near well-traveled nodes are framed by buildings, with entries facing the plaza. Plazas are often activated with food vendors, outdoor dining, programmed entertainment, public art and water features. There is ample seating, careful consideration of shade and wind patterns, and attractive landscaping, paving, furnishing, and other details.

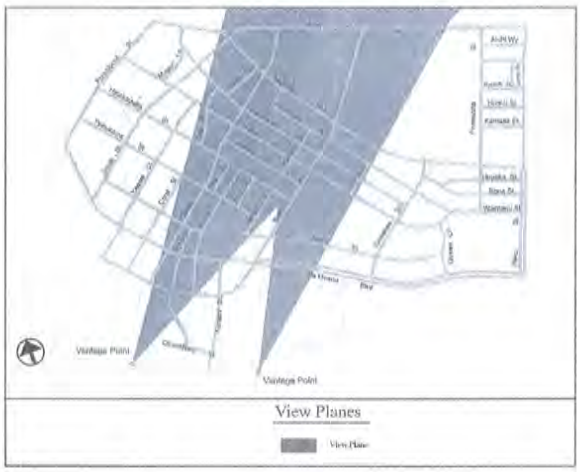
Quieter pocket parks may be located on a local street, rather than a major node. Design of pocket parks would be similar to plazas, but with greater emphasis on landscaping and omission of activity-generating elements.

Due to Kakaako's limited public park space is limited, new housing developments should incorporate recreational facilities for the use of residents. Developers should provide on-site recreational facilities for project residents.

6.3 Views and View Corridors

The Mauka Area Plan proposes to preserve the views and visual assets and integrate new development into the existing urban skylines in a consistent and harmonious way to enhance the community.

Natural features and the development pattern of surrounding districts and neighborhoods create a context for the Kakaako District. In order to fit comfortably within that context, it is important to identify the most significant of those contextual features and propose guidelines for built form that respect and preserve them.

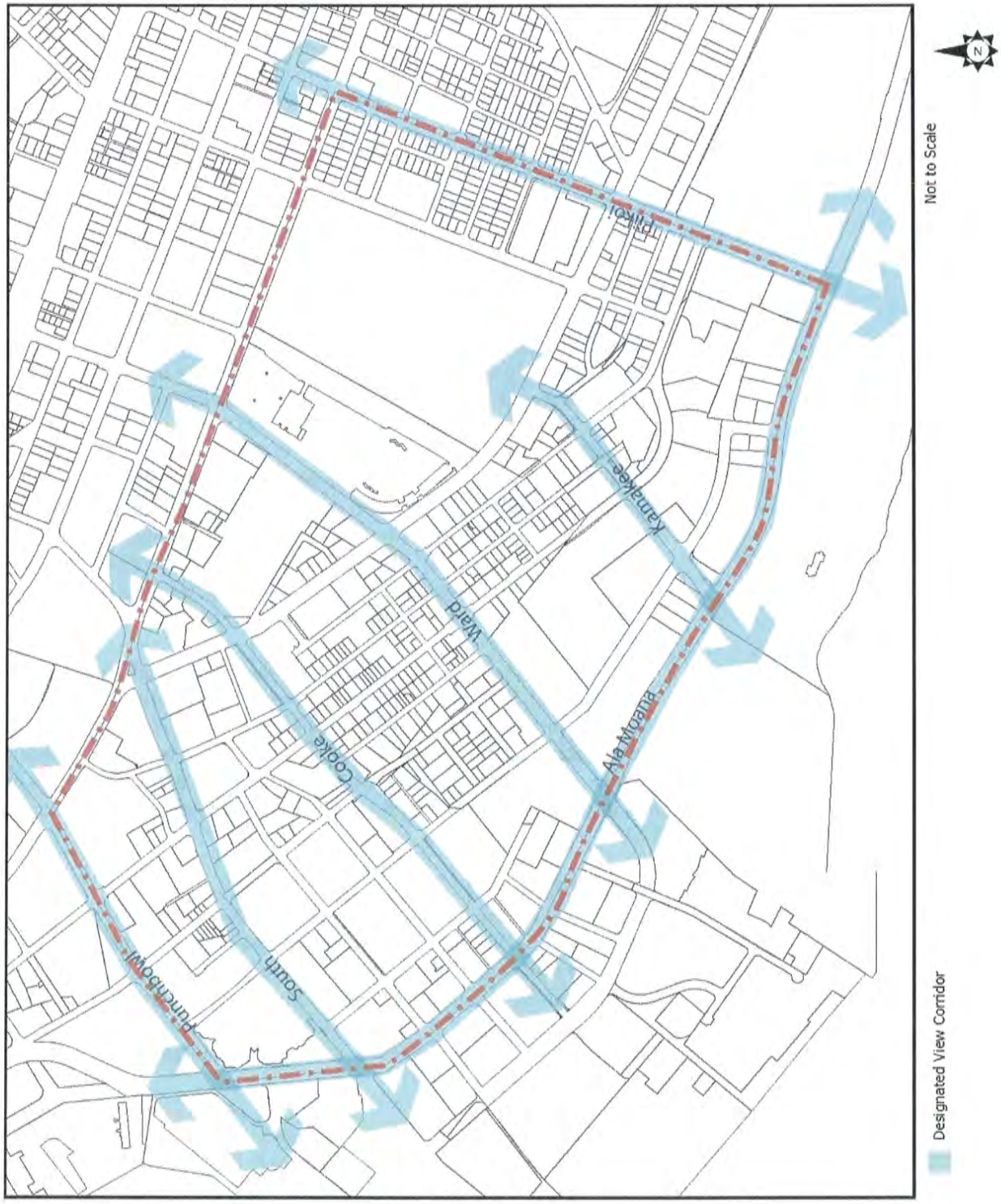


There are panoramic Mauka views from Kakaako Waterfront Park and Kewalo Peninsula that have been identified in the City and County of Honolulu's Primary Urban Center Development Plan. The vantage points and associated view cones for these panoramic views are indicated below.

The view cone represents an attenuated view that remains across areas of Mauka where taller buildings are either absent or placed far enough from the shoreline that their visibility recedes and their perceived height diminishes in relationship to the mountain backdrop.

In addition to view planes, key view corridors have been identified to preserve important Mauka-Makai views. The view corridors will provide light and air at the street level by requiring an upper-level setback of building away from the street. See Figure 6.2 - View Corridors.

Figure 6.2 – View Corridors



7.0 Transportation

The Mauka Area Plan Transportation Plan includes provisions for different modes of transportation designed to move people and goods safely and efficiently, and to service the demands of District activities. The transportation plan includes provisions for pedestrians, public transportation (transit and buses), cars, and bicycles. There is an emphasis on pedestrian movement throughout the area, in keeping with the urban village concept.

The plan for roads and transportation reflects the goal of creating a high-quality urban community, as well as the goal of providing for efficient movement of traffic. The use and form of the public street space are considered in relation to adjoining residential and commercial buildings and as an integral part of the parks and open space system.

7.1 Existing Conditions

The Mauka Area Plan includes a detailed assessment of transportation facilities and services, addressing transit, automobile, bicycle and pedestrian modes of travel. Following is a summary of existing conditions based upon an assessment of travel conditions and review of existing public transportation system.

7.1.1 Transit Service

The existing bus transit service for the City and County of Honolulu is very good. The high-frequency town routes provide important connections linking the Mauka Area to downtown Honolulu, Kalihi, and eastern Honolulu neighborhoods. Most of the town routes circulate on the perimeter of the Mauka Area (King Street, Kapiolani and Ala Moana Boulevards) and have walk distances of a 7-minute or ¼-mile walk.

The existing country service is frequent and serves important employee and student travel demands. The country service is well distributed in the Mauka Area and provides connection to employment centers and schools. Most of the service to outlying communities, such as Ewa, is located within a 7-minute or ¼-mile walk from major shopping and recreation destinations in and around Kakaako. This is important in connecting Kakaako to the rest of Oahu.

7.1.2 Automobile Travel

According to Oahu Metropolitan Planning Organization (OMPO) model forecast for 2025, which incorporated baseline data from 2000. Assuming no road improvements in the Mauka Area, twelve roadway segments would exceed peak hour capacity by 2025. The year 2000 data showed that peak hour traffic at three of the 12 locations already exceeds road capacity — South Street makai of King Street, Cooke Street makai of Kapiolani, and Ala Moana Boulevard.

The year 2025 traffic forecast highlighted the difficulty of handling peak hour traffic volumes. Many road segments in Honolulu sustain congestion during the morning or the evening peak hour. The same roadway segments typically experience satisfactory conditions during the rest of the day.

7.1.3 Pedestrian Travel

Pedestrian facilities in Kakaako were evaluated in terms of a continuum of pedestrian friendliness, using four classifications:

- *Pedestrian Places*: Pedestrian Places are comprised of moderate to high density mixed-use areas with good transit service and extensive pedestrian accommodation in the form of sidewalks, crosswalks, and other facilities. Here people will stroll and linger at store fronts and urban landscape features, walking for both utilitarian and recreational purposes. Pedestrian Places have people moving about between multiple activities.
- *Pedestrian Supportive Environments*: Pedestrian Supportive Environments are safe environments for walking, where sidewalks are continuous and buffered from streets and wide enough for passing and walking side by side. Good street crossings have been provided. Land uses are either dense enough to both generate and attract utilitarian walking trips of reasonably short lengths (half mile or less), or are of the sort that will attract recreational walkers and joggers. Buildings, not parking lots, face streets.
- *Pedestrian Tolerant Environments*: These are areas and corridors where walking is technically safe (there are continuous sidewalks and some kind of reasonably safe street crossings), but the land use patterns are such that little walking activity is likely to be generated. Tolerant environments provide pedestrian facilities, but include a very minimal level of accommodation.
- *Pedestrian Intolerant Environments*: Pedestrian Intolerant Environments are areas where walking is unsafe and unattractive. A major characteristic of Intolerant Environments is that they lack pedestrians, either due to a lack of pedestrian accommodations and/or dominance by automobile traffic and auto-oriented land uses.

Most of the major streets in the Mauka Area are Pedestrian Tolerant Environments, with sidewalks but few amenities, such as trees. Intolerant pedestrian connections prevail in Central Kakaako, where many blocks lack curbs and sidewalks.

A few blocks, such as Cooke Street between Queen Street and Kapiolani Boulevard are classified as being Pedestrian Supportive Environments. Ward Centers is identified as the Mauka Area's one Pedestrian Place. In particular, the Ward Entertainment Center-Ward Centre vicinity draws pedestrians because of its wide variety of shops, restaurants and activities.

7.1.4 Bicycle Travel

Despite the lack of safe bicycle facilities within the District, a large number of bicyclists navigate through the Mauka Area. Most bicyclists ride illegally on the sidewalk due to the high traffic volumes. Riding on sidewalks is most prevalent along one-way streets.

The Queen Street extension is the only street in the Mauka Area that has on-street bicycle facilities meeting the criteria for safe bicycling. The Queen Street extension is signed as a bike route and currently has traffic volumes

that support a bike route designation. All other streets in the District are open to bicyclists by State law but offer limited protection from motor vehicle traffic.

The Honolulu Bicycle Master Plan (City & County of Honolulu, 1999) calls for establishing bike routes throughout the city, to be built incrementally. Among its second-priority projects are bike lanes on Ala Moana Boulevard, Piikoi, Pensacola, and Cooke Street.

7.2 Principles

The following principles were formulated to guide the long-range plan for transportation in the Mauka Area.

- Propose transportation improvements and street standards that meet the long-term goal for creating pedestrian-oriented neighborhoods and a balanced multi-modal transportation system.
- Maintain current and planned road capacities to accommodate vehicular traffic. Accommodate future peak period traffic congestion by:
  - Build a high-capacity transit system that serves Kakaako.
  - Improve facilities and services for other forms of transit, walking, and bicycling.
  - Implement adaptive use of existing roadways (e.g., coning).
- Enhance connectivity: Maintain most existing streets and add planned new street connections within large tracts, as they are redeveloped.
- Over the long term, upgrade streets so that all have curbs, sidewalks and drainage facilities, so that all streets are at least Pedestrian Tolerant.

7.3 Transportation Plan

7.3.1 Urban Road Classifications

Typical road standards do not fit older urban communities such as Kakaako, whose roads predate the current rules by decades. Moreover, current standards are typically weighted in favor of fast and efficient movement of vehicles, often to the detriment of pedestrian travel.

In 2006, the Institute of Transportation Engineers (ITE) published a report entitled Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. Published as an "ITE Proposed Recommended Practice," the report was prepared collaboratively by engineers and planners involved in city planning. The report describes types of urban thoroughfares and provides criteria for certain roadway elements. The Mauka Area Plan uses this report as a basis for classifying the Mauka Area's roadway network.

Urban Thoroughfares:

Low Speed Boulevard	Walkable, low speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically 4 lanes but sometimes wider, serve longer trips and provide limited access to land. Boulevards may be high ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use access management techniques. Curb parking may be allowed on boulevards.
Avenue	Walkable, low-to-medium speed (30 to 35 mph) urban arterial or collector thoroughfare, generally shorter in length than boulevards, serving access to abutting land. Avenues serve as primary pedestrian and bicycle routes and may serve local transit routes. Avenues do not exceed 4 lanes and access to land is a primary function. Goods movement is typically limited to local routes and deliveries. Some avenues feature a raised landscaped median. Avenues may serve commercial or mixed-use sectors and usually provide curb parking.
Street	Walkable, low speed (25 mph) thoroughfare in urban areas primarily serving abutting property. A street is designed to connect residential neighborhoods with each other, connect neighborhoods with commercial and other districts, and connect local streets to arterials. Streets may serve as the main street of commercial or mixed-use sectors and emphasize curb parking. Goods movement is restricted to local deliveries only.
Service Street	A Service Street is intended primarily to provide vehicular access to lots. The Service Street has two travel lanes, one parking/loading lane. The minimum right-of-way of 40 feet recognizes existing conditions in Central Kakaako, where lots are small and rights-of-way narrow. The pedestrian realm requires no front yard space and no trees.
Alley	The Alley type provides the most basic form of vehicular access. It has been applied to a limited number of existing roads.

Source: Institute of Transportation Engineers, Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, 2006; Table 4.2.

The Mauka Area Plan uses these types as the basis for classifying roads and setting general standards. To differentiate the smaller roadways found in Kakaako, two additional types of streets are provided - Service Street and Alley. See Figure 7.1 Thoroughfare Plan.

7.3.2 Plan Elements

The Thoroughfare Plan shows existing and future Mauka Area roads, by type. Table 7-1 provide a description of the Mauka Area street system. The "Special Features" indicate planned modifications, including the streets segments programmed for Promenade sidewalk treatment.

Further street design guidance is provided through cross-section drawings of (a) general street types; (b) major streets proposed for change; and (c) different treatments of the pedestrian realm.

Figure 7.1 - Thoroughfare Plan

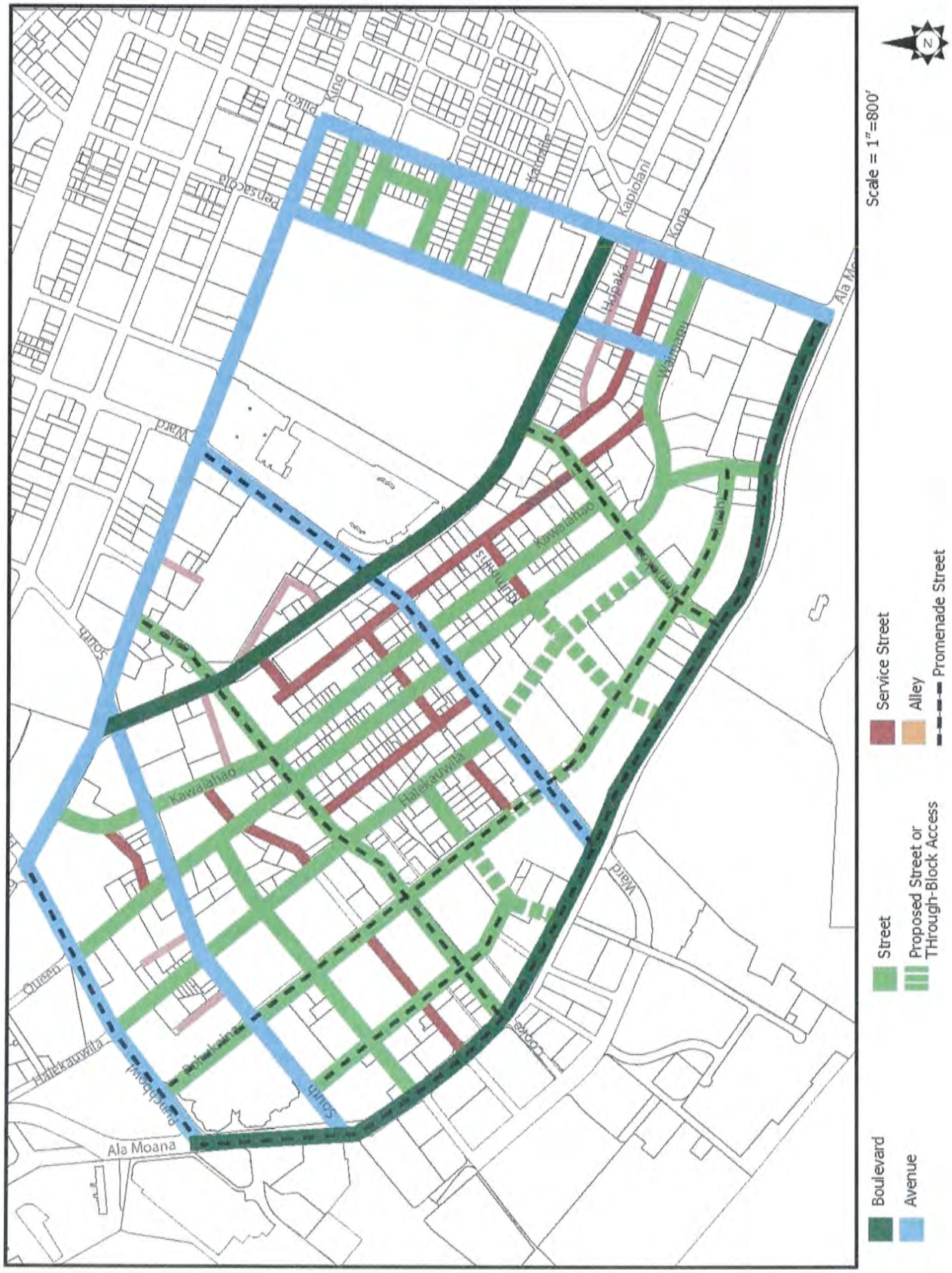


Table 7-1. Kakaako Mauka Area Roads

Name	Road Type	Special Feature	ROW
Ewa-Diamond Head Streets			
King	Avenue	One-way, 5 travel lanes (no change)	90'
Kapiolani Boulevard	Boulevard	6 travel lanes, undivided (no change)	100'
Queen	Street	4 travel lanes	Varies 50'-60'
Queen Extension/ Waimanu	Street		100'
Halekauwila	Street	High-Capacity Transit route	60'
Pohukaina	Promenade Street	Connect to Auahi at Ward	60'
Auahi (Ward to Queen Lane)	Promenade Street	4 travel lanes with parking. Connect to Pohukaina at Ward. Future option: 4 travel lanes, with planted median.	60'
Auahi (Ahui Ext. to South)	Promenade Street		60'
Ala Moana Boulevard	Boulevard Promenade	6 travel lanes, left-turn storage, median	100'
Waimanu (Dreier to Kamakee)	Service Street		40'
Kawaiahao	Street		50'
Ilaniwai	Service Street		40'
Kona	Service Street		40'
Hopaka	Alley		19'
Laula	Street		50'
Mauka-Makai (major streets listed first)			
Punchbowl	Avenue Promenade	One-way Makai No change	70'
South	Avenue	No change	Varies 66'-80'
Cooke	Promenade Street	4 travel lanes	60'
Ward Avenue	Avenue Promenade Street	4 travel lanes, median	80'
Kamakee	Promenade Street	4 travel lanes (no change)	76'
Piikoi	Avenue	Bicycle lane	80'
Pensacola	Avenue	Bicycle lane	76'
Mission Lane	Service Street		40'
Quinn Lane	Alley		19'
Reed Lane	Alley		19'
Keawe	Street		50'
Coral	Service Street		40'
Emily	Service Street		40'
Curtis	Alley		40'
Archer Lane	Alley		19'
Clayton/Chapin	Alley		19'
Dreier	Service Street		40'
Koula	Service Street	Possible street closure.	40'

Table 7-1. Kakaako Mauka Area Roads

Name	Road Type	Special Feature	ROW
(Ala Moana to Halekauwila)			
Ahui & Ahui Extension to Ala Moana	Street		50'
Kamani	Service Street	Possible street closure.	40'
Cummins	Service Street		50'
Cummins Extension (Queen to Ala Moana)	Street		50'
Queen Lane	Street		50'
Alohi	Street		50'
Elm	Street		50'
Rycroft	Street		50'
Hoolai	Street		50'
Kamaile	Street		50'

7.3.3 Making Connections

The Thoroughfare Plan shows the grid of roads currently serving the Mauka Area. Future road connections are targeted for large tracts in the Pauahi and Auahi neighborhoods that are likely to be redeveloped. The lands are owned by Kamehameha Schools and General Growth Properties. The intent is to serve newly redeveloped areas by connecting new road segments with existing roads, in order to establish continuity and to reinforce the grid network.

New road connections located within the Auahi and Pauahi neighborhoods are designed to provide access at intervals of no more than 500-600 feet. Pedestrian pathways should be incorporated into new development, sited to provide continuous and varied routes throughout the Mauka Area. To encourage walking, pedestrian connections should occur every 200-300 feet.

In the area Ewa of Ward Avenue, the Thoroughfare Plan shows that some smaller street segments may be abandoned. Many of these are privately owned, yet they should only be closed when the new road connections are built. The Thoroughfare Plan proposes an extension of Pohukaina Street across Ward Avenue connecting with Auahi Street to form a continuous promenade street.

7.3.4 Road Types and Dimensions

Figure 7.2 depicts thoroughfare types and the typical dimensions of the road right-of-way, the travelway for vehicles, and the pedestrian realm. The following is a description of the five major road classifications.

Cross-sections are prescriptive in a general sense. In planning and engineering road improvements, the Authority will consult with stakeholders, consider the particular circumstances, and make adjustments as appropriate.

No specific modification is proposed to the following roads: Kapiolani Boulevard, King, Punchbowl, South, Pensacola and Piikoi Streets. All are wide streets; however, pedestrian crossings could be improved.

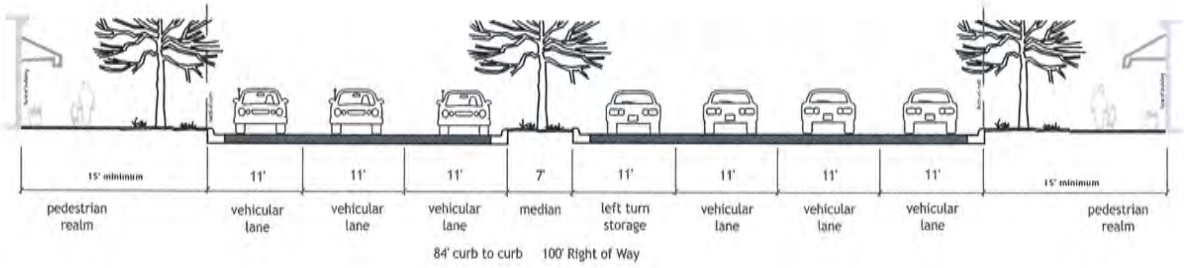
In proposing modifications to Ala Moana Boulevard and Ward Avenue, the major objective is to improve pedestrian crossings and to change these roads from pedestrian barriers to pedestrian "bridges." In each case, the proposal involves installing a center median landscaped with canopy trees, such as exists on Ala Moana Boulevard Diamond Head of Ward Avenue. The center median provides a safe refuge, enabling pedestrians to cross a wide road safely in two stages. In addition, the center median provides separation between opposing streams of traffic. Finally, a planted center median affords the road a sense of ceremony and importance.

The proposal for Ala Moana Boulevard retains six through lanes and a left turn lane. The plan also calls for an expansive pedestrian realm on either side of the street. Improving pedestrian access across Ala Moana Boulevard is essential in drawing the Mauka and Makai Areas together and in making the Makai Area parks accessible to an increasing Mauka Area residential population.

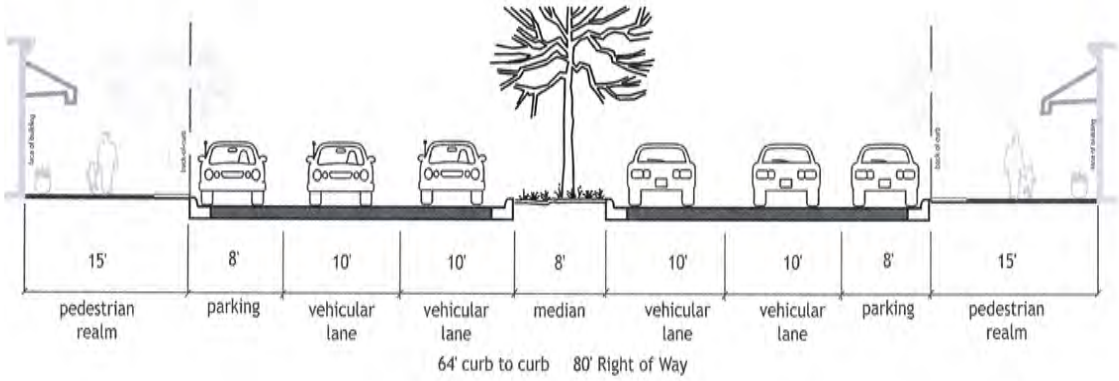
The proposal for Ward Avenue retains four through lanes and adds an eight-foot-wide center median also by reducing lane widths, in this case to 10 feet. Smaller lane widths are appropriate for low-speed urban streets. Ward Avenue would have a 15-foot-wide pedestrian realm. Ward Avenue serves as both a prime gateway to Kakaako and as the spine of the Mauka and Makai Areas. For this reason, it should be revamped to stand out as a ceremonial street.

Figure 7.2 - Roadway Sections:

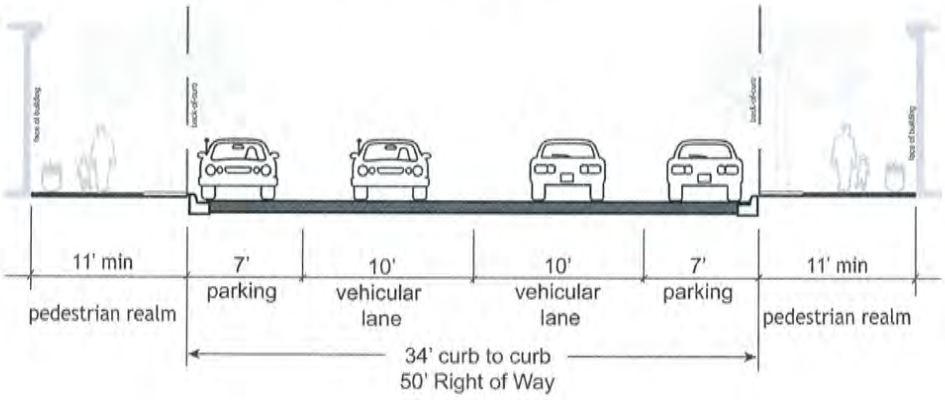
Ala Moana Boulevard - Boulevard:



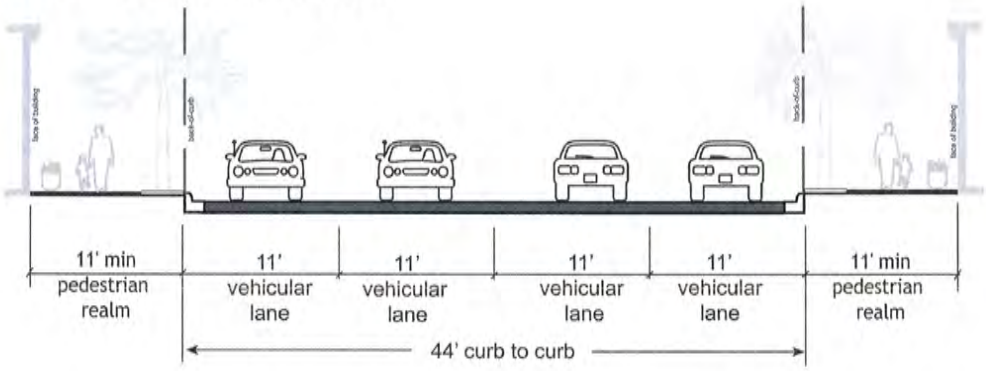
Ward Avenue – Avenue Promenade:



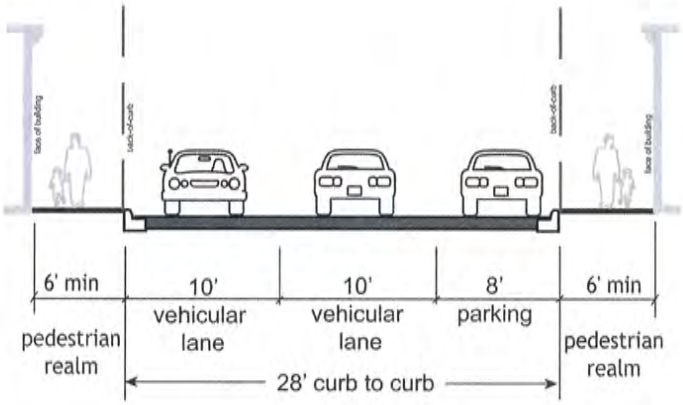
Street – Two travel lanes with parking:



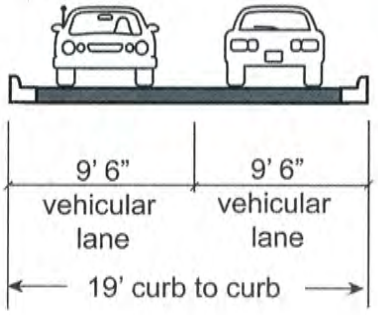
Street – Four travel lanes:



Service Street:



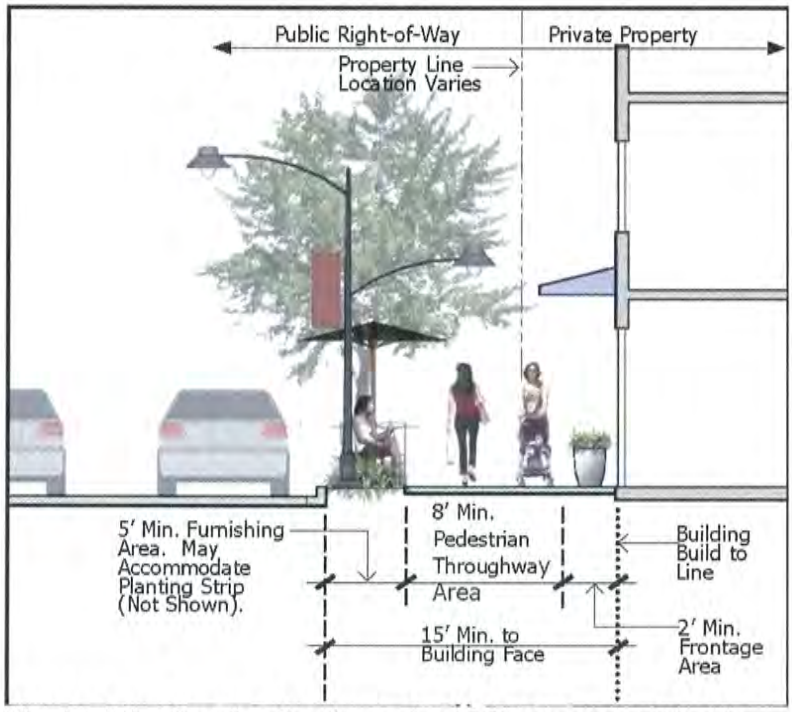
Alley:



7.3.5 Pedestrian Facilities

The term "pedestrian realm" is used to describe in detail the layout of what is commonly referred to as the "sidewalk area." The pedestrian realm consists of a tree/furniture zone next to the curb, a clear walk zone, and "shy space" at the face of the adjacent building. The Thoroughfare Plan includes a range of proposals to improve the pedestrian realm and make the Mauka Area a premier community for walking. Improving the pedestrian realm entails the following elements:

- Developing a fine-grained network of walkable (Pedestrian Tolerant or Supportive) streets and pathways.
- Buffering pedestrians from traffic by placing a furnishing area next to the curb and by providing on-street parking.
- Creating consistent street walls of low-rise building elements to frame the public street space at a human scale and to provide visual interest.
- Developing key streets as Pedestrian Supportive environments by widening the pedestrian realm; providing street trees and, where possible, on-street parking; mandating active uses in streetfront buildings; and minimizing, if not eliminating, driveways and curb cuts.



Typical Section for Boulevard and Promenade Streets

7.3.6 Bicycle Facilities

The Plan includes one key new bicycle corridor on Piikoi Street, providing an important mauka-makai connection. Roads striped for four travel lanes, such as Cooke Street, could in the future be restriped to accommodate a parking lane and a bicycle lane. Similar opportunities exist on Punchbowl and South Streets.

7.3.7 Parking and Loading

A key impetus for the Mauka Area Plan is to make Kakaako's neighborhoods and streets more pedestrian-friendly and transit-oriented. To accomplish this goal, consideration must be given to parking and loading needs in a manner that does not overwhelm the pedestrian realm. Following are the Mauka Area Plan's strategies:

- **Provide public parking facilities in Central Kakaako**. In Central Kakaako, many service businesses generate a greater demand for parking and loading spaces than the small lots on which they are located can accommodate.
- **Encourage shared-use parking facilities**. Most new parking facilities will be built by the private sector as part of redevelopment of larger parcels. Mixed-use development increases the potential for share use of parking. For example, peak parking demand for office use occurs at different times from peak periods for dining and entertainment uses.
- **Reduce the frequency and width of driveway curb cuts**. Each curb cut for a driveway eliminates at least one potential on-street parking or loading space. The cumulative impact of this is particularly evident in small lot neighborhoods such as Central Kakaako and Sheridan, where frequent or continuous driveways preclude on-street parking and loading along long stretches of street frontage.
- **Provide on-street parking on pedestrian-oriented streets and loading on service streets.** On-street parking is an asset to a pedestrian-oriented street. A pedestrian street is typically lined with buildings that have active uses and/or building entries from the sidewalk, so street-front parking is a convenience. In addition, the parking lane provides a buffer between the sidewalk and the street's travel lane. To optimize these benefits, driveways should be prohibited or strongly discouraged on pedestrian streets. Loading spaces, on the other hand, should be on designated service streets, where driveways to parking garages and loading docks and service entries are also located.

- **Discourage long-term use of land for large, surface parking lots.** In a redevelopment district with rising land values, most property owners have an economic incentive to make higher use of their property. Thus, a large vacant property is usually in a temporary holding pattern until market conditions are conducive to redevelopment. During this interim period, it is reasonable to make use of the property for off-street parking because it provides the owner with an economic return while meeting a demand for parking generated by nearby uses. Nevertheless, if this use remains over a period of years, the surface parking becomes a visual blight creates an activity vacuum along the street-front, which tends to discourage investment in redeveloping neighboring properties. To prevent this from happening, permits for surface parking lots with a capacity or area above a certain threshold should be granted for only a limited amount of time. After that period, the permit may be renewed only if additional landscaping and some active street-front use is provided on the site.

8.0 Reserved Housing

This section pertains to the methods by which the HCDA will fulfill the legislative mandate in HRS Section 206E-33(8) relating to Housing, which states:

> *"Residential development shall ensure a mixture of densities, building types, and configuration in accordance with appropriate urban design guidelines; integration both vertically and horizontally of residents of varying incomes, ages, and family groups; and an increased supply of housing for residents of low- or moderate-income shall be required as a condition of redevelopment in residential use. Residential development shall provide necessary community facilities, such as open space, parks, community meeting places, child care centers, and other services, within and adjacent to residential development."*

The Legislature also delegated to the HCDA the necessary powers to develop housing. However, there are other state agencies such as the Hawaii Housing Finance & Development Corporation ("HHFDC") that specialize in affordable housing development and are better qualified for this task. Therefore the HCDA's housing program will be more effective if it is geared toward a specific housing product type that targets the workforce or the gap-group instead of the entire affordable spectrum. With this in mind, HCDA's focus will be to stimulate the production of housing units for workforce buyers from 100% up to 140% of Area Median Income ("AMI")[1] by ensuring that a portion of residential projects are set aside or "reserved" for this income group. The HCDA will refer to these as "reserved housing" ("RH") units in order to differentiate these from "affordable" units produced by other government agencies, which are usually priced at lower income groups[2]. The HCDA will refer all other development opportunities such as land acquisition opportunities and development projects to the appropriate State agency. In addition, the HCDA will continue to consider any reasonable RH proposal.

8.1 Inclusionary Housing

Inclusionary housing is a flexible strategy with a proven track record of meeting a community's affordable housing needs. Such a policy has been most effective in areas such as Kakaako that are experiencing growth, since affordable units are only generated if private residential development is occurring in the community. However, some pricing restraint is necessary to avoid a wide disparity in quality and other potential conflicts between the market and RH units.

In the past, zoning requirements have been an effective exclusionary tool. Intentional or not, zoning's effect has often segregated communities by income and race simply by influencing pricing. Many jurisdictions typically use zoning to require minimum lot sizes, minimum home sizes and restrictions that make it difficult, if not impossible, to build affordable housing in these communities. The result is a pattern of enclaves that are priced too high for low-to-moderate-income families. As a consequence, these low-to-moderate-income families are cut off from better schools, emerging job centers and opportunity networks, and relegated to lengthy commutes to work, school and social contact.

[1] All references to income standards are based on US Department of Housing & Urban Development ("HUD") data.
[2] "Reserved housing" is HCDA's term. The term "affordable housing" often focuses on lower income level targets. Also reserved housing promotes the policy of inclusion.

Inclusionary housing requirements mitigate this disparity by using pricing and selective sales as a tool for promoting mixed-income communities. Inclusionary housing programs also allow innovative communities to create housing for their workforce, and enable families of moderate means to benefit from urban redevelopment.

Mixed income communities broaden access to well-funded schools, strong municipal services and emerging job centers. Mixed income communities also provide openings through which lower-wage earning families can buy homes in appreciating housing markets, accumulate wealth, and share a part of the American dream.

8.2 Reserved Housing Program

The RH program is proposing that all new residential projects within the Mauka Area on lots of 20,000 square feet or more contribute to the development of RH either by producing the units or by paying fees to construct these units.

In return for providing reserved housing, developers could receive non-monetary off-sets in the form of density or height bonuses, modifications to rules, and expedited permits. By linking the production of reserved housing to private development projects in the Mauka Area, the program can more efficiently expand the supply of moderately priced housing while dispersing these units throughout the KCDD to broaden housing opportunity and foster mixed-income communities.

8.3 Inclusionary Preference

An objective for the HCDA is to encourage development of "workforce" or "gap group" housing. Therefore, producing as many residential units as possible that qualify as workforce or gap-group housing will set the tone for any HCDA housing program. These residential units may most easily and appropriately be produced through "inclusionary" means, integrated well to avoid obvious segregation and targeted to the low-to-moderate price range to mitigate quality differences between the market and below-market priced units. Nevertheless, if a developer finds it necessary to produce the RH units offsite, such a request will be evaluated on a project by project basis and could receive credits under HCDA's housing program, albeit at a lower credit value than onsite units.

8.4 Reservation

The reserved housing program will require that 20% of the residential floor area be reserved and developed for buyers or renters with qualifying incomes not more than 140% of AMI together with other restrictions. Prices and rents for these reserved units, together with qualifications for the buyers and renters will be established accordingly.

8.5 Preference for Units vs. In-Lieu Fees

Generally, the HCDA will be flexible about the development of reserved units, provided that the RH is completed at the same time as the main project and meets the agreed-upon conditions. In the rare project in which there is a compelling reason why RH units cannot be included or developed off site, HCDA may consider the option of an "in-lieu" fee. However, in-lieu fees place the burden of developing RH units on HCDA. Therefore, HCDA's preference will be that developers construct the RH units themselves rather than allow payment of "in-lieu" fees. The HCDA will discourage the payment of in-lieu fees, except to resolve a case of fractional units. If in-lieu fees become part of a reserved housing settlement, they will be set at the

prevailing cost associated with producing the required reserved housing units. The in-lieu fee will be deposited in HCDA Reserved Housing Sub-Account and could be used to finance government built, below 100% AMI, housing projects.

8.6 Preference for Onsite vs. Offsite Reserved Housing

Building inclusionary units within the larger residential development is the ideal way to promote the RH concept since it leads to greater economic and social integration as well as helps to connect the workforce communities to regional opportunity. Furthermore, the inclusionary concept calls for exterior compatibility between reserved and market-rate units so that families of different means can purchase homes externally indistinguishable from the rest of the development, which helps in reducing the stigma that is often associated with lower priced housing in general.

Although HCDA's charter allows the provision of offsite RH, the HCDA prefers onsite development and will be the final determinant on allowing any offsite RH proposal to fulfill the requirement. In order to foster mixed income communities, developers are strongly encouraged to produce the RH units within the larger development unless there are overriding obstacles.

HRS Section 206E-4(18) states that HCDA may:

> *"Allow satisfaction of any affordable housing requirements imposed by the authority upon any proposed development projects through the construction of reserved housing, defined in section 206E-101, by a person on land located outside the geographic boundaries of the authority's jurisdiction. Such substituted housing shall be located on the same island as the development project and shall be substantially equal in value to the required reserved housing units that were to be developed on site. The authority shall establish the following priority in the development of reserved housing:*
>
> *(1) Within the community development district;*
> *(2) Within areas immediately surrounding the community development district;*
> *(3) Areas within the central urban core;*
> *(4) In outlying areas within the same island as the development project.*
>
> *The Hawaii Community Development Authority shall adopt rules relating to the approval of reserved housing that are developed outside of a community development district. The rules shall include, but are not limited to, the establishment of guidelines to ensure compliance with the above priorities."*

Since HCDA is willing to consider any reasonable offsite RH proposal, it will give such proposals serious consideration. Proposals must be evaluated on a project by project basis. If offsite RH proposals are considered, HCDA may considering imposing additional requirements than those typically imposed on onsite or inclusionary RH. Such requirements may include lesser credits for offsite RH.

8.7 Cost Offsets

Effective RH programs usually offer developers a range of cost offsets to achieve a double bottom line: reserved housing for residents and a reasonable overall return. Profitability of a residential project is important to ensure that developers will actually build in Kakaako and therefore should be factored into any win-win RH formula, especially since the development of any reserved housing depends on the development of housing in general.

Examples of cost-offsets for providing RH could include the following benefits or combination of benefits for discussion with HCDA:

Table 8-1: Examples of cost offsets for providing RH:

Type of Cost Offsets	What It Does and Why It Helps	Example
Density or Height bonus	Allows developers to build at a greater density than typically permitted. This allows developers to build the full complement of market-rate units without having to acquire more land.	Most jurisdictions offer density bonuses. Typically they are roughly equivalent to the required set-aside percentage for RH. For example, there will be a floor area bonus allowed equal to the 20% residential floor area set aside for RH. This bonus currently ranges from 1.0 to 2.0 additional FAR on a sliding scale from 20,000 to 80,000 square feet buildable project area.
Unit size reduction and Finish Cost Adjustment	To reduce costs, developers would be allowed to build smaller or differently configured reserved units than market rate units.	Currently allow reasonable unit size reduction and finish adjustments. Reserved units should be no smaller than stated minimums.
Reduced Parking Requirements	Allow parking space efficiency in higher density developments with underground or structure parking by reducing the number or size of spaces, or allowing tandem or shared parking.	Reduce required parking for RH to one stall/unit.
Design Flexibility	Grant flexibility in design such as reduced setbacks from the street or property line, or waive minimum lot size requirement.	Permit reasonable modifications of road width, lot coverage, relax set backs and minimum lot size.
Fee waivers, reductions or deferrals	Waive on a pro-rata basis, Improvement District and Public Facilities assessments. Allow fees to be paid upon receipt of certificate of occupancy rather than upon application for a building permit.	Waive fees attributable to reserved housing units. Allow deferral of all fees due until certificate of occupancy.
Fast track permitting	Streamlines the permitting process for projects containing reserved housing, reduce carrying costs (e.g., interest payments on predevelopment loans and other land and property taxes).	Expedite the permitting of projects including reserved housing to include automatic approval after a stated period.

8.8 Compatibility in Outward Appearance

Developers should be required to construct reserved units that are similar or compatible in outward appearance to market rate units. This requirement will provide cohesiveness in the physical appearance of a neighborhood helping to overcome negative perceptions of what constitutes "affordable" housing. Developers generally have a vested interest in adhering to this requirement since units that are disparate in outward appearance can lower the market value of their development.

8.9 Maintaining Affordability

Reserved housing units should remain affordable as long as reasonable long term constraint in sales of RH for future generations and are needed to expand the inventory of RH units. Long term affordability can be achieved by various means. The typical tools used by HCDA are equity sharing upon resale, and buy-back option in favor of HCDA. These features will be incorporated as covenants in the deed for the unit.

Programs with long affordability terms can call for a sharing of equity upon resale which while providing the incentive of the creation of wealth and to avoid making RH ownership financially less attractive for speculators. These terms allow the owner to build some equity while effectively eliminating profiteering.

For units purchased under the buy-back provision triggered by the homeowners decision to sell the unit prior to the expiration of the buy-back term, the purchase price should be set as low as possible to the original reserved purchase price so the unit can be resold to another qualified buyer. Therefore the buy-back price should be based on the original reserved purchase price inflated only by an appropriate inflationary index and owner paid unit improvements. This allows for the owner to extract some equity while keeping the unit still affordable.

On reserved units for sale, HCDA proposes to require perpetual equity sharing with an allowance for the build-up of equity for the homeowner from the point of purchase according to the homeowner's percentage share of ownership. The remaining portion of the equity would revert to the HCDA Reserved Housing Sub-Account upon resale.

The equity sharing feature suggests that highest possible market sale price would be desirable. The proportion of the equity percentage will be established by the owner's purchase payment divided by the appraised market value for that unit at the point of purchase. For example, a qualified homeowner buys a unit appraised at the time of initial sale at $500,000. However, the homeowner only pays a net $400,000 because of RH price restrictions. The homeowner then sells the same unit 10 years later for $600,000 in net proceeds. The homeowner would keep 80% (reserved price divided by appraised market value at the time of initial sale=80%) of the net proceeds (or $480,000) at closing and HCDA will receive 20% (or $120,000) of the net proceeds (all net of taxes, closing and financing costs and fees).

8.10 Proposed Reserved Housing Program Checklist

A generalized overview of how the Reserved Housing Program might work is provided only as an example. The specifics of the project will change the calculations and conditions and will cause each project to have unique parameters.

If the project includes residential use on 20,000 square feet or more of development lot area, it must follow:

- The project must set aside 20% of the residential floor area and develop this for reserved housing. The units shall be sold or rented by the developer as reserved housing.

- The reserved housing characteristics shall be negotiated with the HCDA to determine the unit count, sizes and types and initially priced for sale or rent to a buyer or a tenant with income from 100% up to 140% of Area Median Income ("AMI") according to family size.

- The developer must sell the units, at prices at or below 140% of AMI to qualified buyers with deeded covenants in favor of HCDA that include a 10 year buy-back and perpetual equity sharing provision.

- The buy-back price shall be based on original purchase prices, inflated from time to time by an appropriate index and owner paid unit improvements.

- An equity sharing percentage shall be set at the time of each purchase by a reserved buyer. HCDA's share of the equity will be transferred to the HCDA Reserved Housing Sub-Account

- The developer may also choose to develop rental units, in which case the RH units shall be rented to tenants qualified at 140% of AMI. Such rental units will remain as RH units for a period of 15 years. The developer will be responsible for managing such units.

- Exemptions from "gross floor area" include licensed life care facilities.

9.0 Historic and Cultural Resource Plan

The redevelopment of the Mauka Area is guided by development policies found in Chapter 206E, HRS. The Legislature has declared that sites of historical or cultural significance within the Mauka Area shall be preserved. Therefore, the preservation of such resources shall be an integral part of this plan.

Most of what we know today as Hawaii's urban form dates from the Post World War II era when Hawaii's rate of growth and development rapidly increased. For this reason, man-made resources which predate this period are reminders of Hawaii's past. Hawaii is unique in that the historical entry point of its various cultures is fairly well-defined. One can trace the establishment, then flourishing of the cultures through their diverse art forms and architecture. The end product of this evolutionary process is an integrated culture founded upon the blending and merging of its diverse backgrounds. The preservation of significant historic and cultural sites will provide us with concrete evidence of our cultural past and an appreciation of the origin of the cultures that have contributed to the development and uniqueness of Hawaii today.

9.1 Historic and Cultural Resources Proposals

The Mauka Area is one of the early urbanized areas in Honolulu and, fortunately, still retains many sites of significance. These sites should be preserved to provide present and future generations with an understanding of Hawaii's history and uniqueness.

The preservation, restoration and use of historic sites are very important from an economic standpoint. The retention of historic and cultural sites promotes the uniqueness of Hawaii's history. Historic and unique buildings in the Mauka Area which are renovated and made economically productive can contribute to the continuing distinctiveness and uniqueness of the Mauka Area, and serve as attractions to residents and visitors in Honolulu.

Properties situated in the Mauka Area that are determined by the Authority to be historically and culturally significant shall be preserved, protected, reconstructed, rehabilitated and restored by the landowners consistent with the implementing regulations of Section 106 of the National Historic Preservation Act, as amended, and Chapter 6E, HRS. All historic structures within the Mauka area are listed on the Hawaii or National Register of Historic Places. In addition to historic structures, the Neal Blaisdell Center was designated a Cultural Site due to its cultural and aesthetic value.

The following definitions will facilitate understanding of the actions recommended in this plan.

PRESERVATION -- keeping a particular property in its present condition. Such property may already be in a restored or rehabilitated condition.

REHABILITATION -- returning a property to a useful state, thus allowing it to be used while preserving those portions or features considered historically, architecturally, and/or culturally significant.

RESTORATION -- recovering accurately the authentic form and details of a property or a structure and its setting, usually by renovating a later work, or replacing missing earlier work.

9.2 Historic Resources

The following are sites selected for protection and the action recommended for each site:

HISTORIC SITE	PROPOSED ACTION
Kawaiahao Church and Grounds	Preservation
Mission Houses	Preservation
Old Kakaako Fire Station	Rehabilitation
Mother Waldron Playground	Preservation
McKinley High School (portion)	Rehabilitation
Makiki Christian Church	Preservation
Yee/Kobayashi Store	Restoration
Royal Brewery Building	Preservation

9.3 Cultural Resources

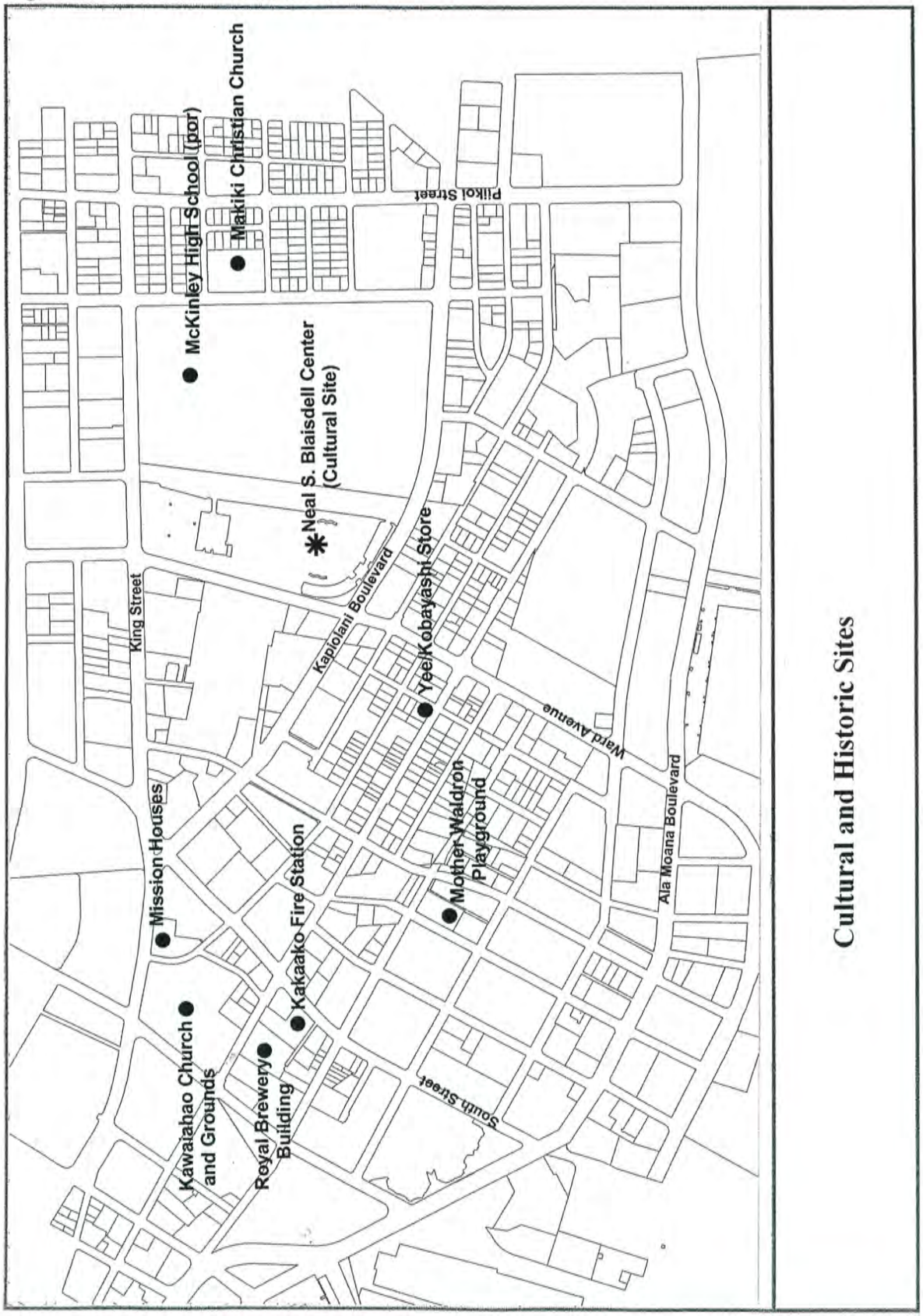
The NBC should be protected due to its cultural and aesthetic values.

Other resources within the area considered to be of cultural and historic value may not be on the plan's preservation list. In evaluating sites, major emphasis was placed on a site's ability to be economically self-sustaining and thus contribute to the renewed community.

With respect to the historic and cultural sites and buildings on the Authority's list which are privately owned, additional assistance to the owners shall be considered. The Authority shall review and consider the possibility of providing tax incentives, governmental grants-in-aid, and other financial and technical assistance to such owners. The Authority may propose amendments to existing laws and rules to implement these concerns.

Rules shall be adopted to establish procedure by which other sites of historical and cultural significance within the Mauka Area may be identified and added to the Authority's preservation list.

Figure 9.1 - Cultural and Historic Sites



10.0 Social and Safety Plan

Chapter 206E, HRS, directs the Authority to create in the Mauka Area a community which serves the highest needs and aspirations of Hawaii's people. Such a community must provide all of the basic needs of its residents, employees, and visitors in a safe and socially desirable environment.

10.1 Social Proposals

To ensure satisfaction of social needs of the Mauka Area residents, employees and visitors, it is a policy of this plan that development be designed to facilitate the safe as well as enriching social interaction of people as they conduct their business and other activities within the community. Toward this end, this plan requires well designed, sensitive, attractive and accessible open space and recreational resources, pedestrian connections to activity centers, and public facilities that encourage the positive interaction of individuals and groups.

The social needs of the district will largely be met by the provision of housing support facilities. To ensure effectiveness in serving the needs of residents, these facilities should be efficiently operated, financially self-sufficient, and accessible to all residents. In addition, their operation should promote the well being of residents by ensuring that:

- Fees for their services are affordable
- Priority be given to serving the residents and employees within the Mauka Area
- Services are competently administered
- Public funding assistance is secured for services to low-income and needy elderly households

Furthermore, efforts shall be made to provide appropriate and progressive child care and gerontology programs. To the extent possible, joint elderly-child care facilities shall be developed so that each group may benefit from its relationship with the other.

10.2 Public Safety Proposals

The concept of mixed-use itself, as used in this plan, will help promote a safe and secure community. In a traditionally developed, largely single-use urban area like downtown Honolulu, there are periods of time in each 24-hour cycle during which there is very little human activity and interaction. This inactivity results in deserted streets which may be conducive to crime and vandalism. A mixed-use community providing a variety of business and residential activities, however, can be a place of continuing human activity thus decreasing the inactivity periods and acting as a possible deterrent to crime and vandalism.

The public sector is encouraged to exercise its police and fiscal powers to provide a safe and secure living and working environment. Areas of special concern include, among others, traffic safety and control measures, police and fire protection, acquisition and installation of private security systems or services, ensuring safe and pleasant pedestrian access to services, places of employment and recreation areas, and providing information on personal safety within developments.

Building interiors, grounds, landscaping, on-site parking and exterior common areas should be well-lighted and designed to minimize "pockets" in which intruders may cause

harm to others. Well lighted views of open space areas, residential developments and parks from nearby activity areas and public areas should help to reduce crime and assist in the watchful care of children and the elderly.

Safety shall be an element of consideration in all urban design review of development projects. Emphasis should be placed on assuring the installation of adequate lighting, installation of security equipment or the hiring of security personnel, and the isolation of hazardous areas and facilities from access by children or the handicapped. Landowners and residents of the Mauka Area are encouraged to form informal neighborhood watches and other associations. This could be accomplished either on a building-by-building basis with either the owners or the lessees forming such groups or on a broader scale through neighborhood boards or community associations. Organizations of this type will not only help make the Mauka Area a secure community but also foster a sense of neighborhood or community.

11.0 Relocation Plan

The extent of the Mauka Area redevelopment called for by Chapter 206E, HRS, will require construction of additional public facilities and utilities as well as the redevelopment of land uses. Therefore, a certain degree of relocation, whether temporary or permanent, is necessary to facilitate such renewal.

Relocation is defined as a move, resulting from a publicly caused displacement, and re-establishment of the displaced household or business at a new location. Relocation can be a direct or indirect consequence of displacement. Displacement is any direct or indirect action, public or private, which forces households or businesses to move as a result of the acquisition, or imminence of acquisition, of real property. It may be either temporary or permanent.

In temporary displacement, the households or businesses may return to the neighborhood or the Mauka Area after revitalization is completed. Households or businesses permanently displaced, although desiring to do so, may not return to their original sites.

Displacement results from two major causes: (1) public actions such as the construction of public facilities such as streets, housing, parks and parking garages and other infrastructure systems; and (2) private actions, independently made, or induced by public planning decisions. Privately caused displacements may result from private demolition and new construction, private rehabilitation projects, and evictions due to rising market prices and rents.

Residents and businesses facing relocation may not want to move not only because of the attendant inconveniences, but also because current relocation programs often do not adequately reduce the adverse physical and social impacts and loss of revenues that accompany it.

11.1 Relocation Proposals

As used in this plan, relocation refers primarily to displacement resulting from government-initiated projects. Households and businesses displaced by private sector actions, however, shall receive certain public assistance services short of monetary payments.

It is the intent of the Authority to provide meaningful relocation assistance for all persons and businesses displaced due to public action. Towards this end, the Authority shall be guided by the following principles:

- To phase redevelopment to minimize disruptions.
- To ensure that families and businesses are, to the extent practicable, properly relocated before permitting their displacement by new development, redevelopment, or neighborhood rehabilitation.
- To return as many persons displaced by government actions back to the Mauka Area.
- To provide opportunities for persons displaced by government action to avoid major financial loss.
- To minimize or ameliorate any serious negative impacts of displacees, such as loss of employment or business, imminent loss of shelter, and monetary losses.

- To provide counseling, information and referral services to displacees affected by private sector actions, induced or stimulated by governmental planning decisions.

Relocation assistance includes providing financial benefits and relocation services to households and businesses displaced as a result of public acquisition of real property for public improvement or purposes. Toward this end, it is proposed that the payments provided to displaced persons reflect amounts necessary to meet reasonable relocation expenditures. Equitable relocation assistance payments to displaced persons, facilities, and businesses shall be established. Such assistance may include, but is not limited to, payments to displacees for moving costs, a dislocation allowance, replacement payments to owner-occupants who purchase, rent subsidy to owner-occupants, replacement payments to tenant-occupants who purchase or rent, and replacement housing subsidy for tenants.

Every effort shall be made to provide displacees of households and businesses resulting from public acquisition with comparable replacement facilities at reasonable rates. Procedures shall be instituted to identify potential displacees at an early stage of redevelopment in the Mauka Area.

The Authority shall seek to establish temporary relocation facilities for displaced businesses until they can be re-established in their prior or substitute location within the Mauka Area.

In view of the complexity, scope, and time period involved in the redevelopment of the Mauka Area, the Authority shall direct and oversee all relocation services within the Mauka Area. Among the functions to be performed by the Authority's relocation assistance office are the following:

- Assistance to State and County displacing agencies in the development and implementation of relocation assistance programs for specific public improvement projects.
- Advisory services to displacees of government actions, such as information on Federal and State programs, loans, and other benefits; handling appeals; personal contact with each displaced person; and assistance in finding replacement sites and in actual relocation.
- Coordination of relocation activities with other project activities and other planned or proposed City and State agency actions within the community or nearby areas.
- Advisory services to displacees of private sector actions, or to persons or business concerns occupying property adjacent to any property acquired for public improvement and are caused substantial economic injury because of the public improvement.

The Authority shall establish rules to implement these policies.

12.0 Public Facilities Program

A public facilities program ("Program") will be established to provide various public facilities for creating neighborhoods that give Mauka Area residents, employees and visitors a sense of identity and belonging. Community amenities, such as meeting areas, urban parks, community centers and convenience stores should be located where residents and people who work in the neighborhood can congregate, socialize, rest, and play in conjunction with their daily living activities.

The public facilities dedication requirements established in the Mauka Area Rules provide the HCDA with the resources necessary to develop these facilities for the long and short terms.

12.1 Overview of the Program

Chapter 206E, HRS, mandates that "...Public facilities within the district shall be planned, located, and developed so as to support the redevelopment policies for the district..." Therefore, in the redevelopment of the Mauka Area, the full array of public facilities required to support development needs to be provided. Public facilities include streets, utility and service corridors, and utility lines sufficient to adequately service development improvements. It also includes schools, parks, parking garages, sidewalks, pedestrianways, bikeways, and other community service infrastructure normally provided by the public sector.

This section of the plan addresses public facilities and services relating to health, safety, education, and welfare of the community population. Public facilities addressed in this section include schools, day care centers, health care facilities, police and fire protection, and other services.

12.2 Public Facilities Proposals

It is a policy of this plan that public facilities be located on sites which will be convenient for the people they are intended to serve and be designed to meet the needs of the population. Whenever compatible, different types of public facilities will be located in such a way as to enhance the convenience to the public and to reduce the cost of constructing such facilities. For example, community centers, day care centers, and recreation and elderly facilities can be combined with parking facilities. Similarly, services such as postal, social, clinical, and governmental functions may also be combined.

The need for public facilities is based upon population/facility requirement standards. As an example, the Program provides for the future development of day care centers in conjunction with the development of residential, commercial and industrial activities in the Mauka Area. Such day care centers will be developed by both the public and private sectors. Within mixed-use developments they may be located at the ground level or the recreational deck level where open space and recreation for children can be provided.

Current school facilities in proximity to the Mauka Area are adequate to accommodate some increase in the school age population. A new school may need to be established as the school age population increases to a level which warrants additional school facilities. Currently, the Mauka Area Plan designates a portion of the former Pohukaina School site as a future school site. The site is adjacent to the Mother Waldron Playground and is anticipated to be developed together as a park, school and community center facility that

will service the entire Kakaako district. In the long term, the HCDA will coordinate educational needs of the district with the Department of Education.

Additional police and fire protection services for the projected population are not expected to be required. Additional major health care services such as hospitals and clinics are also not expected to be required. But minor health facilities such as doctors and dental offices are allowed in proximity to residents.

12.3 Public Facilities Plan Provisions

In order to achieve the objectives of the public facilities section, adequate public facilities in the Mauka Area will be provided by the following means:

- Public construction of new public facilities especially in conjunction with the phasing of the District-Wide Improvement Program;
- Improvement or modification of existing public facilities to meet increased needs;
- Private development and dedication of public facilities in response to publicly provided incentives; and
- Assessment of the private sector for the costs of public facilities which benefit private sector developments.

All agencies of the State or City shall consult with the Authority at the project planning stage prior to the construction, renovation, or improvement of any public facility within the Mauka Area.

13.0 Infrastructure and Improvement District Program

Infrastructure improvements by HCDA are a major tool to strengthen the development efforts of the public and private sectors, and provide the basic services needed for the growth and functioning of a community. HCDA proposes to upgrade the Mauka Area's infrastructure through Improvement District (ID) projects. HCDA's ID Program has proven to be very effective in financing and construction infrastructure improvements necessary for the revitalization of the district.

All existing, unimproved infrastructure systems in the Mauka Area are proposed to be upgraded to meet the maximum potential demands. All utilities will be designed in accordance with appropriate City and County of Honolulu and utility company standards and established engineering principles. Infrastructure plans are presented as concepts in order to understand the magnitude of costs needed. Final design will be based on subsequent detailed engineering analysis.

Major infrastructure improvement costs for future storm drain, wastewater, water, electrical, telephone, cable television, roads and sidewalks are estimated to be $126,549,000 in 2009 dollars. Estimated costs include allocations for planning, design and contingencies.

Table 13-1
Infrastructure Improvement Costs

Infrastructure System	Estimated Cost
Storm Drain	$5,549,000
Wastewater	$49,482,000
Water	$4,700,000
Electrical	$15,770,000
Telephone	$7,705,000
Cable Television	$2,585,000
Traffic Signalization	$900,000
Street Light	$5,140,000
Roadway Improvements	$21,870,000
Design Fees	$12,848,000
Total	$126,549,000

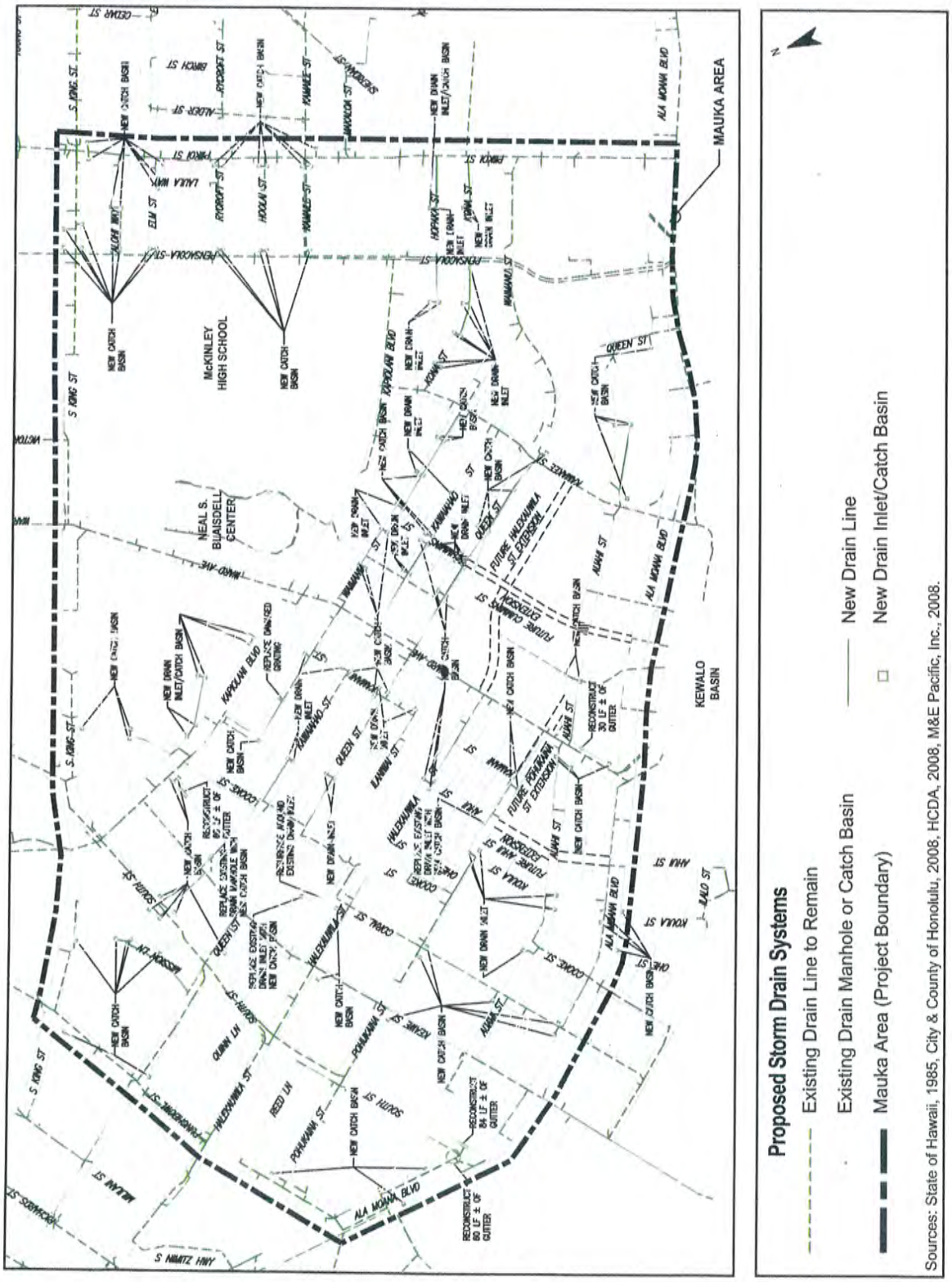
Roadways, water, wastewater, drainage, street lighting and traffic signalization systems are generally maintained and operated by public agencies while electrical, cable and communication systems are maintained and operated by privately-rum utility companies.

13.1 Storm Drain System

The proposed drainage system improvements for the Mauka Area include new reinforced concrete pipe and box culverts, manholes, catch basins and/or drainage inlets at appropriate points of the system. Proposed local and major drainage lines are shown in Figure 13.1. Approximately 12,300 feet of new drainage pipe will be needed.

The total cost for drainage system improvements is estimated to be $5.55 million.

Figure 13.1 – Storm Drain System



Sources: State of Hawaii, 1985, City & County of Honolulu, 2008, HCDA, 2008, M&E Pacific, Inc., 2008.

13.2 Sanitary Sewer System

The proposed sanitary sewer system improvements for the Mauka Area are shown in Figure 13.2. The system consists of a series of 8-inch, 12-inch, 15-inch, and 18-inch gravity lines and modifications to existing 48-inch and 78-inch force mains. Approximately 18,000 feet of sewer trunk lines within the Mauka Area will need to be replaced with larger trunk lines.

The total cost for local wastewater system improvements in the Mauka Area is estimated to be $49.48 million.

13.3 Water Supply System

To meet water demands expected from proposed land use activities, the water system will be upgraded in accordance with the standards of the City Board of Water Supply. The proposed waterline improvements for the Mauka Area are shown in Figure 13.3. Approximately 16,000 feet of new and larger water lines will be needed to meet expected business water usage as well as fire flow requirements.

Developers will be encouraged to consult with the Board of Water Supply on ways to reduce fresh water consumption. In addition, HCDA will explore the potential for alternative water systems, such as a non-potable source for irrigation purposes, thereby reducing water requirements.

The total cost for the Mauka Area water system improvements for local water lines is estimated to be $4.7 million.

13.4 Power and Communications Systems

The electrical power and communication utilities, which serve Kakaako, are privately owned by the Hawaiian Electric Company (HECO), Hawaiian [Telephone Company Incorporated] Telcom and Oceanic Cablevision. All overhead lines will be placed underground in concrete ductlines. Design of the improvements will conform to the standards of the utility company that owns the system.

Electrical Power

Costs for modifications to existing substations and costs associated with adding and extending lines from the substation due to increase in loads are to be paid by HECO. The existing overhead and underground facilities that are in conflict with the Mauka Area Plan will be removed or relocated to conform to the new layout. New construction cost will be shared for conduits and other appurtenances to relocate existing overhead facilities to new underground systems within the public rights-of-way. The funding will be shared between the government, HECO, and the property owner or developer. The property owner or developer will be responsible for HECO's service charges to individual lots. Developers will be encouraged to consult with HECO on energy saving design. The proposed electrical power improvements for the Mauka Area are shown in Figure 13.4.

Figure 13.2 – Sanitary Sewer System

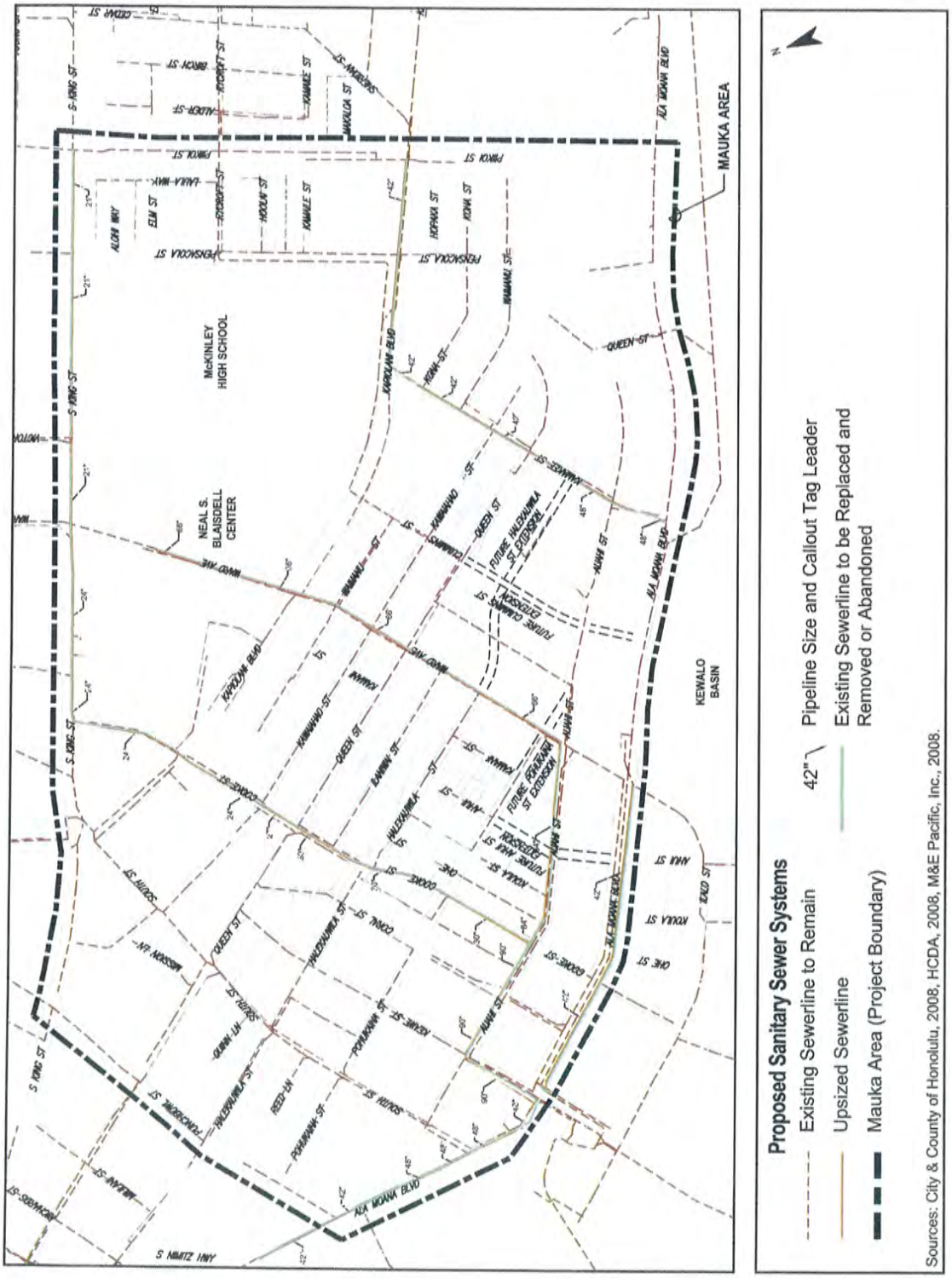


Figure 13.3 – Water System

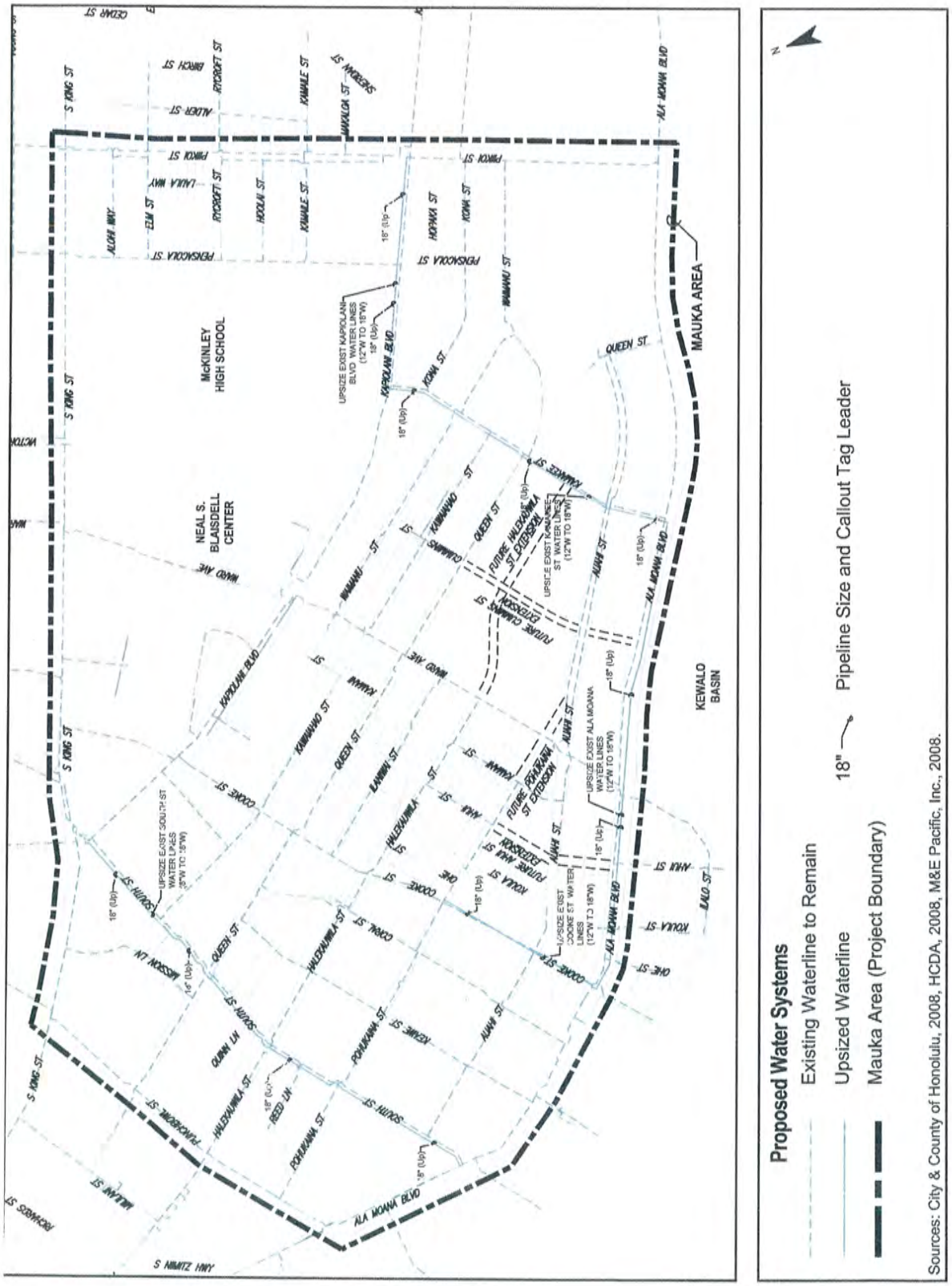
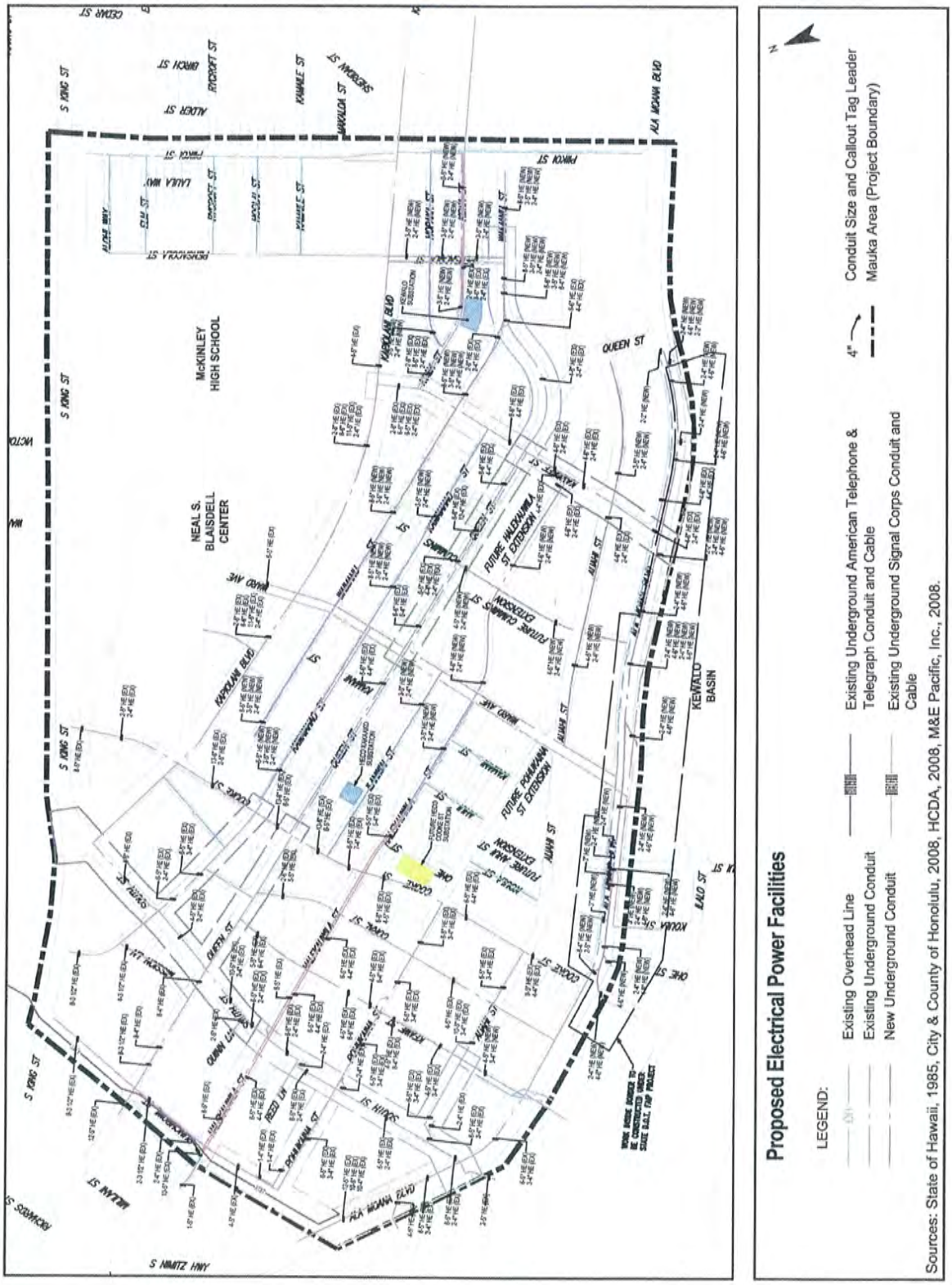


Figure 13.4 – Electrical Power Facilities



Communications

Telephone and cable TV lines will run adjacent to the electric lines within underground ducts buried in the roadways. Costs to relocate existing overhead telephone lines and facilities within the area will be shared by the telephone company, the government, and the property owner or developer. Individual service costs to the customer or developer will be borne by the telephone company and the customer. All costs to relocate existing underground lines, and to provide additional electrical and telephone facilities within public right-of-ways, will be borne solely by the applicable utility company.

Proposed improvements to the telephone and communication systems are shown in Figure 13.5. The total cost of electrical power and communication systems in the Mauka Area is estimated to be approximately $26.06 million.

13.5 Street Lighting and Traffic Signal Systems

Street lights are located throughout Kakaako along public roadways, and the system is owned and maintained by the City and County of Honolulu. In order to make Kakaako safe and attractive, street lights will be installed as part of all new and improved roadways.

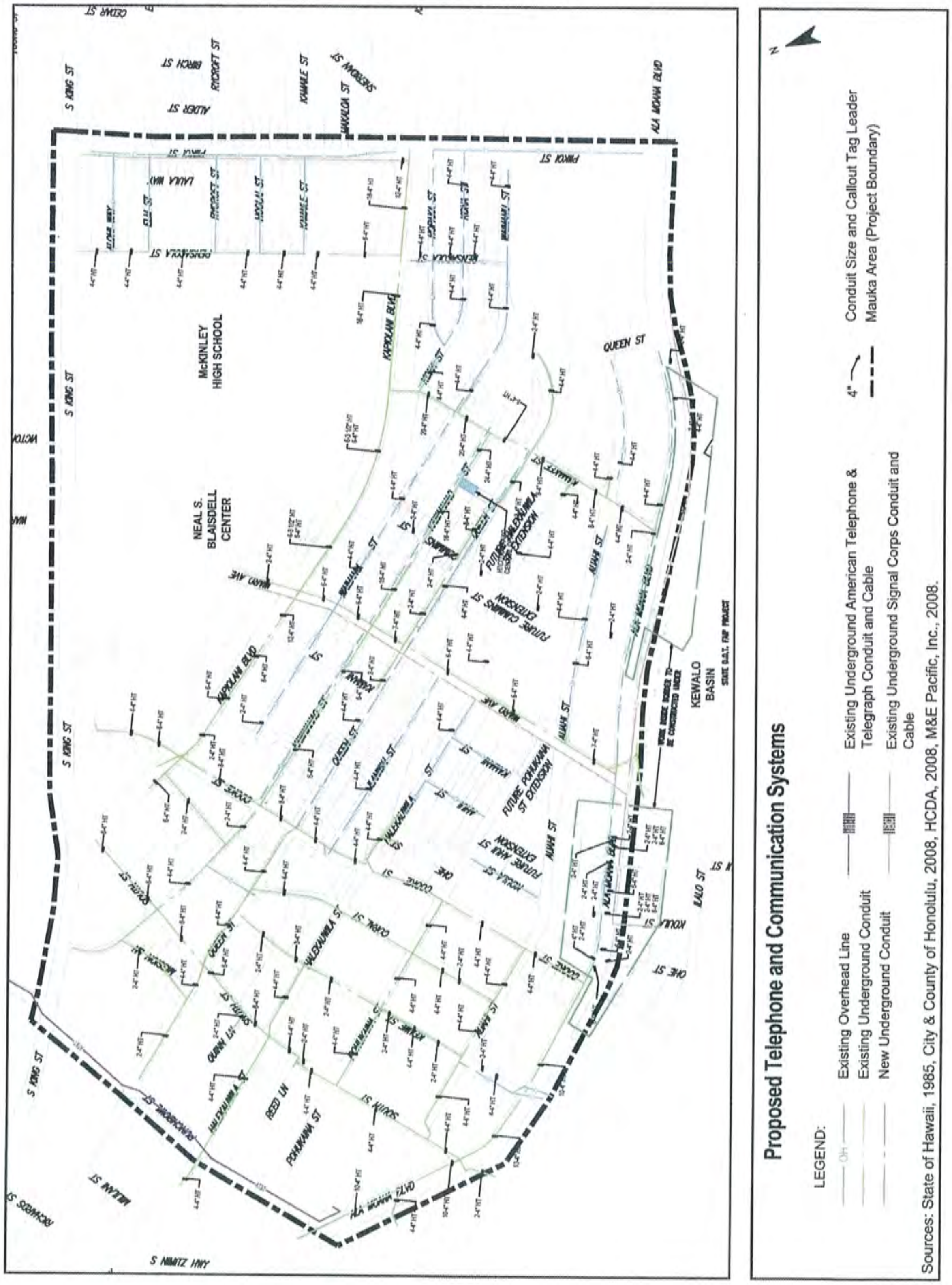
Traffic signalization in the Mauka Area is presently located at street intersections along Ala Moana Boulevard. Signal systems will be added or modified as required by improvements and as approved by the appropriate State or county agency.

The total cost of electrical power, communication, street lighting and traffic signal systems in the Mauka Area is estimated to be approximately $5.14 million.

13.6 Roadways

The estimated cost for Mauka Area roadway improvements is $21,870,000. The estimated roadway costs include roadway excavation, base course, pavement curbs, sidewalk signs and striping, necessary intersection improvements and landscaping elements.

Figure 13.5 – Telephone and Communication Systems



14.0 Implementation

The Mauka Area Plan is a long-range plan that builds on the Authority's nearly 30-year history of development and investment in the Kakaako Community Development District. The Mauka Area Plan provides a framework for more detailed planning and investment decisions by landowners and government. While the Mauka Area Plan looks forward 10 to 20 years, actual implementation will proceed incrementally in response to economic cycles and the availability of public funding.

In general, the Mauka Area Plan anticipates redevelopment of the Mauka Area to more intensive use, as stated in the statutory policy guidance. Redevelopment has in the past brought dislocation of service businesses, and this trend is expected to continue as property values and taxes rise. The rate of the transition is unknown. The large landowners — General Growth Properties and Kamehameha Schools — are both planning for redevelopment. The owners of small properties have diverse objectives. Many wish to continue operating successful businesses in Kakaako. Implementation of the Mauka Area Plan must take into consideration the various interests of community stakeholders.

Over the long term, the Authority plays two roles in implementation. First, in collaboration with landowners and community stakeholders, the Authority will undertake detailed planning for, and development of specific projects and improvement districts. Secondly, the Authority will review proposed projects for compliance with the Mauka Area Rules.

14.1 Mauka Area Rules and Project Review

The Mauka Area Rules will contain specific definitions and standards for uses and development as well as procedures for reviewing and approving projects. Key elements will be:

- Definitions and standards for uses, build-to lines, building volumes and floor area, pedestrian and vehicular access, parking and loading, and accessory building components, such as signs, mechanical equipment and service areas;
- Standards and guidelines for the provision of ground-level open space and arcades;
- Standards and guidelines for the review and approval of transitional uses.

The Mauka Area Rules will make some provision for modification of standards by the Director in limited circumstances. There will also be a provision for variances in cases of hardship, which will be referred to the Authority for decision, with an analysis and recommendation by the staff.

The Hawaii Community Development Authority adopted the attached Kakaako Community Development District Mauka Area Plan on September 14, 2011, following public hearings held on May 18, 2011 and September 14, 2011. Notices of the public hearings were published in the Honolulu Star Advertiser, Hawaii Tribune-Herald, The Maui News, West Hawaii Today, and The Garden Island, on April 16, 2011 and August 14, 2011, respectively.

ANTHONY J. H. CHING
Executive Director
Hawaii Community Development Authority

for Mary Alice Evans
RICHARD C. LIM
Director
Department of Business, Economic Development, and Tourism

NEIL ABERCROMBIE
Governor
State of Hawaii

Date: 10.31.11