



WARD NEIGHBORHOOD

ADDENDUM 2

A new kind of neighborhood bringing new *life*

and *opportunity* to the *heart* of Honolulu.

Hawai‘i Community Development Authority

Ward Neighborhood Master Plan Submittal

Request for Clarification of Information

Ref. No.: PL MASP 13.1.3

REVISIONS TO WARD NEIGHBORHOOD MASTER PLAN MAPS

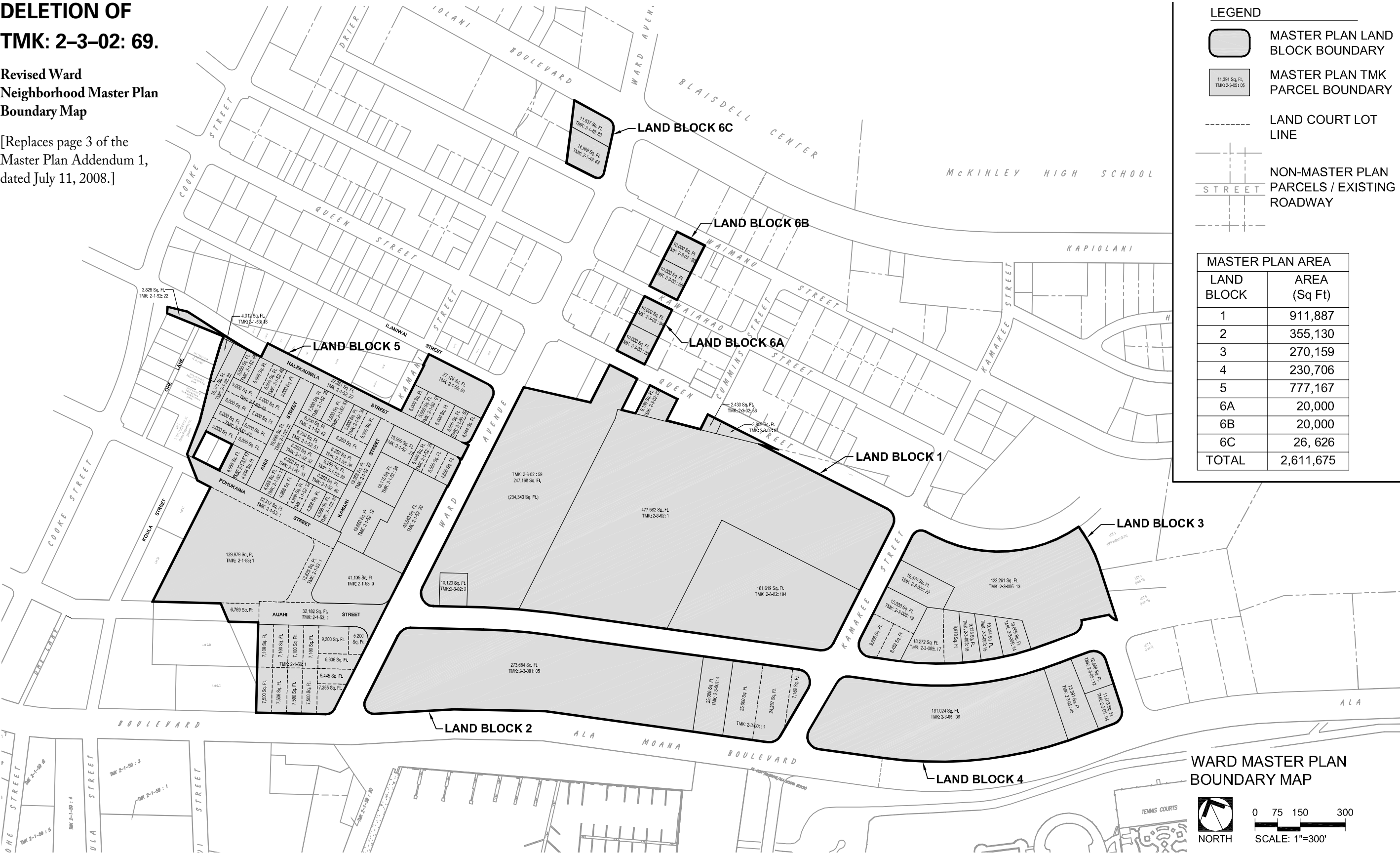
Deletion of TMK: 2-3-02: 69 (977 Queen Street)

TMK: 2-3-02: 69 (7,873 sq.ft.) has been deleted from the mauka side of the Ward Neighborhood Master Plan Land Block 1. All maps in the Master Plan submittal have been revised to show this adjustment. Additionally, all Land Block 1 area totals have been re-calculated to reflect the adjustment.

DELETION OF
TMK: 2-3-02: 69.

Revised Ward
Neighborhood Master Plan
Boundary Map

[Replaces page 3 of the
Master Plan Addendum 1,
dated July 11, 2008.]



LEGEND

- MASTER PLAN LAND BLOCK BOUNDARY
- MASTER PLAN TMK PARCEL BOUNDARY
- LAND COURT LOT LINE
- NON-MASTER PLAN PARCELS / EXISTING ROADWAY

MASTER PLAN AREA	
LAND BLOCK	AREA (Sq Ft)
1	911,887
2	355,130
3	270,159
4	230,706
5	777,167
6A	20,000
6B	20,000
6C	26, 626
TOTAL	2,611,675

**WARD MASTER PLAN
BOUNDARY MAP**

NORTH

0 75 150 300
SCALE: 1"=300'

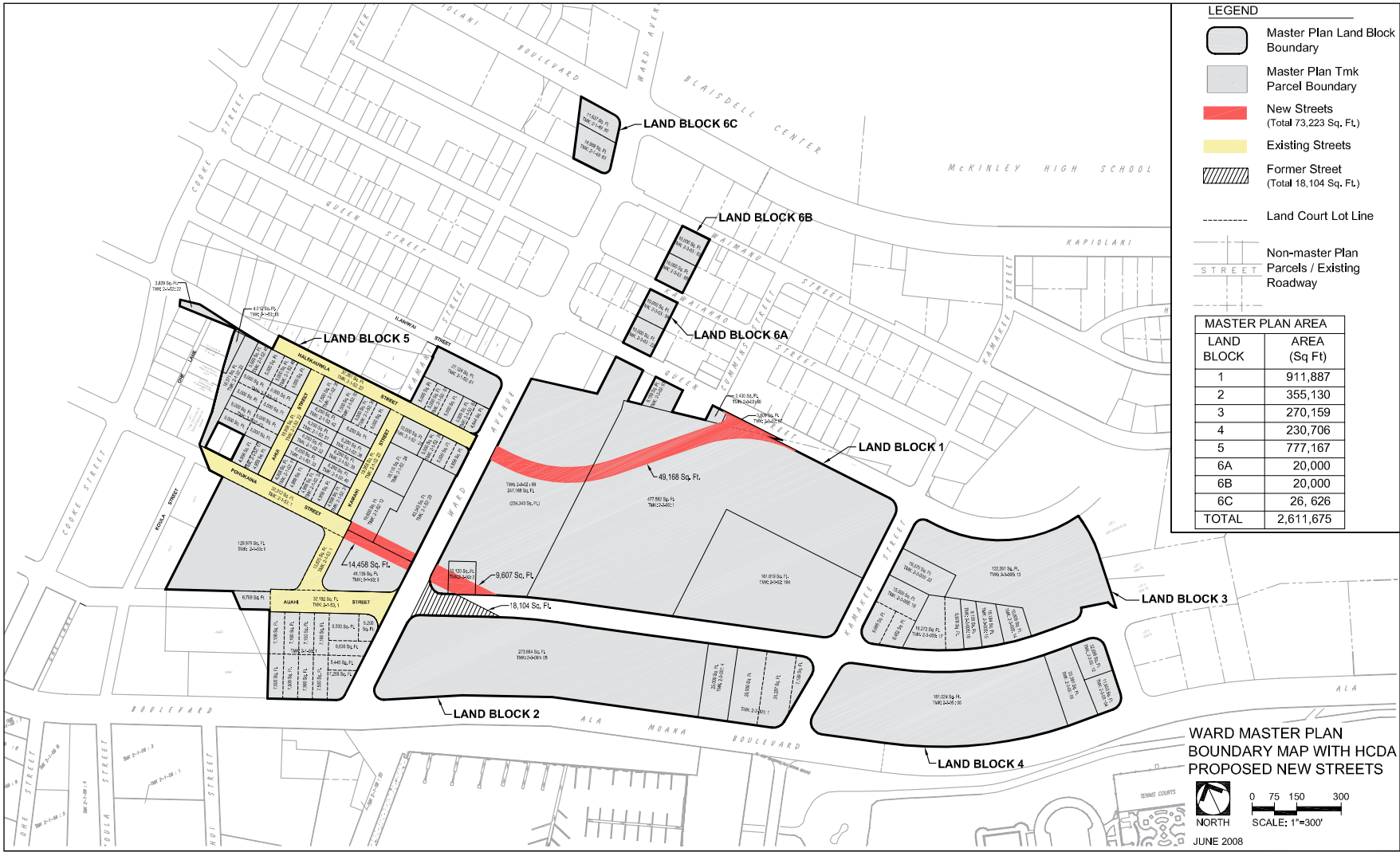
DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces map on page 11 of the Master Plan Addendum 1, dated July 11, 2008 and pages 14 and 55 of the Master Plan.]

Revised Land Block map.



DELETION OF TMK: 2-3-02: 69. (continued) – [Replaces page 15 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised Ward Neighborhood Master Plan Boundary Map indicating existing streets and new streets proposed in current HCDA Mauka Area Plan.



DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces the Area Summary table on page 16 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised Area Summary table reflects deletion of TMK: 2-3-02:69 (7,873 sq. ft.).

Area Summary

	WARD NEIGHBORHOOD MASTER PLAN	HCDA MAUKA AREA RULES
LAND AREA		
Master Plan Land Area	59.96 ac (2,611,675 sf)	
Reduction for Existing Streets	-3.57 ac (-155,296 sf)	
Total Land Area	56.39 ac (2,456,379 sf)	
OPEN SPACE	245,638 sf - Estimated	245,638 sf (10% Minimum)
PUBLIC FACILITIES	225,678 sf - Provided as Land 104,375 sf - Balance	330,053 sf (3% / 4% Minimum)
GROSS BUILDING AREA		
Residential (Maximum)	7,600,000 sf - Maximum	
Estimated Residential Units (Including Reserved)	4,300 Units	
Estimated Reserved Housing Units (20%)	860 (20%)	20% Minimum
Retail, Restaurants & Entertainment (Maximum)	5,000,000 sf - Maximum	
Office, Commercial & Other Uses (Maximum)	4,000,000 sf - Maximum	
Industrial (Minimum)	736,914 sf - Minimum	
TOTAL	9,334,240 sf - Maximum	9,334,240 sf - Maximum
TOTAL FAR		
	3.8 FAR - Maximum	3.5 Base FAR 0.3 Bonus FAR for Industrial Uses 3.8 Total FAR

DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces the Land Block Tabulation table on page 17 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised Land Block Tabulation table reflects deletion of TMK: 2-3-02:69 (7,873 sq. ft.).

Land Block Tabulation

	LAND BLOCK 1	LAND BLOCK 2	LAND BLOCK 3	LAND BLOCK 4	LAND BLOCK 5	LAND BLOCK 6	TOTAL
LAND							
Land in Acres (ac)	20.93 ac	8.15 ac	6.20 ac	5.30 ac	17.84 ac	1.53 ac	59.96 ac
Land in Square Footage (sf)	911,887 sf	355,130 sf	270,159 sf	230,706 sf	777,167 sf	66,626 sf	2,611,675 sf
Reduction for Existing Streets	0 sf	0 sf	0 sf	0 sf	-155,296 sf	0 sf	-155,296 sf
Total	911,887 sf	355,130 sf	270,159 sf	230,706 sf	621,871 sf	66,626 sf	2,456,379 sf
BUILDING AREA							
Gross Building Area (GBA)	3,046,296 sf	1,537,651 sf	777,105 sf	1,018,650 sf	2,835,404 sf	119,134 sf	9,334,240 sf
OPEN SPACE							
Required (10% of Lot Area)	91,189 sf	35,513 sf	27,016 sf	23,071 sf	62,187 sf	6,663 sf	245,638 sf
Provided	29,965 sf	68,158 sf	35,087 sf	34,245 sf	43,365 sf	7,951 sf	218,771 sf
	3.3%	19.2%	13.0%	14.8%	7.0%	11.9%	8.9%
To Be Allocated Among Projects in Future Phases							26,867 sf
Total Open Space Provided							245,638 sf 10%
RECREATIONAL SPACE							
Required (55 sf Per Dwelling)	73,474 sf	42,475 sf	15,494 sf	27,784 sf	92,768 sf	1,742 sf	253,737 sf
Provided	73,474 sf	42,475 sf	15,494 sf	27,784 sf	94,510 sf	0 sf	253,737 sf
PUBLIC FACILITIES							
Required at 4% (Residential Less Reserved Housing)	76,811 sf	50,021 sf	19,753 sf	34,877 sf	94,407 sf	1,738 sf	277,607 sf
Required at 3% (Commercial)	28,170 sf	5,370 sf	7,315 sf	2,280 sf	7,173 sf	2,138 sf	52,446 sf
Total Required	104,981 sf	55,391 sf	27,068 sf	37,157 sf	101,580 sf	3,876 sf	330,053 sf
Provided as Land Balance	185,070 sf	10,694 sf	0 sf	8,027 sf	21,887 sf	0 sf	225,678 sf
FAR							
Area in This Parcel	3,046,296	1,537,651	777,105	1,018,650	2,835,404	119,134	9,334,240
Potential Area Transfer (Up to 25% FAR)	-418,875 -12.09%	188,157 13.94%	-249,499 -24.30%	141,967 16.19%	472,295 19.99%	-134,045 -52.94%	
TOTAL FAR	3.34	4.33	2.88	4.42	4.56	1.79	3.80

DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces Proposed Public Facilities Plan table and map on page 18 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised Proposed Public Facilities Plan table reflects deletion of TMK: 2-3-02:69 (7,873 sq. ft.).

A total of 380,974 sf will be provided as new streets, pedestrian walkways, public plazas and a public transit connection within the Ward Master Plan. The new streets to be constructed are shown in light green on the “Proposed Public Facilities Plan” and total 226,411 sf. As these streets will replace existing streets, the area covered by the existing streets is shown as a reduction to the public facilities calculation in the table labeled “Proposed Public Facilities Plan”. It is intended that 225,678 sf of the public facilities dedication requirement will be fulfilled through a land contribution of new streets, pedestrian walkways, public plazas and a transit connection. The balance of the public facilities dedication requirement will be fulfilled by a contribution equivalent to the land value of the remaining 104,375 sf. This contribution could be provided in the form of public facilities such as community facilities, utilities, infrastructure, and parking. The value of the contribution will be determined through discussions with HCDA. Existing public facilities dedication credits for the property will also be applied towards the public facilities dedication requirement.



Proposed Public Facilities Plan

Proposed Public Facilities Plan

LAND BLOCK	NEW STREETS	PEDESTRIAN WALKWAYS	PUBLIC PLAZAS	MASS TRANSIT CONNECTION	
1	93,272 sf	51,349 sf	30,449 sf	10,000 sf	= 185,070 sf
2	4,199 sf	0 sf	6,495 sf	0 sf	= 10,694 sf
3	0 sf	0 sf	0 sf	0 sf	= 0 sf
4	8,027 sf	0 sf	0 sf	0 sf	= 8,027 sf
5	120,913 sf	56,270 sf	0 sf	0 sf	= 177,183 sf
6	0 sf	0 sf	0 sf	0 sf	= 0 sf
SUB TOTAL	226,411 sf	107,619 sf	36,944 sf	10,000 sf	380,974 sf
Existing Streets					-155,296 sf*
TOTAL					225,678 sf of Public Facilities Provided as Land
PUBLIC FACILITIES REQUIRED					330,053 sf
PROVIDED AS LAND					225,678 sf
BALANCE					104,375 sf

* Streets listed as “Existing Streets” are assumed to be dedicated public streets and under state or county ownership. The “Existing Streets” deduction from the Proposed Public Facilities Plan will change if any listed street(s) or portion thereof has not been dedicated to the state or county and is not currently owned by the state or county.

DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces Proposed Open Space Plan table and map on page 19 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised Proposed Open Space Plan table reflects deletion of TMK: 2-3-02:69 (7,873 sq. ft.).

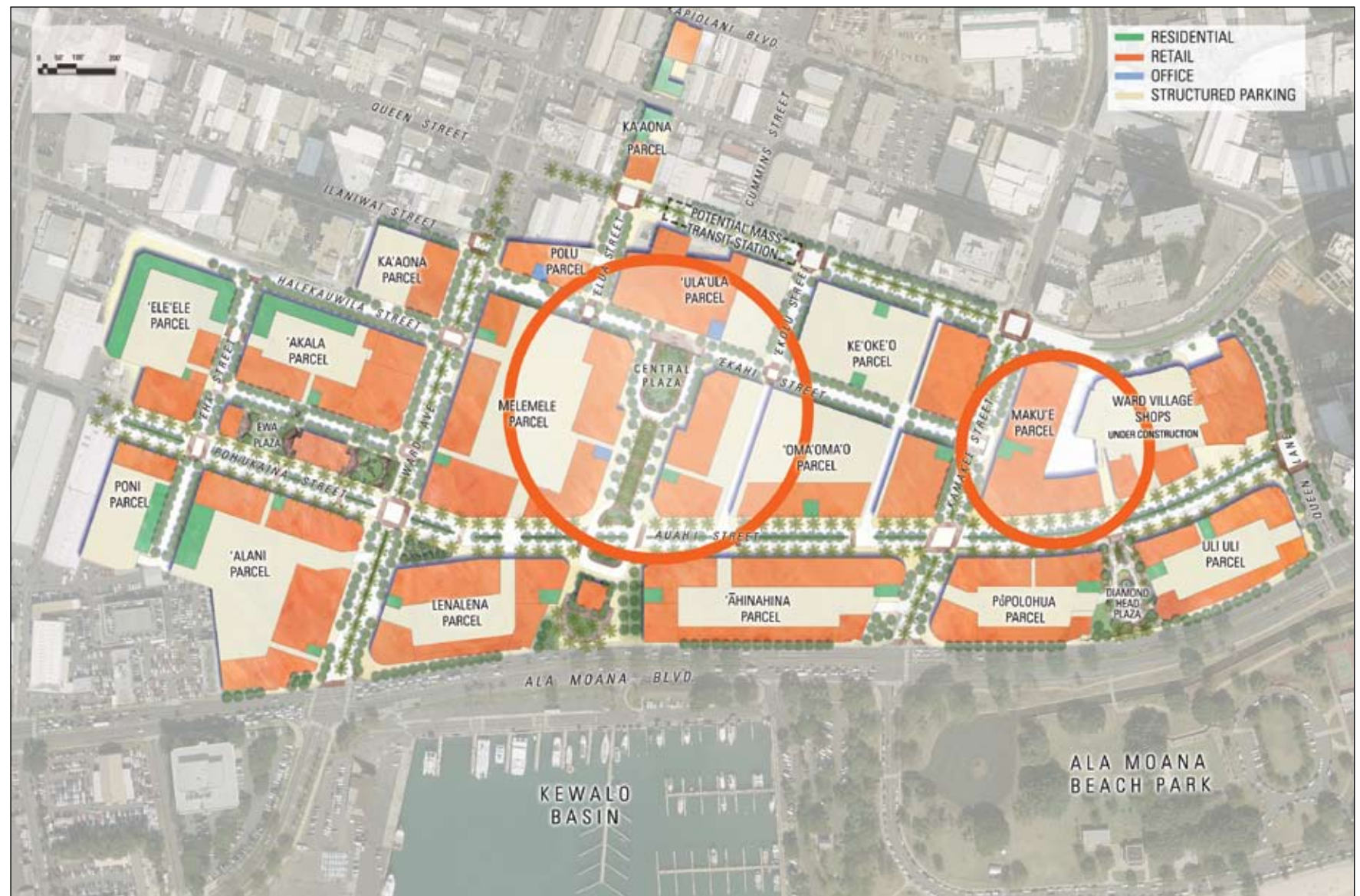
Proposed Open Space Plan

LAND BLOCK	LAND AREA	10% OPEN SPACE REQUIRED	OPEN SPACE PROVIDED	PERCENTAGE
1	911,887 sf	91,189 sf	29,965 sf	3.3%
2	355,130 sf	35,513 sf	68,158 sf	19.2%
3	270,159 sf	27,016 sf	35,087 sf	13.0%
4	230,706 sf	23,071 sf	34,245 sf	14.8%
5	621,871 sf	62,187 sf	43,365 sf	7.0%
6	66,626 sf	6,663 sf	7,951 sf	11.9%
To Be Allocated Among Projects in Future Phases			26,867 sf	
TOTAL	2,456,379 sf	245,638 sf	245,638 sf	10.0%



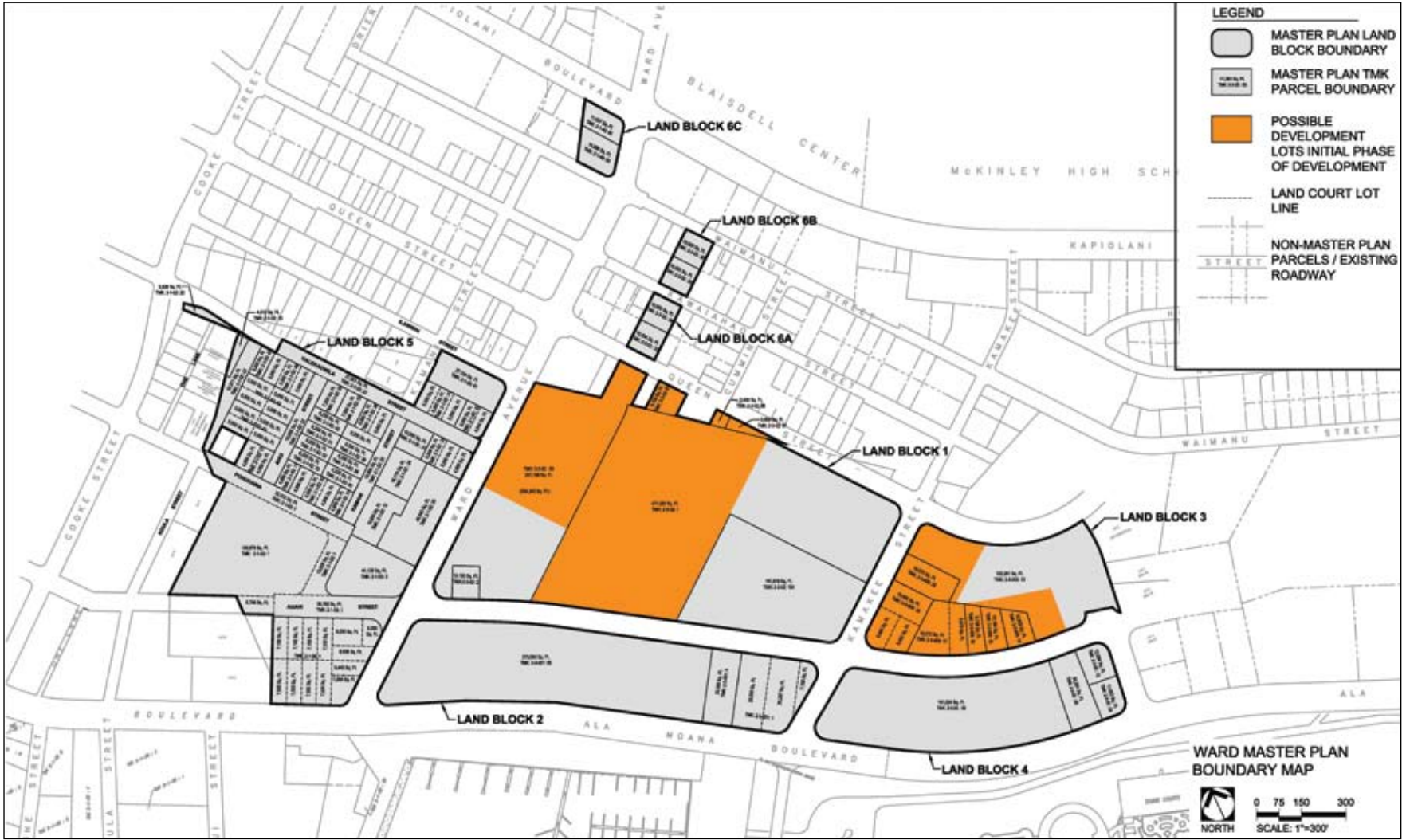
DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces page 21 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised map indicating possible development lots for Phase 1.



DELETION OF TMK: 2-3-02: 69. (continued) – [Replaces page 22 of the Master Plan Addendum 1, dated July 11, 2008.]

Revised map indicating proposed Phase 1.



TMKs:	2-3-005: 14
2-3-02: 59	2-3-005: 15
2-3-02: 67	2-3-005: 16
2-3-02: 86	2-3-005: 17
2-3-02: 87	2-3-005: 19
2-3-02: 1	2-3-005: 22
2-3-005: 13	

DELETION OF TMK: 2-3-02: 69. (continued)

[Replaces Ward Properties Permitted Uses Summary tables on page 13 of the Master Plan Addendum 1, dated July 11, 2008, and replaces map on page 15 of the “Existing Conditions” chapter in the Master Plan.]

Revised Ward Properties Permitted Uses Summary tables reflect deletion of TMK: 2-3-02:69 (7,873 sq. ft.).

Revised Ward Neighborhood Master Plan Current Zoning Map indicates existing land use zones for the Ward properties.



	LAND AREA	ALLOWABLE FLOOR AREA	MAXIMUM COMMERCIAL	MAXIMUM RESIDENTIAL
Mixed Use Zone Residential Emphasis (MUZ-R)	1,474,493 sf 33.85 ac	3.5 FAR	1.2 FAR	Remaining Floor Area
		Industrial Bonus 0.3 FAR		
		Total 3.8 FAR		
		5,603,073 sf		
Mixed Use Zone Commercial Emphasis (MUZ-C)	981,886 sf 22.54 ac	3.5 FAR	60% of Total Floor Area	Remaining Floor Area
		Industrial Bonus 0.3 FAR		
		Total 3.8 FAR		
		3,731,167 sf		
TOTAL	2,456,379 sf 56.39 ac	9,334,240 sf	4,008,092 sf	5,326,149 sf

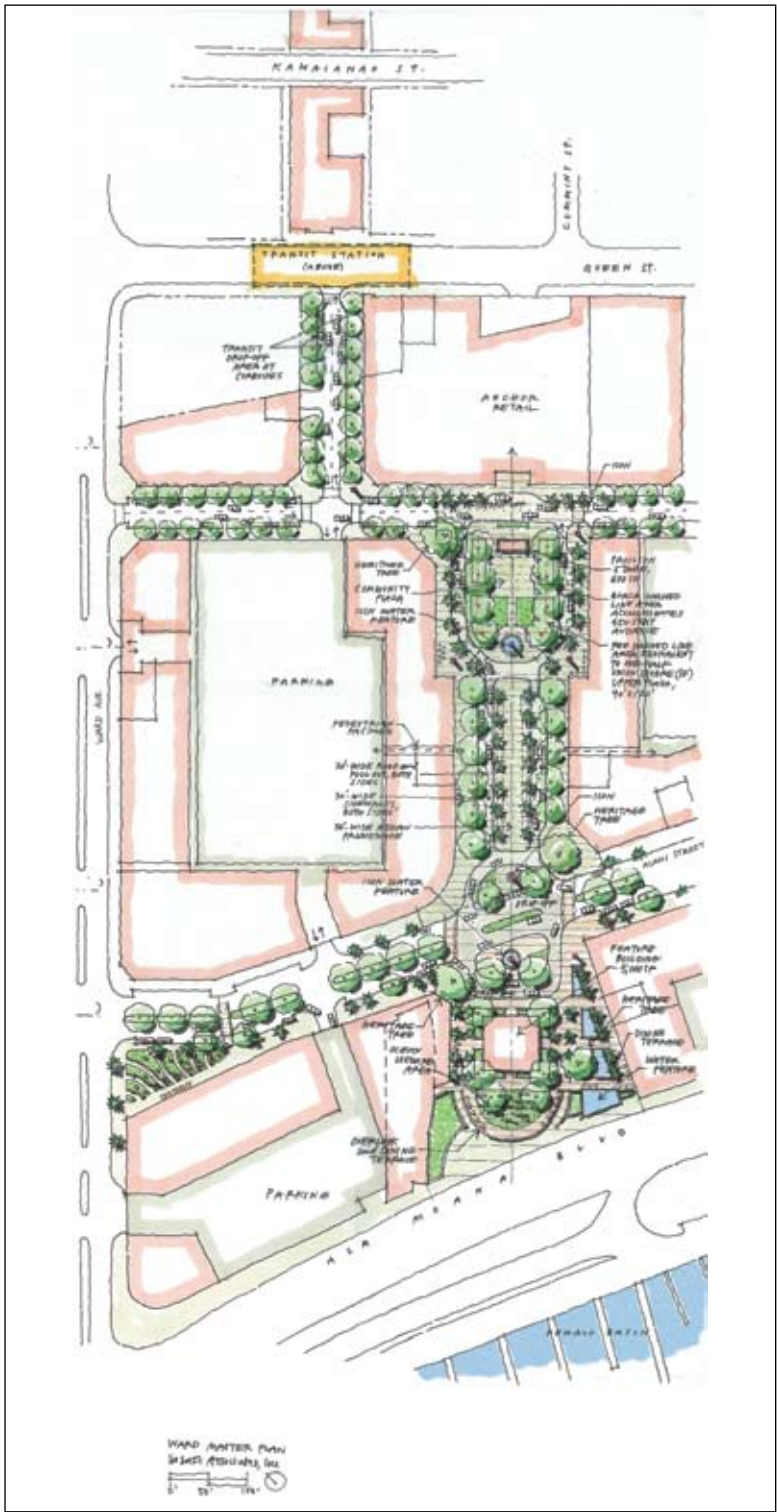
Ward Properties – Permitted Uses Summary

MUZ-C TMK	Area (sq ft)	MUZ-R TMK	Area (sq ft)		
2-1-049:063	14,989	2-1-050:001	5,000	“	5,000
2-1-049:080	11,637	“	5,000	“	5,000
2-1-056:001	7,500	“	5,000	“	5,000
“	7,500	2-1-050:061	27,124	2-1-052:043	5,000
“	7,500	2-1-050:062	5,000	“	5,000
“	7,500	“	4,644	“	5,000
“	7,100	2-1-052:011	4,958	“	5,000
“	7,100	2-1-052:012	19,650	2-1-052:045	5,000
“	7,100	2-1-052:016	4,012	2-1-052:046	5,000
“	7,100	2-1-052:017	4,958	“	5,000
“	9,200	“	4,958	“	5,000
“	6,636	2-1-052:020	43,543	2-1-052:051	6,250
“	5,445	2-1-052:022	37,261*	2-1-052:052	6,250
“	7,255	“	3,829	2-1-052:053	7,500
“	5,200	“	16,371	2-1-053:001	129,979
2-3-001:001	24,287	“	19,958*	“	32,312*
“	7,159	“	19,958*	“	13,625*
“	25,000	2-1-052:024	18,115	“	32,182*
2-3-001:004	25,000	2-1-052:027	10,000	“	6,769
2-3-001:005	273,684	2-1-052:028	5,000	2-1-053:030	41,135
2-3-002:002	10,120	“	5,000	2-3-002:001	477,582
2-3-002:059	247,168	“	4,858	2-3-002:067	9,159
2-3-003:065	10,000	2-1-052:031	4,958	2-3-002:086	2,430
2-3-003:093	10,000	2-1-052:032	4,958	2-3-002:087	3,809
2-3-005:004	11,603	“	4,958	2-3-002:104	161,619
2-3-005:005	25,391	“	4,958	2-3-003:022	10,000
2-3-005:006	181,024	2-1-052:033	6,250	2-3-003:094	10,000
2-3-005:012	12,688	2-1-052:034	6,250	2-3-005:013	159,291
		2-1-052:035	7,500	2-3-005:014	10,609
		2-1-052:036	5,000	2-3-005:015	10,184
		“	5,000	2-3-005:016	9,138
		“	6,250	2-3-005:017	18,272
		2-1-052:038	6,250	“	9,978
		2-1-052:039	6,250	2-3-005:019	9,665
		2-1-052:040	6,250	“	8,452
		2-1-052:042	5,000	“	15,000
				2-3-005:022	19,570
Square Feet	981,886			Square Feet	1,474,493

* Not included in total

DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces sketch on page 31 of the “Design Strategies” chapter in the Master Plan.]

Revised sketch showing plan view of the Central Plaza.



DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces sketch on page 40 of the “Design Strategies” chapter in the Master Plan.]

Revised sketch showing proposed streetscape improvements to Auahi Street.



DELETION OF TMK: 2-3-02: 69. *(continued)*

[Replaces map on page 57 of the “Development Strategies” chapter in the Master Plan.]

Revised map indicating street level plan.



DELETION OF TMK: 2-3-02: 69. *(continued)*

[Replaces map on page 58 of the “Development Strategies” chapter in the Master Plan.]

Revised map indicating second level plan.



DELETION OF TMK: 2-3-02: 69. *(continued)*

[Replaces map on page 59 of the “Development Strategies” chapter in the Master Plan.]

Revised map indicating podium level plan.



DELETION OF TMK: 2-3-02: 69. *(continued)*

[Replaces map on page 60 of the “Development Strategies” chapter in the Master Plan.]

Revised map indicating amenity roofs, mid-rise and high-rise towers plan.



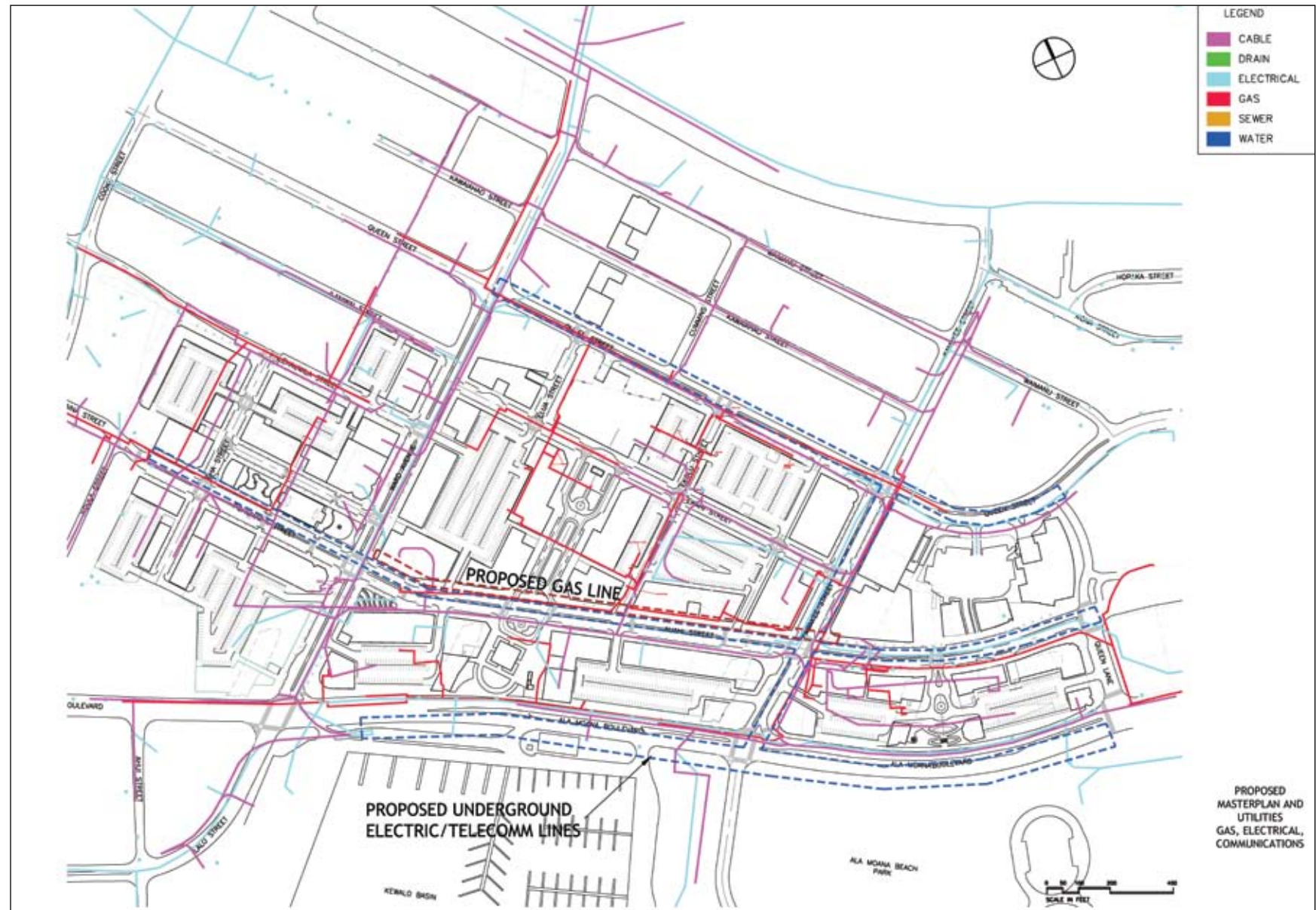
DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces map on page 94 of the “Infrastructure” chapter in the Master Plan.]

Revised map indicating proposed water, sewer and drainage lines.



DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces map on page 95 of the “Infrastructure” chapter in the Master Plan.]

Revised map indicating proposed gas, electric and telecommunication lines.



DELETION OF TMK: 2-3-02: 69. *(continued)*

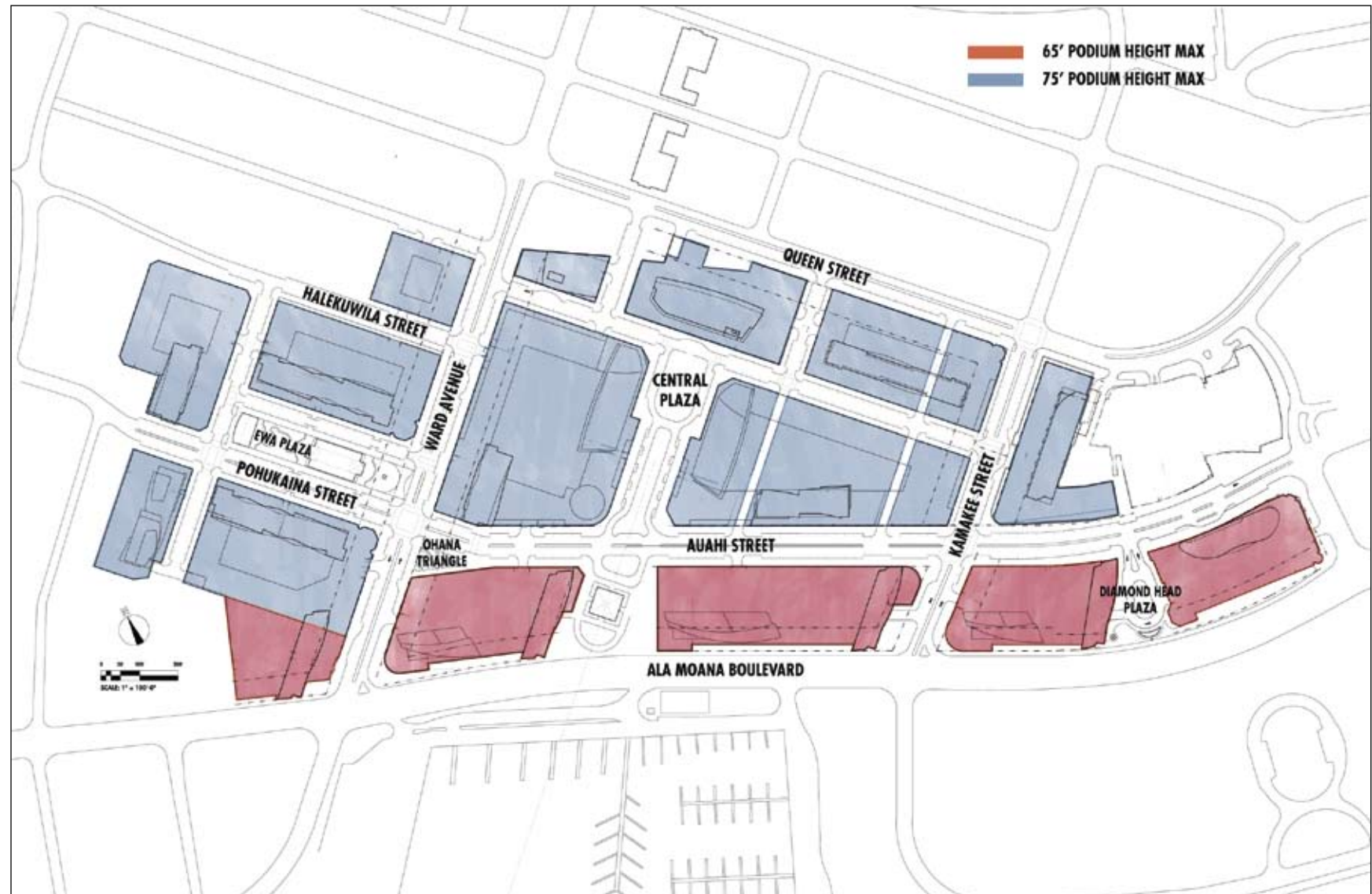
[Replaces map on page 120 of the “Master Plan Summary” chapter in the Master Plan.]

Revised map indicating proposed recreational space plan.



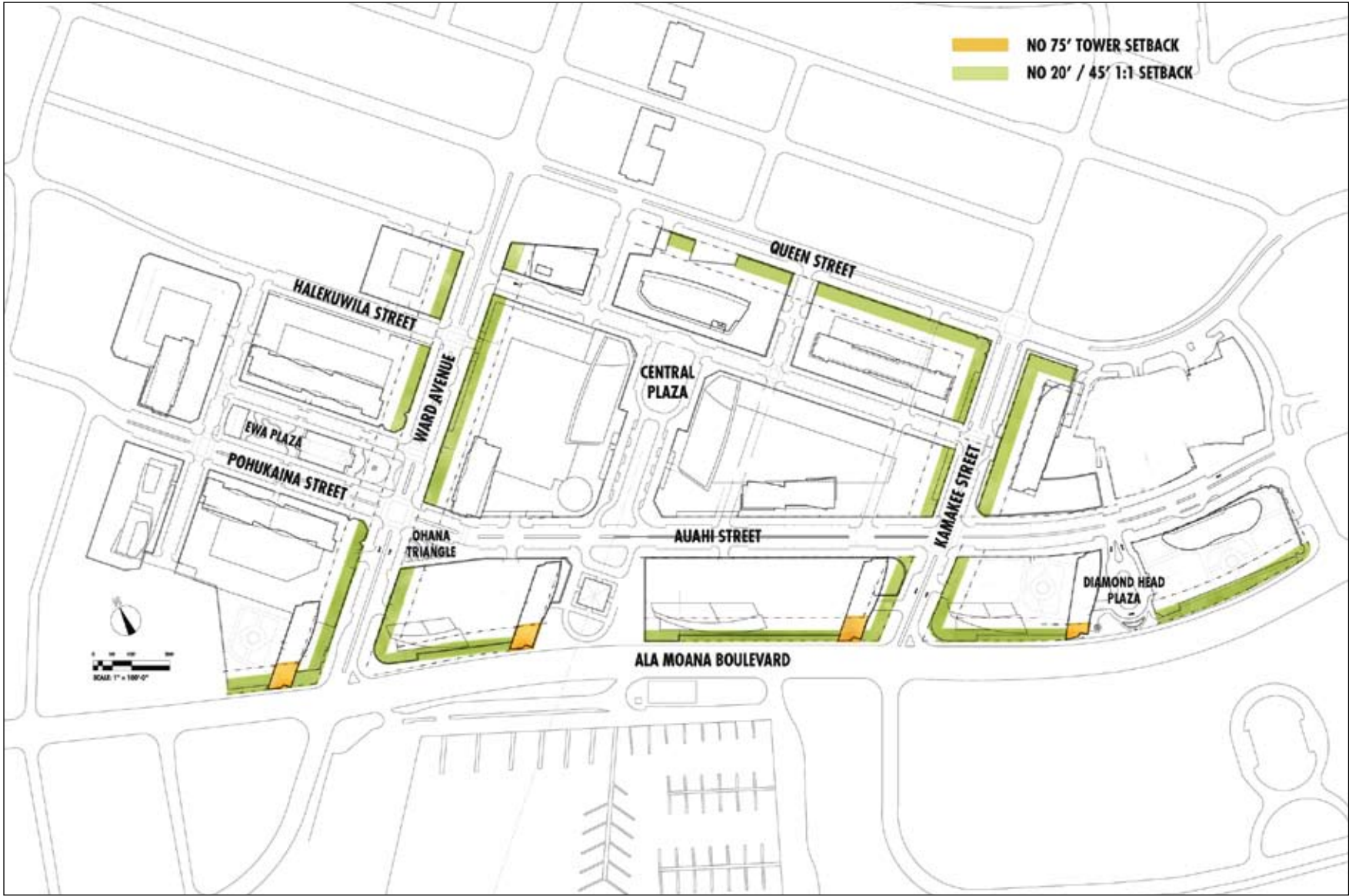
DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces map on page 121 of the “Master Plan Summary” chapter — **Requested Modifications to the Mauka Area Plan and Rules** — in the Master Plan.]

Revised map indicating modification requested to podium or “street front element” height.



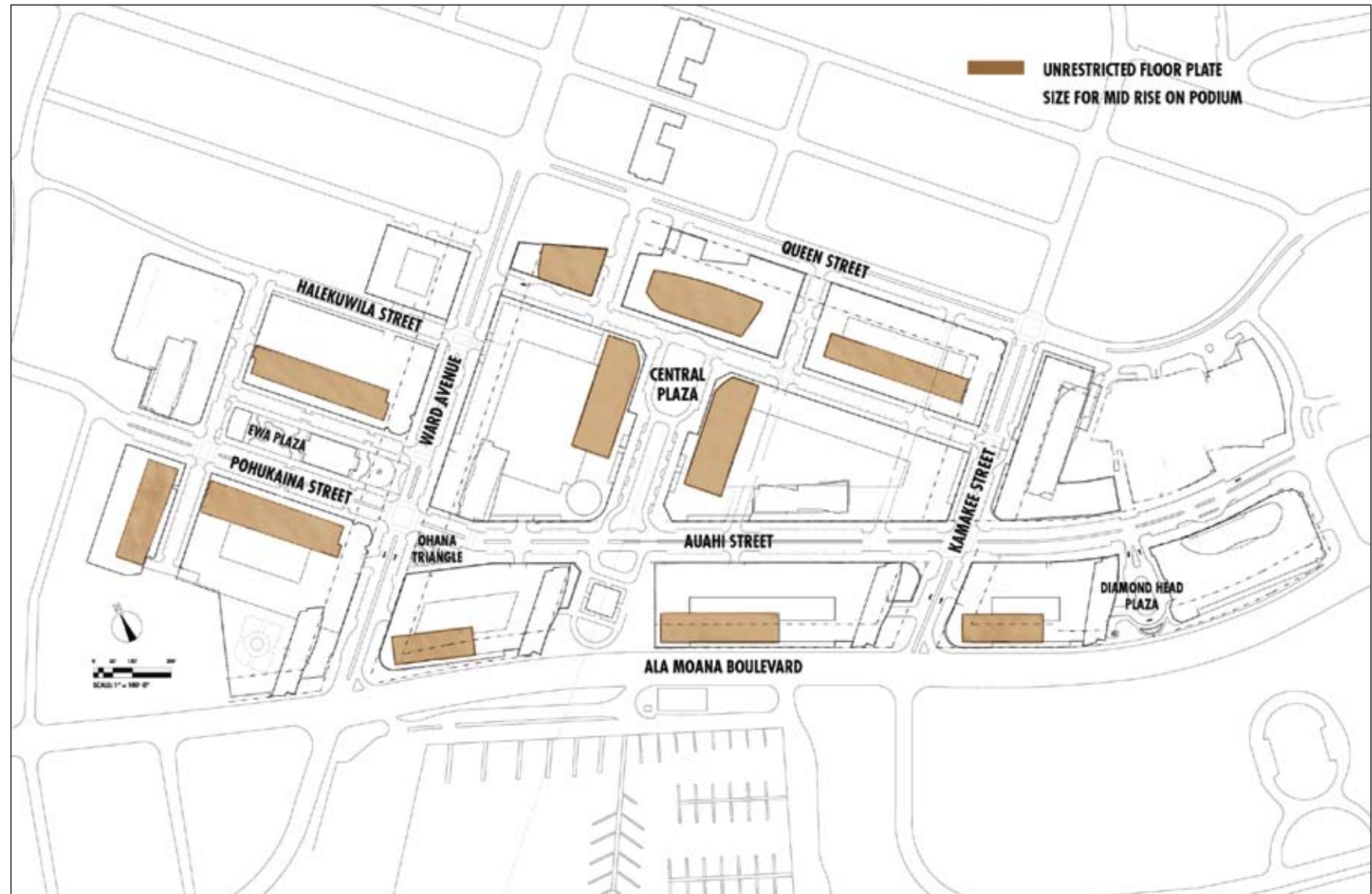
DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces map on page 122 of the “Master Plan Summary” chapter — Requested Modifications to the Mauka Area Plan and Rules — in the Master Plan.]

Revised map indicating modification requested to podium or “street front element” setback and modification requested to “tower element” setback.



DELETION OF TMK: 2-3-02: 69. *(continued)* – [Replaces map on page 123 of the “Master Plan Summary” chapter — **Requested Modifications to the Mauka Area Plan and Rules** — in the Master Plan.]

Revised map indicating modification requested for mid-rise or “mid-height element”.





MASTER PLAN

WARD NEIGHBORHOOD

ADDENDUM 2: 9.04.08 | 25

BULLET POINT 1

Provide a discussion, with vignettes if necessary, on the Master Plan purpose, objectives, strategies, and major concepts as it relates to the current Mauka Area Plan and explain how and why the proposed Master Plan conforms with or deviates from the objectives, strategies, and major concepts of the current Mauka Area Plan. The description provided in the Master Plan does not adequately address how the development conforms to the Mauka Area Plan and the purpose and standards of Subchapter 8.

BULLET POINT 1.

Conformance with the Current Mauka Area Plan

The Current Mauka Area Plan

The focus of the current Mauka Area Plan is to establish the foundation for "... achieving the area's potential to become a new mixed-use community in Honolulu's central urban core." When the Hawai'i State Legislature created HCDA in 1976 and gave it responsibility for redeveloping the Kaka'ako Mauka Area, it emphasized the potential of the Mauka Area for "... increased growth and development that can alleviate community needs such as housing, parks and open space, and commercial and industrial facilities." The Plan emphasizes that public and private sector cooperation is essential to achieve the objectives of the Mauka Area Plan.

A total of 36.1 million square feet is projected for development in the 450-acre Kaka'ako Mauka Area, with 17.1 million square feet allocated to residential uses (approximately 19,000 housing units), another 13.7 million square feet for commercial uses and the balance in industrial uses. About 47,500 residents are to be accommodated in Kaka'ako. The Plan envisions the creation of well designed urban neighborhoods that would make the Mauka Area "...an especially desirable environment in which to live, work and play."

The current Mauka Area Plan proposes that uses in the area be mixed horizontally and vertically, and suggests the following as a typical vertical mix:

- light and service industrial, commercial, and parking uses on the first floor;
- commercial and parking uses on the second to fourth floors; and
- residential and office commercial uses on the upper floors.

This typical mix is illustrated in figure 2.

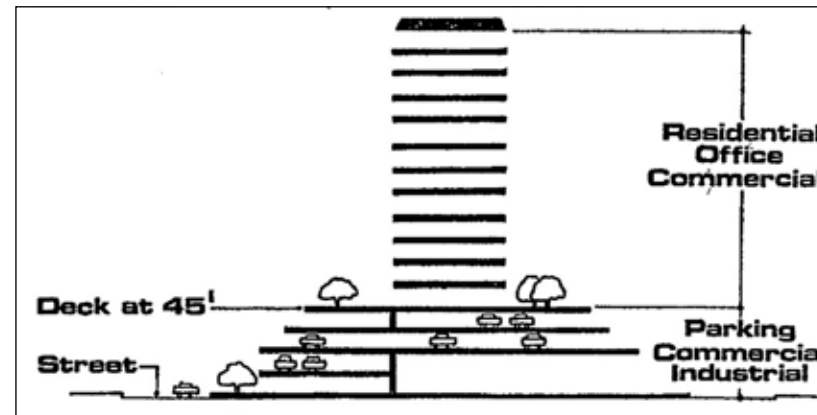


Figure 2: Typical Mixed-Use Project

In the current Mauka Area Plan, large scale developments or superblocks are deemed necessary to maximize the efficiency of the mixed-use concept, with streets recommended for closure to permit the consolidation of parcels. Platform decks are proposed at the 45 foot height level that could include community activity areas with open spaces and recreation spaces. Public parks are to be created on these platforms, as well as retail shops, restaurants, and other public facilities such as community and day care centers.

The Plan envisions that buildings throughout the community would be linked through a grade separated system of upper level pedestrian ways, which would join neighborhoods, link residential areas with employment centers and provide access to public facilities throughout the community. It was intended that this upper level system would allow people to move throughout the Mauka Area without descending to the street level.

For development lots of more than 80,000 square feet, buildings with a maximum height of 400 feet are permitted in the current Mauka Area Plan, with the massing and siting of the structures on the platforms regulated to create ample open space on the decks and between structures.

The Mauka Area Plan includes three land use zones. Two of the mixed use zones permit residential, commercial and industrial uses, with one emphasizing commercial uses and the other, residential uses.

BULLET POINT 1. *(continued)*

The current Mauka Area Plan also includes a Queen Street and Halekauwila Street one-way couplet. Halekauwila Street is planned as a one-way Diamond Head bound street merging with Queen Street near Cummins Street. Queen Street is planned as a two-way street from this point to Waimanu Street and one way in the 'Ewa direction to Punchbowl Street.

The current Plan and Rules require that 20% of the residential units be set aside for families earning no more than 140% of the annual median household income. Public facilities must be set aside, in the proportion of 3% of total commercial floor area and 4% of total residential floor area, exclusive of the reserved housing units.

The Master Plan Rules in the current Mauka Area Plan and Rules are designed to encourage investment in new development and commitment to master planning of large land holdings. Master plans are intended to encourage timely development, reduce the economic cost of development, allow for the orderly planning and implementation of public and private development projects, and provide a reasonable degree of certainty in the development approval process. In addition, the Master Plan Rules are intended to derive public benefits which are generally provided by government and may not otherwise be required from private developers. Finally, the master planning process offers greater flexibility in the development of lots within master planned areas than would otherwise be possible through a normal lot-by-lot development.

The Ward Neighborhood Master Plan

The Ward Neighborhood Plan fulfills the goals and objectives of the current Kaka'ako Mauka Area Plan and of the Master Plan Rules in the following ways:

1. Planned growth in the urban core

- The Ward Neighborhood Master Plan maximizes the efficient use of lands, while providing significant public and open spaces. Further, the Master Plan contains proposals for the orderly development and extension of service infrastructure in order that development does not outpace the availability of services.

2. Housing opportunity in a mixed-use context

Ward Neighborhood's thoughtfully phased long-term urban development plan includes:

- Development of an integrated community of housing, commercial, industrial, cultural, civic and open space uses.
- Expanded housing opportunities to accommodate a range of economic levels, age groups and housing choices.
- An estimated 4,300 residential units.
- 20% of the housing units, or approximately 860 units, reserved for owner occupant families of moderate income.

3. Economic Development

- Expansion of employment opportunities for residents throughout O'ahu.
- Numerous construction job opportunities.
- Permanent employment opportunities associated with retail and office uses.

4. Transportation

- Several new internal roads and a variety of circulation improvements.
- At least 9,600 new parking spaces upon full development.
- Multi-modal transportation options to reduce reliance on vehicles and promote active lifestyles through use of pedestrian and bicycle pathways.

BULLET POINT 1. *(continued)*

5. Public Spaces

Public spaces will provide an organizing framework for Ward Neighborhood.

- The Central Plaza will provide unique opportunities for people throughout O‘ahu to enjoy performances and interact with others.
- Public spaces, parks and plazas will accommodate a range of neighborhood needs and requirements.
- A network of pedestrian linkages, made up of streets and streetscapes, will add to the character and livability of Ward Neighborhood.
- In total, more than 6.5 acres are proposed for public plazas and other open spaces.

6. Public Facilities

- In addition to the public plazas, more than 7.6 acres will be set aside for new public streets and pedestrian ways.
- Additional public facilities in the form of other community facilities, utilities, infrastructure and parking will be provided. In total, the contribution will be equivalent to the land value of at least an additional 2.4 acres.

7. Connectivity

Ward Neighborhood will connect internally and externally, serving its residents and the greater community.

- As part of a larger transportation network, traffic circulation and access to, within and through the Neighborhood is a principal component of the Master Plan vision.
- Creation of an attractive and engaging pedestrian environment will be a fundamental, defining element of Ward Neighborhood.

8. Urban Design

Projects within Ward Neighborhood will be carefully planned to enhance and improve mauka-makai views in a manner consistent with the Mauka Area Plan.

In addition, the sustainability framework for the Ward Neighborhood will include use of sustainable and recycled/reused materials, building orientation that takes advantage of prevailing winds and natural light, and native vegetation.

In certain respects, however, the Ward Neighborhood Master Plan proposes a departure from the current Mauka Area Plan. The intent of the requested modifications and other deviations from the current Mauka Area Plan is to facilitate better building design, preserve and enhance the mauka-makai visual corridors, and improve the pedestrian experience at the street level.

Buildings oriented to the street level and to pedestrians

- **The current Mauka Area Plan** – Focused on the development of platform decks at the 45 foot height level connected by upper level pedestrian ways linking residential areas and joining neighborhoods. Public parks and recreational spaces would be on the 45 foot high decks, as well as retail shops, restaurants and other public facilities.
- **The Ward Neighborhood Plan** – Proposes development that is oriented towards the street level to enhance the pedestrian experience.

Increased podium heights

- **The current Mauka Area Plan** – Sets the podium height at 45 feet.
- **The Ward Neighborhood Plan** – Proposes increasing the podium height:
 - For parcels fronting Ala Moana Boulevard - from 45 feet to 65 feet
 - For other parcels not directly fronting Ala Moana Boulevard - from 45 feet to 75 feetAmong the advantages of increasing the podium height:
 - Allows for retail, restaurants, offices and residential units to be built within the podium.
 - Additional podium height provides an opportunity to move the parking structure up and away from the street.
 - Facing retail, restaurants, office and residential units to the street is more aesthetically pleasing than facing a parking structure to the street.

BULLET POINT 1. *(continued)*

Superblock development

- **The current Mauka Area Plan** – Proposes development in superblocks, with the closure of certain streets to achieve the consolidation of parcels.
- **The Ward Neighborhood Plan** – Focuses on development through a smaller grid pattern to promote better connectivity for pedestrians and vehicles.

Setback slope for podium

- **The current Mauka Area Plan** – Requires a 1:1 setback slope within the podium from 20 feet to 45 feet.
- **The Ward Neighborhood Plan** – Proposes the elimination of the 1:1 setback slope within the podium along Ala Moana Boulevard, Ward Avenue, Kamake'e Street and Queen Street.

Eliminating the 1:1 setback slope within the podium along these streets allows for the development of a continuous building façade that will better define the edge of the street. Retail and residential uses can be built within these areas.

“Tower Element” setback

- **The current Mauka Area Plan** – Establishes a 75 foot right of way setback for towers along view corridor streets.
- **The Ward Neighborhood Plan** – Proposes the elimination of the 75 foot right of way setback for towers along Ala Moana Boulevard with a mauka-makai orientation.

Elimination of this setback allows for the tower footprint to be rotated perpendicular to the ocean in a mauka-makai direction. This tower orientation will facilitate design of the building in a slender building profile, which will help to preserve ocean and mountain views and maximize visual transparency through the district.

Modification to side and rear setbacks

- **The current Mauka Area Plan** – Requires side and rear yard setbacks for all buildings.
- **The Ward Neighborhood Plan** – Proposes the elimination of side and rear yard setbacks in selected locations where the facades of new buildings will abut solid walls of existing or future neighboring structures.

Eliminating setbacks in these locations will allow connections between buildings and prevent new residual spaces from being created between buildings, thus helping to minimize narrow and unsafe areas.

Addition of Mid-rise or “Mid-Height Element”:

- **The current Mauka Area Plan** – Does not include a “Mid-Height Element”.
- **The Ward Neighborhood Plan** – Proposes the inclusion of a “Mid-Height Element” with a maximum height of no more than 240 feet, with a minimum separation of 60 feet between buildings and without a maximum floor plate restriction.

The introduction of a “Mid-Height Element” will provide an opportunity to distribute building mass more evenly among different parcels and reduce the number of towers needed to achieve the proposed density in the Ward Neighborhood.

Halekauwila Street Extension

- **The current Mauka Area Plan** – Includes an extension of Halekauwila Street on the Diamond Head side of Ward Avenue connecting to Queen Street. This Halekauwila Street Extension was envisioned as part of a one way couplet with Queen Street.
- **The Ward Neighborhood Plan** – Proposes a new street in place of the Halekauwila Street Extension that would be roughly parallel to Queen and Auahi Streets and would connect Ward Avenue to Kamake'e Street. A similar street alignment to replace the Halekauwila Street Extension is proposed in the draft revisions to the Mauka Area Plan.

The proposed new street would enhance pedestrian and vehicular connectivity in the area and serve to break down a larger block into smaller, more walkable blocks.

BULLET POINT 1. *(continued)*

Mixed Use zones

- **The current Mauka Area Plan** – Includes two mixed use zones that permit residential, commercial and industrial uses, with one emphasizing commercial uses and the other, residential uses.
- **The Ward Neighborhood Plan** – Proposes a single “Mixed Use” zone that would allow more flexibility in designing and developing the mixed use community that is proposed for Ward Neighborhood. This is in consonance with the proposed single mixed use zone in the draft revisions to the Mauka Area Plan.

BULLET POINT 2

As part of the “Existing Condition” chapter, provide description of existing condition in terms of use, height, and densities of all neighboring areas along the boundaries of the Master Plan area.

BULLET POINT 2.

Existing Conditions – Overview

The majority of the structures in the areas surrounding Ward Neighborhood are low-rise commercial and industrial buildings, housing a variety of businesses that serve the greater community. Many of these buildings date from the 1950s, when Kaka‘ako was rezoned from residential to industrial. A few single-family houses and two-story walk-ups remain, tucked in between or above the businesses.

In more recent decades, mid-rise to high-rise office structures and residential condominiums have been built in various parcels, although rarely next to each other.

Currently, the Ward properties are bordered: on the mauka side by Queen and Halekauwila Streets; on the Diamond Head side by Queen Lane, which is under construction, and residential towers; on the ‘Ewa side generally by Ohe Lane; and on the makai side by Ala Moana Boulevard. Smaller parcels are located between Queen and Waimanu Streets and on the corner of Kapi‘olani Boulevard and Ward Avenue.

Mixed Use

The surrounding business mix covers a wide range of types including:

- Retail Storefronts: furnishings, automobiles, specialty items
- Wholesalers: food brokers, business suppliers
- Company Headquarters and Warehouses: ABC Stores
- Manufacturers: Kanai Tofu Factory, fish market, furniture
- Professional and Other Services: Auto bodywork, creative contractors, banks
- Food and Beverage/Entertainment Establishments: Quick-serve dining, restaurants, bars/nightclubs
- Office Facilities: Government departments, labor union

BULLET POINT 2. *(continued)*

Mauka Edge of Ward Properties

The majority of parcels on the mauka side are low-rise commercial and industrial buildings. There are four mid-rise structures and several structures of note on Kapi'olani Boulevard.

- 1133 Waimanu Street: 26-story condominium with 282 units, near the junction of Queen Street and Waimanu Street. The building height is 245 feet and the FAR is 3.0.
- 401 Kamake'e: 4-story, 59 foot tall office building with retail and restaurant uses on the first level, at the Diamond Head corner of Queen and Kamake'e Streets. Density for this building is 1.2 FAR.
- Kamake'e Vista: 22-story apartment building with preschool and offices on the first four levels, on the 'Ewa corner of Queen and Kamake'e Streets. The building is 247 feet high and the FAR is 4.1.
- Kauhale Kaka'ako: 29-story affordable rental apartments, one block 'Ewa of Ward Avenue, 254 feet tall, with an FAR of 3.3.
- On Kapi'olani Boulevard, 2 blocks mauka of the Ward properties
 - Multi-story storage building on the corner of Kamake'e Street and Kapi'olani Boulevard. Density is 2.4 FAR, with a building height of 63 feet.
 - 46-story Moana Vista condominium with 492 units is under construction at 1009 Kapi'olani Boulevard, between Kamake'e Street and Ward Avenue. This development will be 418 feet tall, with a density of 5.3 FAR.

Diamond Head Edge of Ward Properties

Two luxury condominiums, completed in the mid-2000s, are located just Diamond Head of the Ward properties. There are no low-rise commercial or industrial buildings. One block to the east is Ala Moana Center.

- Ko'olani (1189 Waimanu Street): 48-story luxury condominium with 370 units. Koolani is 418 feet in height, with an FAR of 4.8.
- Hokua (1288 Ala Moana Boulevard): 41-story, 418 foot tall luxury condominium with 248 units, retail/restaurants on the first level. The density for this development is 4.2 FAR.

'Ewa Edge of Ward Properties

The 'Ewa side of the Ward properties is bordered generally by Ohe Lane. The majority of the neighboring parcels are occupied by low-rise commercial and industrial buildings. Office Max, a 30 foot tall building with a density of 0.5 FAR, is a retail store and Xerox is in an industrial building on Ko'ula Street that is 24 feet in height with a density of 0.7 FAR.

Makai Edge of Ward Properties

The makai side of Ala Moana Boulevard is dominated by Ala Moana Beach Park and Kewalo Basin. On the makai corner of Ala Moana Boulevard and Ward Avenue is a 4-story State of Hawaii office building which is 65 feet tall, with a density of 1.2 FAR. Also makai of the Ward properties is the University of Hawaii John A. Burns School of Medicine at Ohe and Ilalo Streets.

BULLET POINT 2. *(continued)*

Land Parcels Between Queen and Waimanu Streets

These smaller parcels are surrounded by low-rise commercial and industrial buildings.

Land Parcel on the Corner of Kapi‘olani Boulevard and Ward Avenue

This parcel is located on the ‘Ewa side of Ward Avenue at Kapi‘olani Boulevard.

- On the Diamond Head side is 909 Kapi‘olani, a 33-story condominium with 225 units. The height of this building is 345 feet, with a density of 4.1 FAR.
- On the mauka side of Kapi‘olani Boulevard/ Diamond Head side of Ward Avenue is the Blaisdell Center.
- On the mauka side of Kapi‘olani Boulevard/‘Ewa side of Ward Avenue is a car dealership and the Hawaiian Electric parking lot and structure.

BULLET POINT 3

For all modifications requested, provide analysis and justification, with appropriate vignettes, on how the modifications result in a better planned environment than would have been possible by strictly adhering to the Mauka Area Plan and Rules.

BULLET POINT 3.

Overview

All of the modifications requested in the Ward Neighborhood Master Plan are intended to facilitate better building design, preserve and enhance the mauka-makai visual corridors and improve the pedestrian experience at the street level in this unique urban neighborhood. Note that several of the following concepts are currently proposed in the draft revisions to the Mauka Area Plan.

BULLET POINT 3. *(continued)*

Modification to Podium or “Street Front Element” Height

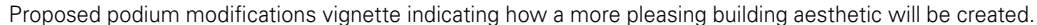
As the vignette shows, increasing the Podium height allows the parking structure to be pushed up and away from the street, providing space for retail, restaurant, office and residential units to be built within the podium and around the parking structure. These elements, rather than the parking structure, will face the street, creating a more pleasing aesthetic.

Modifications

- Increase the maximum Podium or Street Front Element height from 45 to 65 feet for parcels fronting Ala Moana Boulevard.
- Increase the maximum Podium or Street Front Element height for all other parcels not directly fronting Ala Moana Boulevard from 45 to 75 feet.

Benefits

- Allows for retail, restaurants, offices and residential units to be built within the podium.
- Additional podium height allows the parking structure to be moved up and away from the street.
- Facing retail, restaurants, office and residential units to the street is more aesthetically pleasing and pedestrian friendly than facing a parking structure to the street.



BULLET POINT 3. *(continued)*

Modification to Podium or “Street Front Element” Setback

The “Street Front Element” setback calls for a 1:1 slope in building height from 20 feet to 45 feet along major avenues and streets. Eliminating this setback allows for a more continuous urban street front with more usable building density brought closer to ground level.

Modification

- Eliminate the 1:1 setback slope defined as a 20-foot to 45-foot slope in building height along Ala Moana Boulevard, Ward Avenue, Kamake’e Street and Queen Street.

Benefits

- Allows for development of a continuous building façade that better defines the edge of the street.
- Allows the podium envelope to be larger, thus accommodating more density so that a greater portion of the development can be built closer to ground level.

Modification to “Tower Element” Setback

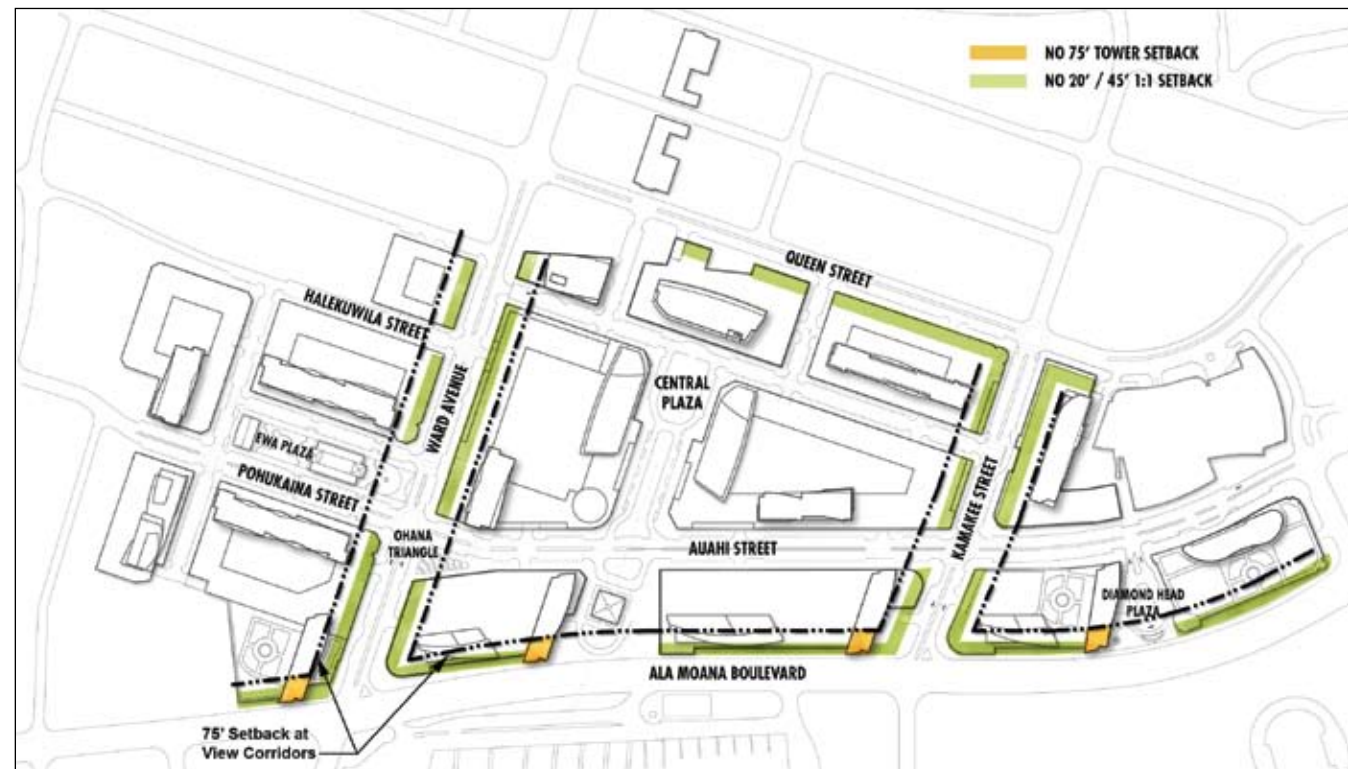
Requiring the 75-foot right of way setback for tower elements along Ala Moana Boulevard will necessitate the placement of the towers so that their width blocks ocean and mountain views, as shown in the vignette. Eliminating the setback allows towers to be placed perpendicular to the ocean, thus opening up mauka-makai views.

Modification

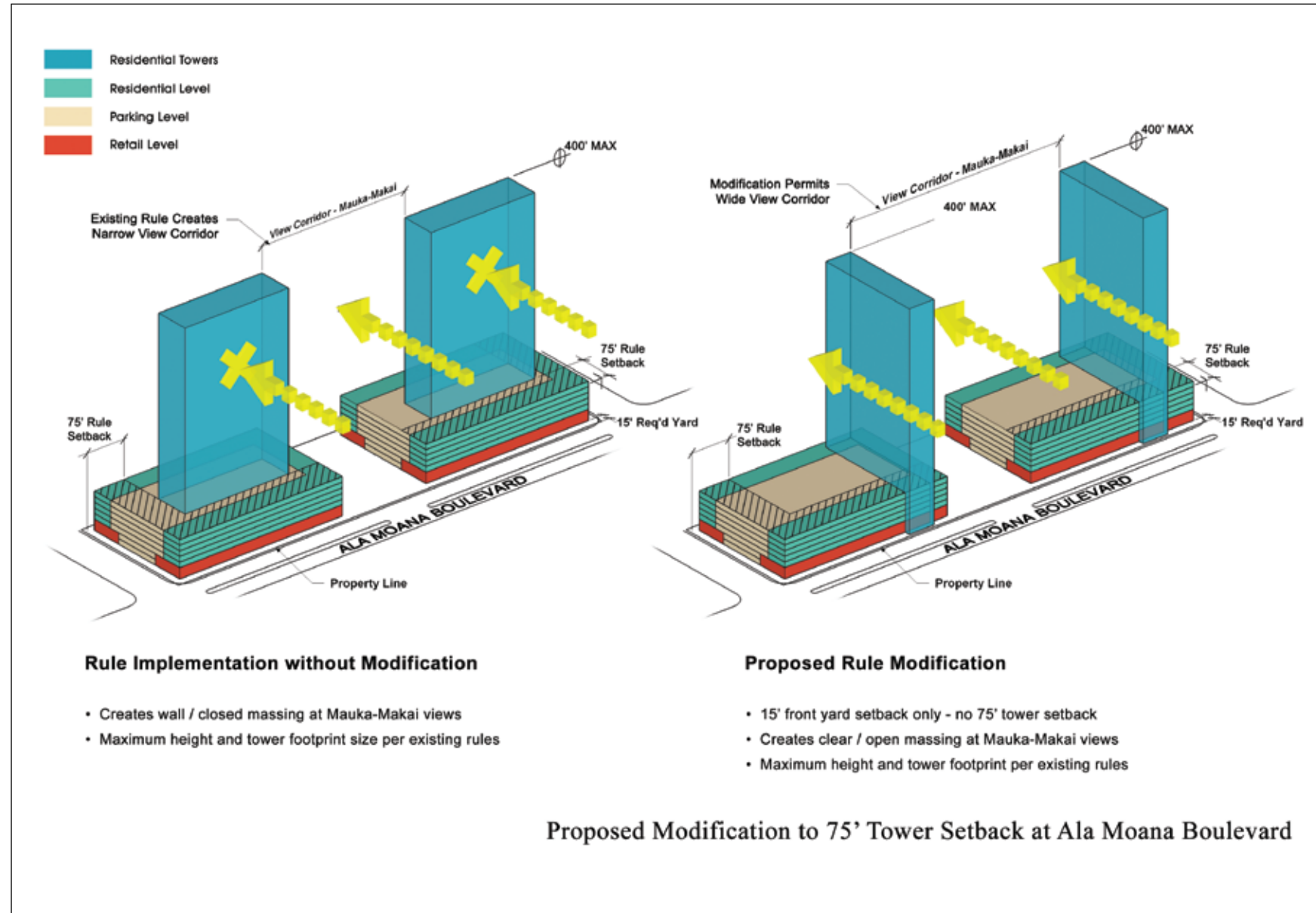
- Eliminate the 75 foot right of way setback for those tower elements along Ala Moana Boulevard with a mauka-makai orientation.

Benefits

- Allows for the tower footprint to be rotated perpendicular to the ocean, so that the narrow part of the footprint faces the ocean.
- Facilitates a slender building profile, which will help to preserve ocean and mountain views.



BULLET POINT 3. *(continued)*



Proposed Ala Moana Boulevard tower setback modifications vignette indicating the benefits of a Mauka-Makai tower orientation.

BULLET POINT 3. *(continued)*

Modification with Respect to Mid-Rise or “Mid-Height Element”

The Ward Neighborhood Master Plan proposes the introduction of the “Mid-Height Element” as a building type. As shown in the vignette, this would effectively replace one 400-foot high rise tower with two 240-foot mid-rise buildings. This would create more favorable view angles within the Neighborhood and reduce the number of towers needed to achieve the proposed density in Ward Neighborhood.

Modification

- Introduce a Mid-Rise or “Mid-Height Element” without a maximum floor plate restriction, with maximum height of 240 feet and with a minimum separation of 60 feet between buildings.

Benefits

- Allows for building mass to be distributed more evenly between different parcels.
- Reduces the number of towers needed to achieve the proposed density for Ward Neighborhood.

Modification to Side and Rear Setbacks

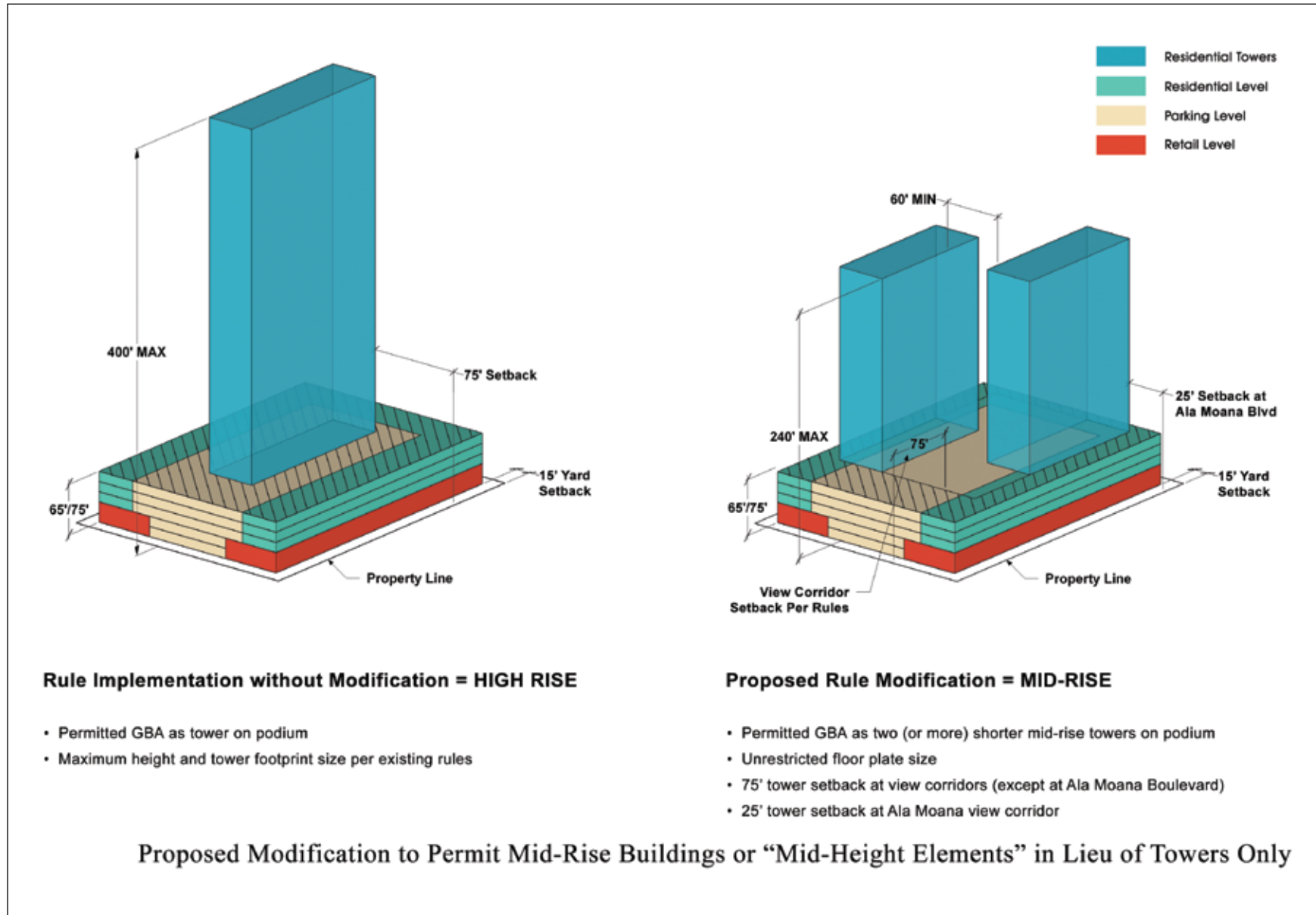
This modification is no longer necessary and has been removed from the Ward Neighborhood modification requests.

Modification for Buildings Under Construction at Ward Village Shops Site

Since the first phase of this project is under construction and undergoing further redesign while the Ward Neighborhood Master Plan application is being reviewed, it is necessary to preserve all previously approved modifications and variances for this project in order to complete and include it within the Master Plan framework.



BULLET POINT 3. *(continued)*



Proposed Mid-Rise modifications vignette indicating the benefits of lower heights vs. towers.

BULLET POINT 4

Explain how the Master Plan provides additional “public benefits” such as affordable housing, relocation assistance, public parking, off-site infrastructure and other public facility improvements apart from just the “public facility dedication” required by the Mauka Area Rules.

BULLET POINT 4.

Ward Neighborhood's Public Benefits

Overview

The Ward Neighborhood is an important step in fulfilling the vision established for Kaka'ako after the creation of the Hawaii Community Development Authority in 1976. HCDA's vision recognized that, while growth is inevitable, it need not change the unique character of life in Hawai'i. Smart growth, where urban land and upgraded infrastructure are better utilized, where jobs are close to housing, where opportunities for amenities and open space are planned, and where life is not dependent on cars, is at the heart of the vision.

The current Mauka Area Plan calls for 19,000 housing units and a full range of mixed land uses in Kaka'ako. The Ward portion of Kaka'ako can provide up to 4,300 much-needed housing units, over 800 of which will be specifically reserved for moderate income families. New retail and commercial space will create thousands of jobs nearby. And amenities, like pedestrian-friendly boulevards and public plazas, will help to build a vibrant new mixed-use neighborhood that improves the quality of life for the entire community.

The most important public benefit, therefore, is the neighborhood itself and how it improves urban living in Honolulu. But along the way, many specific benefits are provided.

Improving the Ward Area

Today, Ward is a series of aging structures that were built one building at a time. Some areas are popular, while others are not. It lacks pedestrian-friendly walks, unobstructed mauka-makai views, and open spaces for events or community gatherings. Over time, through the revitalization of Ward Neighborhood, these buildings will be replaced with mixed uses that update and renew the entire area, while preserving many of the local businesses that give Ward a distinctive character.

The Benefits of Master Planning

Instead of a piecemeal approach to growth, developing the Ward properties in the context of a master plan produces long-term benefits to the community by creating features that would not be feasible through developing small parcels separately. By developing the entire Neighborhood in the context of the larger vision, key amenities are possible and a cohesive community can emerge where people can live, work, play and learn without having to travel. The master planning process will provide many important benefits to the public:

- A true neighborhood with housing, shops, supermarkets, doctors and dentists, and services like satellite city halls and police substations, services that are not available today.
- Thoughtfully planned public spaces that are integrated, complementary and well spaced will provide venues for a wide range of events and gatherings.
- A network of pedestrian linkages, made up of streets and streetscapes that will add to the character and livability of Ward Neighborhood.
- An enhanced street network to improve traffic patterns and provide pedestrian and cyclist- friendly boulevards.
- New parking facilities that are integrated into buildings, shops and residences providing over 9,000 much-needed parking spaces.
- New view corridors to the mountains and ocean.

New Views and Open Space

At street level, Ward today is a warren of low-rise structures with no space provided for public uses. But the size of the land holding allows for the creation of new public open spaces and new view corridors to Kewalo Basin and the Ko'olau Mountains. Building higher in one location frees up land for other uses in another. Specifically, the benefits of Ward include:

- More than 6.5 acres for three public plazas and other open spaces; and
- Buildings of varying heights and features that are oriented to preserve and enhance mauka-makai views.

BULLET POINT 4.

Housing for Hawaii Residents

Adding much-needed housing supply to urban Honolulu will benefit the community in many ways. Just as importantly, the mix of services and businesses envisioned in the Ward Neighborhood will create a place for a range of households. To support our commitment to creating new housing choices for Hawaii residents, the mix of jobs, services, transit and open space must be part of the story of a neighborhood where local people can live, work, play and learn.

- The Ward Neighborhood will create a variety of housing choices including as many as 4,300 residential units.
- Over 800 of these units will be included throughout the Neighborhood to create new lifestyle opportunities for moderate income families.
- A complete neighborhood experience will make living in Ward an attractive option for more people, reducing the reliance on commuting and cars.

Transit Friendly

The Ward Neighborhood will be a mixed-use community designed to provide jobs, housing, entertainment, shopping, cultural activities and outdoor activities. The Neighborhood will be transit friendly and can complement, but need not depend on the availability of, mass transit.

By mixing housing, services and shopping in close proximity, people will not need to drive to attend to daily activities. Ward will be a walkable community.

New parking facilities will allow visitors to park once and take advantage of services throughout the Neighborhood without driving to the next spot. Certain streets will be redesigned and new surface streets constructed to ease the flow of traffic. The street grid will be made easy and enjoyable for pedestrians and cyclists to walk or bike through the Neighborhood.

Creating Jobs

Ward Neighborhood will provide far-reaching benefits for the economy. Throughout the construction process and for generations to come, the Ward Neighborhood will become an economic engine for Hawaii. In jobs alone, over the 20-30 year development period, the following growth is forecasted:

- **Construction Jobs**

- Direct, on-site construction workers: 17,300
- Direct, off-site construction workers (supporting on-site workers): 16,270
- Total payroll: over \$1.8 Billion

- **Jobs after Full Build-Out**

- Retail: 2,800
- Restaurant: 1,600
- Office: 3,400
- Total: 7,800
- Total annual payroll: \$345 Million

(The above figures are rough preliminary estimates, subject to refinement as more exact plans are generated. All dollar figures are in 2007 dollars.)

BULLET POINT 4.

Bolstering the Economy

The construction phase of Ward Neighborhood will inject nearly \$8 billion into the local economy in investment and tax revenue. Some highlights of revenue to the State and County include:

- **Tax Revenues during Construction (cumulative for all construction activity)**
 - General Excise Taxes: \$370 Million
 - State Income Taxes: \$135 Million
- **Annual Tax Revenues after Full Build-Out**
 - Property Taxes: \$16.5 Million
 - State Income Taxes: \$26 Million

After construction, the annual City and County of Honolulu property tax revenues could be used for a variety of purposes. The funds generated would be sufficient to hire more than 350 new police officers or firefighters, or to purchase either 400 new police cars or 50 new fire engines every year.

(The above figures are rough preliminary estimates, subject to refinement as more exact plans are generated. All dollar figures are in 2007 dollars.)

Public Facilities

Residents of Ward Neighborhood and the larger community will benefit from the significant investment in public facilities and infrastructure. Key elements include:

- Major investment in new public streets and pedestrian ways.
- More than 6.5 acres for public plazas and other open spaces.
- Additional public facilities in the form of a range of other community facilities, utilities (such as sewer, water, drain, electrical and telecommunication lines), infrastructure and parking.

Over the next twenty or more years, the public benefits brought forth by Ward Neighborhood will be substantial and will range from economic benefits to upgraded infrastructure to new public open spaces to a new walkable urban community offering a range of services to residents and the larger community.

BULLET POINT 5

Provide an inventory of historic sites within the Master Plan area and discuss preservation program and options. Also discuss a strategy for coordinating Master Plan implementation with discoveries of human remains on development sites.

BULLET POINT 5.

Provide an inventory of historic sites with the Master Plan area and discuss preservation program and options.

An inventory of historic sites within the Master Plan area is currently being conducted. The inventory will include a list of buildings that are currently eligible for listing on the Hawaii or National Register of Historic Places, as well as buildings that may be eligible within the 25 year time frame of the master plan. Following the development of this inventory, a program of documentation and other alternatives may be developed in coordination with the State Historic Preservation Division through a programmatic agreement.

Also discuss a strategy for coordinating Master Plan implementation with discoveries of human remains on development sites.

GGP has adopted a proactive culturally sensitive approach to address discoveries of human burial remains during the planning and implementation of the Ward Neighborhood Plan. First, GGP is conducting an archaeological and cultural analysis of the proposed development areas to identify known human burial remains and areas of high probability where human burial remains may be encountered. This information will be helpful in avoiding or minimizing impact to human burial remains during the implementation of the Ward Neighborhood Plan. Second, GGP is consulting with recognized cultural descendants of the area and other knowledgeable sources who can assist in identifying culturally sensitive areas, including those areas that may contain subsurface human burial remains. Third, GGP is engaging in ongoing consultation with cultural and potential lineal descendants of the area, the State Historic Preservation Division, Oahu Island Burial Council, Office of Hawaiian Affairs, and other native Hawaiian organizations with respect to the development of appropriate treatment for the discoveries of native Hawaiian burial remains, including preservation in place and possible permanent reinterment sites.

BULLET POINT 6

Mauka Area Plan anticipates the necessity of “industrial use” within the Kaka’ako Mauka Area. Discuss how the Master Plan supports the creation of additional industrial use space within the District.

BULLET POINT 6.

The Ward Neighborhood Master Plan has been revised to include industrial uses, as permitted by the current Mauka Area Plan and Rules. More than 739,000 square feet of industrial uses can be included in the development of the Ward Neighborhood Master Plan. (See page 6 of Addendum 2.)

BULLET POINT 7

Address the following conflicts between the table and figures in various places within the Master Plan document.

- a. The proposed right-of-way (“ROW”) width for Pohukaina Street shown in the table on page 45 does not match the ROW in the vignette on page 48.
- b. The proposed ROW width for Auahi Street shown in the table on page 45 does not match the ROW in the vignette on page 48.
- c. The proposed ROW width for Kamake‘e Street shown in the table on page 45 does not match the ROW in the vignette on page 47.
- d. The ROW for Queen Lane in the table on page 49 does not appear to be accurate.

BULLET POINT 7. [Replaces Public Streets –Proposed Streetscape Table on Page 45.]

Public Streets – Proposed Streetscape

CURRENT MAUKA AREA PLAN (PER FIG. 13)				WARD NEIGHBORHOOD MASTER PLAN	
STREET	EXISTING RIGHT-OF-WAY WIDTH/ CURB TO CURB	PROPOSED RIGHT-OF-WAY WIDTH/ CURB TO CURB	SETBACK REQUIREMENTS	PROPOSED RIGHT-OF-WAY	PROPOSED BUILDING TO BUILDING WIDTH
Ward Avenue	80 ft / 64 ft	80 ft / 64 ft	15 ft each side	80 ft	110 ft
Kamake'e Street	76 ft / 60 ft	76 ft / 60 ft	15 ft each side	76 ft	106 ft
Auahi Street (Ward Ave to Queen Lane)	60 ft / NA	60 ft / 44 ft	15 ft each side	76 ft	106 ft
Pohukaina Street (Ewa of Ko'ula St)	50 ft / NA	60 ft / 44 ft	15 ft each side	50 ft	80 ft
Halekauwila Street (Ewa of Ko'ula St)	50 ft / NA	60 ft / 44 ft	15 ft each side	50 ft	80 ft
Ilaniwai Street	40 ft / NA	50 ft / 36 ft	15 ft each side	40 ft	70 ft

The table above compares the existing and proposed right-of-way widths in the current Mauka Area Plan with the proposed right-of-way and building-to-building widths in the Ward Neighborhood Plan. The proposed design for each street works within the existing right-of-way and setbacks to provide a greatly enhanced streetscape environment.

Ward Avenue

Ward Avenue is a major mauka-makai oriented four-lane collector that serves as a gateway to Ward Neighborhood. The Master Plan provides an opportunity to unify the different developments along Ward Avenue frontage by introducing large-scale landscape improvements and by connecting key development parcels on both sides of the thoroughfare.

Kamake'e Street

Kamake'e Street is a mauka-makai oriented four-lane collector that serves as a gateway to the district. Kamake'e Street is unique in that it provides access to the middle of the development and an opportunity to link both sides of the street by use of landscape and streetscape improvements.

Auahi Street

Auahi Street is the central organizing street for Ward Neighborhood, providing access to all major residential, office and retail developments. Auahi Street would serve as the unifying spine for the community, offering well-designed pedestrian-scaled streets with spacious sidewalks, attractive street furnishings and landscape plantings.

The alignment of Auahi Street that is shown on the Ward Neighborhood Plan reflects the alignment indicated in the draft revisions to the HCDA Mauka Area Plan, which extends Auahi Street Ewa of Ward Avenue to Pohukaina Street.

BULLET POINT 7. *(continued)* – [Replaces Private Streets Table on Page 49.]

Private Streets

Four internal streets temporarily named ‘Ekahi, ‘Elua, ‘Eko and ‘Ehiku would serve to direct the majority of cars to and from garages within Ward Neighborhood. Queen Lane is a private mauka-makai roadway between Queen and Auahi Streets that is currently under construction.

CURRENT MAUKA AREA PLAN (PER FIG. 13)				WARD NEIGHBORHOOD MASTER PLAN	
STREET	EXISTING RIGHT-OF-WAY WIDTH/ CURB TO CURB	PROPOSED RIGHT-OF-WAY WIDTH/ CURB TO CURB	SETBACK REQUIREMENTS	PROPOSED RIGHT-OF-WAY	PROPOSED BUILDING TO BUILDING WIDTH
EXISTING					
Pohukaina Street (Ko‘ula St to Ward Ave)	50 ft / NA	60 ft / 44 ft	15 ft each side	60 ft	95 ft
Halekauwila Street (Ko‘ula St to Ward Ave)	50 ft / NA	60 ft / 44 ft	15 ft each side	50 ft	80 ft
Queen Lane	NA	NA	5 ft	28 ft*	NA
NEW					
‘Ekahi Street	NA	NA	5 ft	40 ft	70 ft
‘Elua Street	NA	NA	5 ft	40 ft	70 ft
‘Eko Street	NA	NA	5 ft	40 ft	70 ft
‘Ehiku Street	NA	NA	5 ft	40 ft	70 ft

The table above compares the existing and proposed right-of-way widths in the current Mauka Area Plan with the proposed right-of-way and building-to-building widths in the Ward Neighborhood Plan. The proposed design for each street works within the existing right-of-way and setbacks to provide a greatly enhanced streetscape environment.

* This width represents the curb-to-curb width, rather than a right-of-way width, as Queen Lane is a private roadway.

BULLET POINT 7. *(continued)*

Proposed Private Street Amenity Summary

NUMBER OF TRAVEL LANES	ONE IN EACH DIRECTION
Separated Pedestrian Sidewalks	Yes
Landscape Medians	No
Coordinated Street & Pedestrian Lighting	Yes
Underground Utilities	TBD
Streetscape Furnishings (benches, trash cans, newspaper racks, planters, etc.)	Limited
Coordinated Signage & Signalization at Intersections	TBD
Bus/Shuttle Shops	No
Bicycle Lanes	TBD

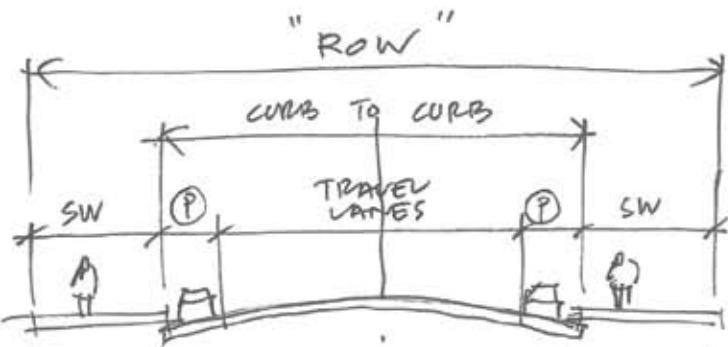
BULLET POINT 8

Typically, ROW for streets is measured from sidewalk to sidewalk inclusive of the sidewalk on both sides of the streets. The street graphics in the Master Plan shows that the sidewalks are outside of the ROW. Also, please verify that all street ROWs in the Master Plan are consistent with the street ROWs listed in the Mauka Area Plan.

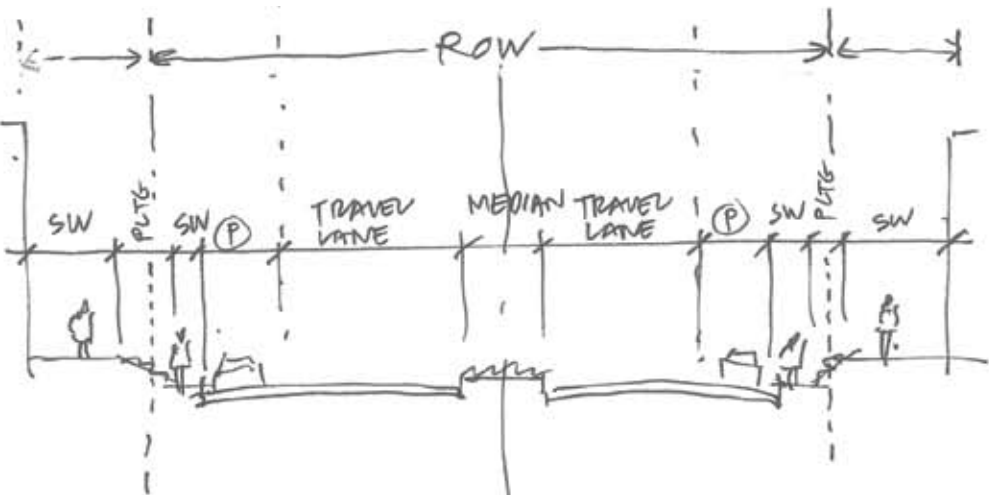
BULLET POINT 8.

The following sections illustrate the right-of-way areas on the current Mauka Area Plan and the Ward Neighborhood Master Plan. The right-of-way areas in the current Mauka Area Plan include the sidewalks on both sides of the road. The right-of-way areas illustrated in the Ward Neighborhood Plan include a portion of these sidewalks. It is intended that there would also be pedestrian ways outside of the right-of-way areas in the setbacks between the right-of-way areas and the buildings.

Mauka Area Plan



Ward Neighborhood Master Plan



ADA ACCESSIBILITIES GUIDELINES

The Ward Neighborhood Master Plan will conform to guidelines as set forth under the Americans with Disabilities Act and rules under the Hawaii Revised Statutes §103-50.

ADA ACCESSIBILITIES GUIDELINES

All buildings, facilities, and sites will conform to applicable federal, state, and county accessibility guidelines and standards. Hawaii Revised Statutes §103-50 requires all State of Hawaii or County government buildings, facilities, and sites to be designed and constructed to conform to the Americans with Disabilities Act Accessibility Guidelines, the Federal Fair Housing Amendments Act, and other applicable design standards as adopted and amended by the Disability and Communication Access Board. The law further requires all plans and specifications prepared for the construction of State of Hawaii or County government buildings, facilities, and sites to be reviewed by the Disability and Communication Access Board for conformance to those guidelines and standards.

